



AGENDA

CHARTER TOWNSHIP OF
MERIDIAN
TOWNSHIP BOARD
REGULAR MEETING
September 6, 2016
6:00 P.M.



1. CALL MEETING TO ORDER*
2. PLEDGE OF ALLEGIANCE/INTRODUCTIONS
3. ROLL CALL
4. PRESENTATION
 - A. 2017 Draft Township Budget Formal Presentation
5. PUBLIC REMARKS*
6. TOWNSHIP MANAGER REPORT
7. BOARD COMMENTS & REPORTS
8. APPROVAL OF AGENDA
9. CONSENT AGENDA (SALMON)
 - A. Communications
 - B. Minutes-August 16, 2016 Regular Meeting
 - C. Bills
 - D. 2017 Budget Public Hearing Date-September 20, 2016
10. QUESTIONS FOR THE ATTORNEY
11. HEARINGS (CANARY)
12. ACTION ITEMS (PINK)

**Public Comment

 - A. CATA Board of Directors Representative Appointment
 - B. Resolution to Approve Investment Institution-Comerica Bank
13. BOARD DISCUSSION ITEMS (ORCHID)

**Public Comment

 - A. Rezoning #16030 (Maniaci) 3690 Hulett Road RR (Rural Residential) to RAA (Single Family-Low Density)
 - B. Okemos Pointe Brownfield
 - C. Transportation Commission
 - D. Distributed Antenna System (DAS) Recommendation
14. FINAL PUBLIC REMARKS*
15. FINAL BOARD MEMBER COMMENT
16. ADJOURNMENT

***PUBLIC REMARKS (Any topic - 3 minutes per person)**

****PUBLIC COMMENT (Agenda item specific - 3 minutes per person)**

*Individuals with disabilities requiring auxiliary aids or services should contact the Meridian Township Board by writing or calling the following:
Township Manager Frank L. Walsh, 5151 Marsh Road, Okemos, MI 48864-1198 (517-853-4258) – Ten Day Notice is Required.*

Meridian Charter Township: 5151 Marsh Road, Okemos, MI 48864-1198, (517) 853-4000 Township Hall Room; www.meridian.mi.us

* Appointment of President Pro Tem and/or Temporary Clerk if necessary

Meridian Township exists to create a sustainable community through the most effective use of available resources that achieve the highest quality of life.

TOWNSHIP BOARD REGULAR MEETING COMMUNICATIONS, SEPTEMBER 6, 2016

(1) Board Deliberations (BD)

- BD 12A-1 Donna Rose, 6207 Cobblers Drive, East Lansing; RE: Public Service Application seeking appointment to the Capital Area Transportation Authority (CATA) Board of Directors as the Meridian Township Representative and the Redi-Ride Review Committee
- BD 12A-2 Gus Breymann, 2176 Donovan Place, Okemos; RE: Recommendation for Pat Cannon's Replacement on the CATA Board
- BD 12A-3 Renee Korrey, 4633 Okemos Road, Okemos; RE: CATA Appointment
- BD 12A-4 Rhonda Bueche, 4126 Leeward Avenue, Okemos; RE: Meridian Township Representative Candidates to the CATA Board

(2) Information (BI)

- BI-1 Tim Potter, 4632 Van Atta Road, Okemos; RE: Questions related to pathways
- BI-2 Donna Rose, 6207 Cobblers Drive, East Lansing; RE: Copy of email to Sandra Draggoo and Debbie Alexander from CATA concerning the August 16, 2016 Bus Rapid Transit (BRT) community conversations
- BI-3 Michael E. Unsworth, Advocacy Committee Chair, Tri-County Bicycle Association, 1518 Haslett Road, Unit 635, Haslett; RE: Bicycling and CATA's BRT
- BI-4 Frank Webster, 3845 Roxbury Avenue, Okemos; RE: Opposition to CATA's BRT
- BI-5 Ronald and Carol Dooley, 100 Nature Way, Okemos; RE: Opposition to CATA's BRT
- BI-6 Michael and Gwen Maisch, 4775 Nakoma Drive, Okemos; RE: Opposition to CATA's BRT
- BI-7 Tim Potter, 4632 Van Atta Road, Okemos; RE: Email exchange with Assistant Township Manager/Director of Public Works Derek Perry regarding the sidewalk closed signs along Grand River Avenue
- BI-8 Jason Honeycutt, 4035 W. Jolly Road, Apt. 32, Lansing; RE: Alternate BRT Route(s)
- BI-9 Jim Spanos, 4648 Nakoma Drive, Okemos; RE: McDonald's Bus Stop
- BI-10 Jim Spanos, 4648 Nakoma Drive, Okemos; RE: McDonald's Bus Stop
- BI-11 Rhonda Bueche, 4126 Leeward Avenue, Okemos; RE: August 19, 2016 forum with State Representative Sam Singh and the Disabled Community to discuss CATA's BRT
- BI-12 Lucy Garliauskas, Associate Administrator, Transportation Planning and Environment, Federal Transit Administration, 1200 New Jersey Avenue, S.E. 43-312, Washington DC; RE: Email response to communications regarding the August 19, 2016 forum with State Representative Sam Singh and the Disabled Community to discuss CATA's BRT
- BI-13 Rhonda Bueche, 4126 Leeward Avenue, Okemos; RE: Transmittal of a press release and position statement from the Lansing Regional Chamber of Commerce in opposition to CATA's Current Proposed BRT Plan
- BI-14 Sandy Draggoo, CEO, CATA, 4615 Tranter Avenue, Lansing; RE: BRT Update

(3) Commission Linkage (CL)

- CL-1 Kenneth Lane, 540 Juneberry Lane, Okemos; RE: Resignation from the Zoning Board of Appeals

(4) On File in the Clerk's Office (OF)

Material handed out at the August 16, 2016 Board Meeting

- Renee Korrey, 4633 Okemos Road, Okemos; RE: CATA Appointment
- Kathy DeVito, 470 Chimney Oaks, Okemos; RE: CATA Appointment
- Kathy DeVito, 470 Chimney Oaks, Okemos; RE: Correction to previous CATA Appointment letter
- Rhonda Bueche, 4126 Leeward, Okemos; RE: CATA Board member Appointment

12A

**CLERK'S OFFICE
BOARD COMMUNICATIONS
SEPTEMBER 6, 2016**

Board Deliberations (BD)

Sandy Otto

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Wednesday, August 17, 2016 12:25 AM
To: Board; Frank Walsh
Cc: ody.norkin@gmail.com; 'Karla Hudson'
Subject: CATA Board Application & RRC

Greetings,

First, I overheard tonight that our Redi Ride meeting for Thursday was cancelled. Is this the case? Who made that decision? I feel we have some loose ends to tie up. If others can't attend at least let those of us come and complete some of our business, like the no show policy. We did not fully complete our task. I think cancelling this meeting adds insult to injury!

Plus, what about the public. Maybe people want to come and address our millage ballot item not passing (the airing of the grievances).

Ok, about my application for the CATA Board. I can think of no other person who has applied or who will apply who is more qualified than myself for this position. Who are you expecting to find who is more experienced about the use of public transit, who has been as dedicated to this subject matter as long as I have been, and who can really speak about public transit on behalf of all of our residents, along with ADA matters? As you have discovered public transit is complicated, like anything else, and I am aware of the big complicated picture and how the parts fit together.

The other person who applied has already served. It is time to allow a real user of all the services to have an opportunity to make a difference. I am a pretty patient individual, but if my application was good enough for you, I would have been appointed tonight for the three year term. Everyone had two weeks to apply and I believe I read it on the Township website. If you have to round people up are they really going to be good fits for this position, or just status quo keepers? Someone used the word "equity" this evening when justifying why I couldn't be appointed this evening. Everybody had the same opportunity to apply, so what was so inequitable? I suppose it depends on where you are sitting, but I think it would be a very harsh and unequal system if I am not appointed. You need to appoint someone who really wants and needs to work on this Board. I wish someone as qualified as me would show up, but I doubt others can speak for those who have no voice as I do, or for the Meridian Township citizens. I will do a good job, and won't be easily fooled by numbers or statistics since I studied research methods prior to leaving a dual doctoral program at U of M.

You may believe that my outspoken words about CATA could be construed as an inability to cooperate. I can assure you if I am appointed I will voice my opinion, keep my township in the loop, and try to work out remedies for problems that will benefit us all. I will urge CATA to always look for the best methods of solving problems for riders and not to create more. And best of all since I ride all of the services, I might have a good idea now and then! I won't be in this for political ambition, but simply to help people get from point A to point B as easily as possible for the best price. Yes, I will be different than Pat Cannon, or anyone else for that matter. I love and need public transit and I want the best darn system at the most reasonable cost.

I hope you will think about this before the next meeting.

Very sincerely,
Donna Rose, LMSW
6207 Cobblers Drive
East Lansing, MI 48823

SEP 06 2016

BD 12A-1

SEP 06 2016

Sandy Otto

From: Gus Breymann <gusbrey mann@comcast.net>
Sent: Thursday, August 18, 2016 10:16 PM
To: Board
Cc: Frank Walsh
Subject: Recommendation: Pat Cannon's Replacement on CATA Board

I recommend that the Board appoint Donna Rose to the vacancy on the CATA Board of Directors. I have been impressed by her extensive knowledge of public transit and by her advocacy for others with disabilities. Most important, she is a regular user of CATA services and aware of its strengths and areas where service improvements can be made. Her comments at Township meetings articulate and well formulated. It appears she is also a creative problem solver. Please give her your close and positive consideration.

Gus Breymann
2176 Donovan Place
Okemos

SEP 06 2016

B) 12A-2

SEP 06 2016

Sandy Otto

From: renee korrey <rkorrey@yahoo.com>
Sent: Friday, August 19, 2016 12:13 AM
To: Board
Subject: CATA APPOINTMENT

Dear Meridian Township Board,

I am sending a letter of support for Donna Rose as our next CATA representative. I have researched Ms. Munshaw and although she is qualified and has served in the past, it is time to allow someone else to experience the opportunity. Donna Rose has knowledge, skills and abilities to serve Meridian Township well in that capacity.

This appointment, as all the board appointments, has the ability to shape the future for ourselves and our families of Meridian. Ms. Munshaw has done her part and continues to do her part in a variety of ways. It is time to allow another faithful resident with the insight that Donna Rose has to come in and make her mark.

I have not known Donna long but I do believe I am a good judge of character. What I see is a lady with character and determination who truly cares for our township and our population. Her passion illuminates the stages, podiums and rooms that she enters. I don't want her appointed because she is totally blind. I want her appointed because of all the attributes she possesses from the experience of a blind person. We need to have that perspective continued through the appointment of Donna Rose.

She and I may not always agree on some topics and that is all the more reason why I want her in that position. I want status quo shaken sometimes and observed sometimes and I am convinced that she has what it takes to recognize what it takes to do both. She is nobody's puppet and I respect that. She is a team player and we need that.

Respectfully Submitted,

Renee Korrey

SEP 06 2016

BD 12A-3

SEP 06 2016

Sandy Otto

From: Rhonda Bueche <rbueche@comcast.net>
Sent: Monday, August 22, 2016 3:46 PM
To: Frank Walsh; Board
Subject: Meridian Township Representative Candidates to CATA Board

August 21, 2016

Dear Meridian Township Board Members,

I would like to take this opportunity to recommend Mr. John Veenstra and Ms. Donna Rose as candidates for the next Meridian Township representative to the CATA Board. The Meridian Township Board will be held in high regards by either of these appointments.

As you all know Trustee Veenstra has been an extraordinarily dedicated Trustee serving Meridian Township for over 12 years, on various committees and regional boards including the Tri-County Regional Planning Commission. He is fiscally prudent, intelligent and his vast work experience and keen insight gives him the added benefit of raising CATA's services and standards to a much higher level, where it should be. Trustee Veenstra is known by his work ethic, morals and commitment to fulfilling the needs of the entire community. He has a vast knowledge of all aspects of Meridian Township affairs, transportation and government, regulations, codes and taxes. All of these attributes make him an exceptional candidate for Meridian Township representative.

Ms. Rose is known as an actively engaged citizen, and by her experience, respect and compassion. Her past work with the Ann Arbor Area Transportation Authority, has given her the specific transportation knowledge needed for this job. Ms. Rose is familiar with Transportation Commission, which makes her an excellent Meridian Township representative. In addition, Ms. Rose is visually impaired which offers a unique perspective and has new ideas to benefit all citizens. Ms. Rose is personally familiar with all modes of public transportation. As Capital Area Council for the Blind, she is knowledgeable of ADA regulations and the needs of the disabled community, which will ultimately enhance CATA's ability to provide for these needs, concurrently fostering protection from present violation of ADA regulations.

Respectfully,

SEP 06 2016

BD 12A-4

Rhonda Bueche

SEP 06 2016

Meridian Township Resident

**CLERK'S OFFICE
BOARD COMMUNICATIONS
SEPTEMBER 6, 2016**

Board Information (BI)

Sandy Otto

From: Tim Potter <flyingdutchman63@gmail.com>
Sent: Monday, August 15, 2016 11:01 PM
To: Board
Subject: Concerns - questions rel't'd to pathways
Attachments: 13619947_10153877168134007_7198085977139491684_n.jpg; 13723906_10154767334750288_5152039735970409696_o.jpg; 13662237_10154767334285288_8390684868906437598_o.jpg

This latest issue of the Twp. newsletter prompts a couple concerns/ questions:

- Wondering what the status of the sidewalk/ path repairs on the north side of Grand River Ave. opposite Playmakers is currently? I see many people still using it despite the "Sidewalk Closed" signs. I understand it's an MDOT project and out of the Twp's control but this is a very high-use section of our pathway and needs to be repaired ASAP. Related to this, I've been putting the "Sidewalk Closed" signs back up numerous times this summer; I keep finding them laying down in the grass/ path (perhaps mowers are knocking them over?). Additionally, the one on the sidewalk at the Park Lk. Rd. intersection is busted up and needs repairs to be functional. Finally, I'm concerned that pathway users from the opposite direction may not even see these signs in the pathway and run into them, esp. at night if they're not using lights causing serious injury (many people out running, bicycling in the dark don't use lights unfortunately, thinking they're safe if they're on the sidewalks). These signs really need to have high-visibility colors on both sides.

- What's the status of the possibility of extending the Inter-Urban Pathway under the Marsh Rd. Bridge towards Haslett Rd./ Lk. Lansing? In the past the Twp. Public Works staff have said that they're supportive of the extension of the pathway under the bridge and would work up some designs. There are numerous bridges similar to this having a pathway installed under them this summer up on US-127 between Alma and Mt. Pleasant per the suggested design that pathway advocates have suggested, so this design would appear to be an acceptable way to accomplish the extension. See attached photo taken of the US-127 work earlier this summer for reference. I'm adding a photo taken by Bill McConnell from the Marsh Rd. bridge looking west showing that there is only one set of tracks under the bridge.

Thank you for the updates in advance.

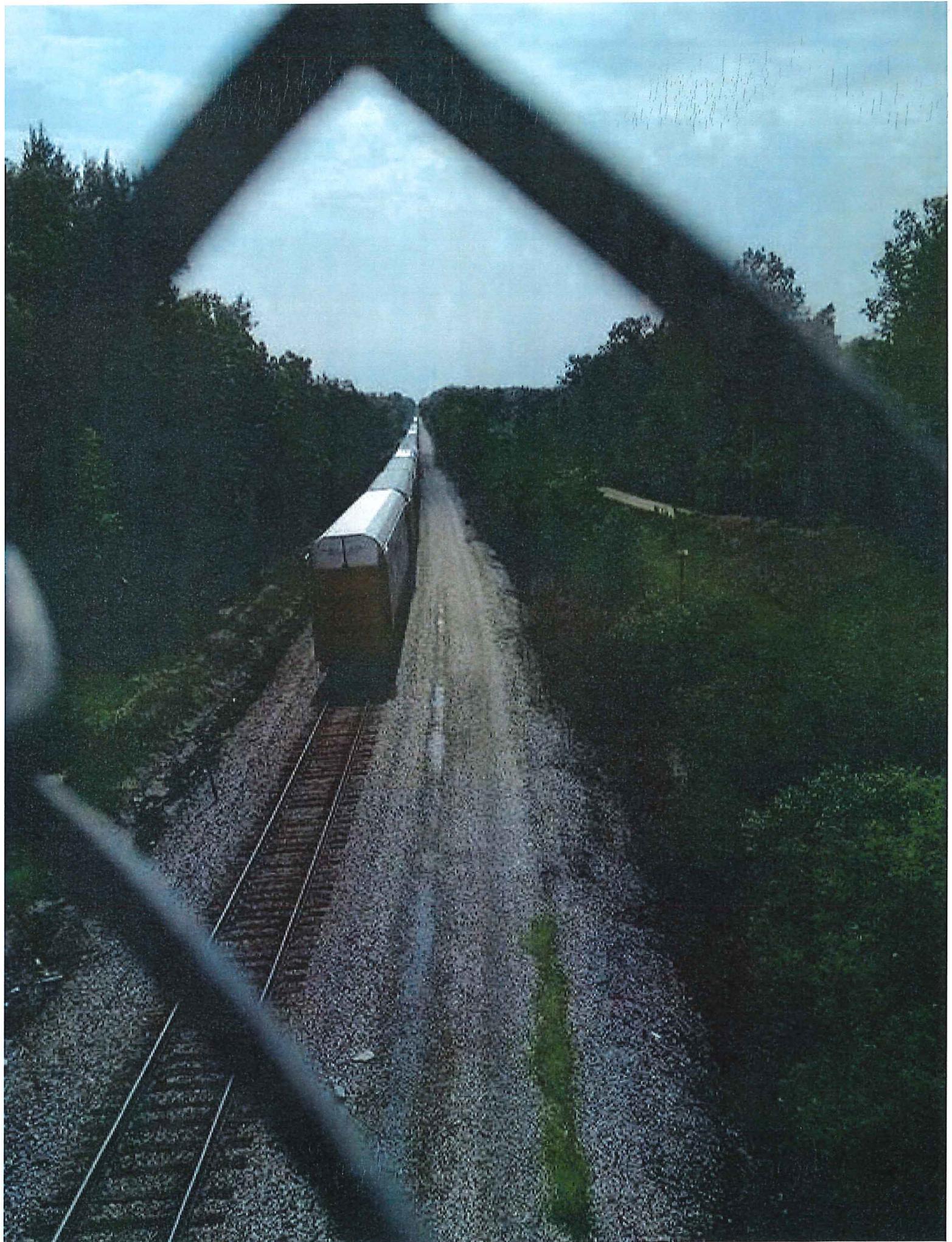
Tim Potter
4632 Van Atta Rd.
Okemos, MI

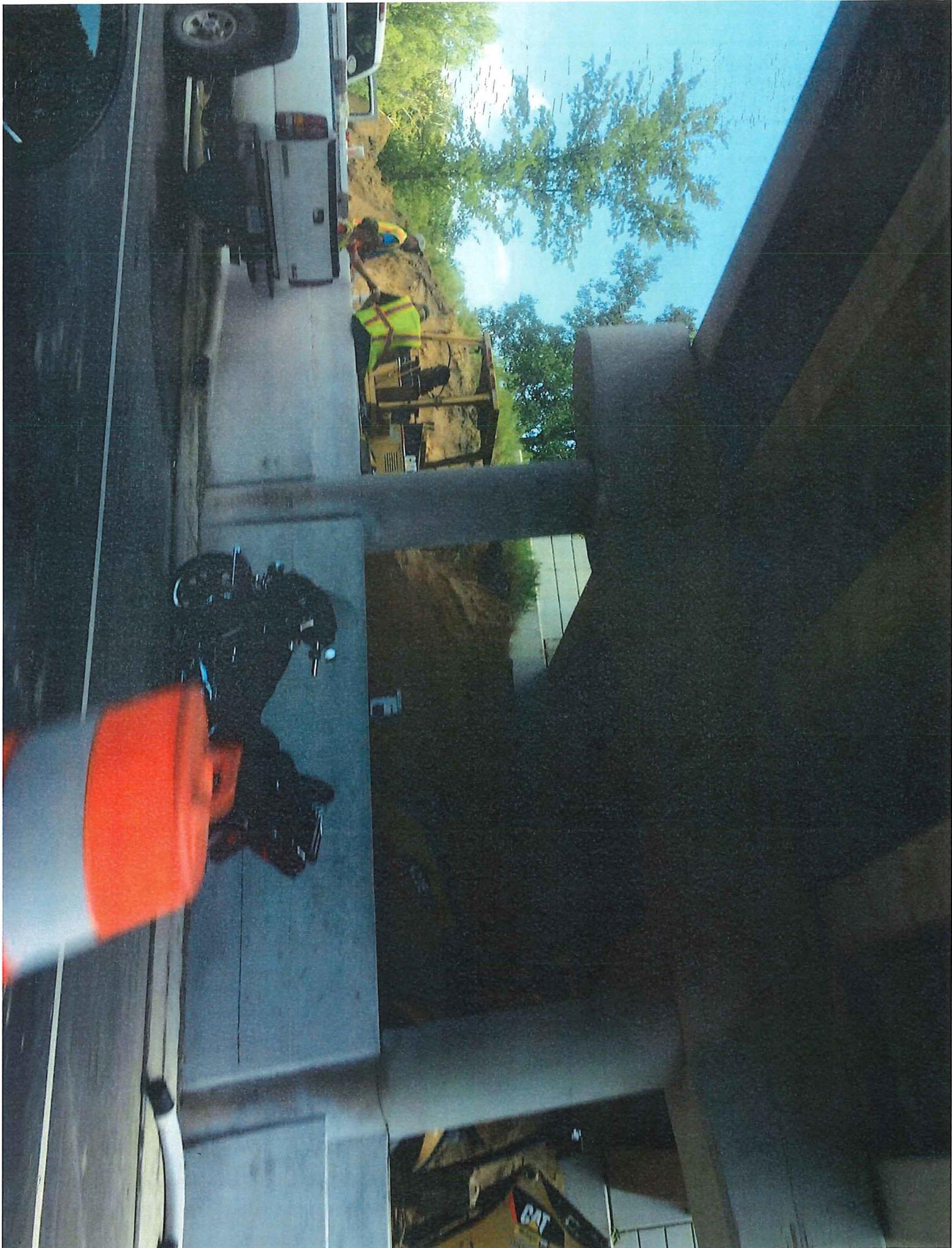
PS: This email was also sent to Frank Walsh and Derek Perry earlier.

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BI-1

SEP 06 2016







Sandy Otto

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Wednesday, August 17, 2016 1:37 AM
To: DWAlexander@cata.org; 'Sandy Draggoo'
Cc: Frank Walsh; Board
Subject: August 16, 2016 work sessions

Dear Deb and Sandy,

I was very disappointed this evening to attend another meeting that was just a gripe session. You won't satisfy anybody with any more answers. I think if you want people to accept any part of a BRT, you have to bring a different plan to the table. I would suggest a curb side plan. The goal appears to get people from one end of the route to the other end faster. As citizens using the service, the only people using the service this way will be morning and evening commuters, so why not taylor a system that only runs at those times of the day along the curb like in Grand Rapids?

I also would support scrapping the BRT project and buying new fare boxes. You aren't out here using the bus, but the fare boxes you have now waste valuable time while people board. If you have 20 people at a stop, like at certain times in front of the Peanut Barrel, east of Division in East Lansing, valuable time is lost because we all have to keep waiting for our passes/transfers to go into the fare box and come back out. It can take 5 seconds or more per passenger. That is 100 seconds or more at some stops. If you could just purchase new swipe or smart card fare boxes, I think you would find they alone could save the system a lot of time from one end to the other.

I think you misunderstood our Board of Trustees when they ask you to bring something different to the table and involve those who don't want a BRT. I feel they were thinking you would hear from Meridian Township residents and business owners and devise a different plan, but the plan is still the same. If you come to our Board without another configuration I don't think Meridian Township will support it. And I cannot support a center of the road plan. It isn't practical and it isn't safe.

I don't want to have the good system we have now to be compromised by tearing up roads and bypassing the very places many of us go to shop, nor do I want to be forced to have to use Spectran all of the time for my transit needs. I don't think you are realizing how depressing this whole thing is for your riders. If I had thought this kind of thing was going to happen, I would have never moved to this area. A lot of us see our quality of life will be significantly changed in a negative way. And you can't guarantee we are wrong!

Sincerely,
Donna Rose

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BI-2

SEP. 06 2016

Sandy Otto

From: Michael Unsworth <unsygm@gmail.com>
Sent: Thursday, August 18, 2016 6:45 PM
To: Board; Frank Walsh
Subject: Bicycling and CATA's Bus Rapid Transit
Attachments: TCBA-BRT-Aug2016.pdf

Dear Meridian Township Officials:

The Tri-County Bicycle Association (TCBA) has contacted CATA about its concerns with the Bus Rapid Transit project. As we have communicated with you in the past, TCBA has stated that the BRT should conform to affected jurisdiction's Complete Streets policies.

At the August 16 evening meeting at the new fire station, a CATA official said that the jurisdictions must press CATA for compliance.

Attached is a proposal to CATA which will help make the BRT be compliant with the Township's Complete Streets policies.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Michael E. Unsworth
Chair, Advocacy Committee
Tri-County Bicycle Association
1518 Haslett Road, Unit 635
Haslett MI 48840
advocacy@biketcba.org
517-282-7515

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SEP 06 2016



TRI-COUNTY BICYCLE ASSOCIATION

P.O. Box 22146 • Lansing, MI 48909-2146 • www.biketcba.org

Debbie Alexander
Capital Area Transportation Authority
4615 Tranter Street
Lansing, MI 48910

August 18, 2016

Dear Debbie,

The Advocacy Committee of the Tri-County Bicycle Association (TCBA) has watched the current debate over CATA's Bus Rapid Transit (BRT) proposal with great interest. TCBA's position on BRT is that the project must incorporate the Complete Streets policies of the jurisdictions that it is planned to go through (Cities of Lansing & East Lansing and Meridian Township). At this point in the process, we see little evidence that the BRT meets the spirit and the letter of Complete Streets.

Another problem is getting people to and from the stations. Adequate infrastructure in the form of bike parking and bike sharing is needed. CATA has to solve the end-of-trip/last mile problem. Our committee proposes that CATA and the communities seriously investigate the following measures.

First of all, CATA should return to the planning charrettes' recommendation of allowing bikes to share the BRT lanes. We feel this is the only realistic, affordable, and safe solution that will allow bicyclists to get to their destinations on the corridor. CATA's professional drivers should have no problem passing bicyclists since they do it every day. Forcing bicyclists to use alternate routes that are away from the corridor or to ride on sidewalks is a non-starter. We should be working to reduce motor vehicle-bike crashes in the region.

If CATA does adopt lane sharing for bicycles, it should work to modify a proposed state law on limiting cyclists' access to BRT lanes.

Secondly, CATA should incorporate a robust bike share system into its BRT proposal. Such a system would improve the project, making it truly multi-modal and more acceptable to a larger number of area residents. It would be an excellent way to get the bicycling community more excited about bringing BRT to our area. It would be especially valuable to younger people looking to live closer to their workplaces and be less reliant on cars. By

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adding a bike share system to the BRT proposal, it would help extend the reach of thousands of additional potential customers for CATA. This would be especially valuable because there will be fewer BRT stations than the current Route 1 bus stops.

On Page 3 are resources on bike share systems, some of which are related to integrating bike share with transit.

Thirdly, CATA should provide adequate bike parking at the stations. While bike sharing will meet the needs of some riders, there will be bike owners who have to travel a good distance to get to the stations. Since the space for bikes aboard the buses will necessarily be limited, bike parking becomes critical. This will be particularly important for the MSU population.

Looking forward to working with you on the bicycling aspects of the BRT.

Sincerely,



Michael E. Unsworth for the
TCBA Advocacy Committee

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Resources on Bike Share Systems

Integrating Bike Share Programs into a Sustainable Transportation System

<http://www.sustainablecitiesinstitute.org/topics/transportation/bicycles-and-pedestrians/bike-sharing/integrating-bike-share-programs-into-a-sustainable-transportation-system>

Metro Bike-Share Transit Integration and Pricing: What Do You Think?

<http://la.streetsblog.org/2015/08/04/metro-transit-bike-share-integration-what-do-you-think/>

Bike share or bus? In Los Angeles, the price will be the same

<http://betterbikeshare.org/2016/03/29/bike-share-bus-los-angeles-price-will/>

Metro Bike Share — Los Angeles: <http://www.bicycletransit.com/los-angeles/>

“Detroit Bike Share Program Moves Forward With Naming Of Vendor,” *Crain's Detroit Business*

<http://www.crainsdetroit.com/article/20160804/NEWS/160809927/detroit-bike-share-program-moves-forward-with-naming-of-vendor>

Sacramento, CA's Bike Share RFP: <http://www.sacog.org/bike-share>

Bike Sharing Program - Model RFP:

<http://www.sustainablecitiesinstitute.org/topics/transportation/bicycles-and-pedestrians/bike-sharing/bike-sharing-program-model-rfp>

Bike-sharing Blog: <http://bike-sharing.blogspot.com>

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Frank Webster

aka Benjamin Franklin Webster III

3845 Roxbury Avenue
Okemos, MI 48864

517-349-9065
websters1976@comcast.net



August 17, 2016

Meridian Township Board
5151 Marsh Road
Okemos, MI 48864

Ladies and Gentlemen:

CATA continues to plan BRT (Bus Rapid Transit). The Meridian Trustees once rejected BRT. The Meridian residents do not want BRT. The Meridian Trustees will again be requested by CATA to approve BRT. It is my hope that the Meridian Trustees will again NOT approve BRT.

CATA conducted "Community Work Sessions" on August 16, 2016 to hear comments from Meridian residents because the Meridian Trustees had previously disapproved BRT. The sessions were a "scam". The Meridian residents still do not want BRT, or anything like it. An information distribution from CATA said "No local taxes will be used to build BRT". This is not true. Federal funds, that CATA plans to use, come from local taxpayers.

Above all, do not approve BRT, or anything like it, until the Meridian residents say it is OK.

Sincerely,

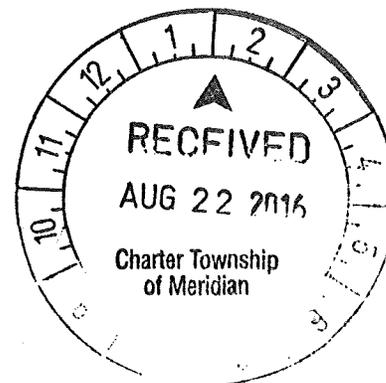
Frank Webster

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BI-4

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Ronald and Carol Dooley
100 Nature Way
Okemos Michigan, 48864



August 17, 2016

Mr. Stewart McKenzie, Planning and Program Development
Federal Transit Administration
200 West Adams St. Room 320
Chicago, IL 60606

Dear Mr. McKenzie:

Re: CATA and the Proposed BRT

We are writing to express our opposition to the proposed CATA BRT line in Meridian Township and East Lansing. We strongly urge the Federal Transit Authority (FTA) deny their request for funding.

Yesterday we attended one of two meetings held in Meridian Township, put on by CATA to present the proposed BRT design and take comments from the attendees. Of the hundreds of township citizens that attended, we estimate 99% opposed what was presented. The CATA sponsored paid consultant moderator went around the room and solicited comments. This took all but 15 minutes of the allotted hour and a half meeting time. The comments were the same objections that have been voiced over the past many months. No left turns, semi-truck delivery difficulties, limited stops (much less than the current), fire truck and EMT access to business and residences, existing near empty busses constantly plying Meridian Twp., very difficult handicap access to a center bus lane, safety issues crossing the street, traffic lanes being narrowed to 10 ft., BRT busses controlling traffic signals, and on and on. I am sure you have probably heard these issues from other citizens. A new one I just heard was how will MDOT handle snow plowing?

Most of the stated ridership on the system are MSU students that are here for nine months, on a specific route in East Lansing. CATA claims that Route 1 provides 1.7 million trips per year and 10-14 times per week (520-728 times per year) the bus is full resulting in a delay. This will be solved by sending more busses on the BRT line during peak hours. Couldn't this be done now without the BRT?

It should be noted that most of the businesses along the Route 1 corridor have signs opposing the BRT. Whole Foods has stated they never would have built if there was a BRT in place. MSU President Lou Anna Simon has stated that Michigan State University is opposed to the BRT. We have enclosed the related article. We have to wonder what motivates CATA to propose such a monstrosity. Do they think the federal and state governments have this pot of money and they want some to expand their empire?

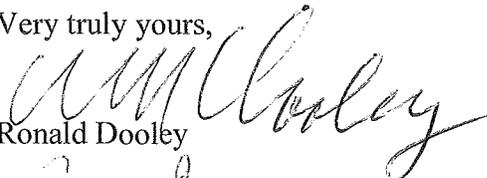
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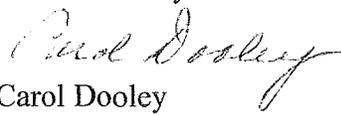
BI-5

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Again, we urge you to deny this funding that will do nothing but ruin the quality of life in our community. This proposed BRT system will create a traffic nightmare on Grand River Ave. We would hope that MDOT would install timed traffic lights on the Route 1 corridor and the FTA allocates the money to some worthwhile project in Michigan.

Very truly yours,


Ronald Dooley


Carol Dooley

Xc: Sharon Edgar, MDOT
Frank Walsh, Meridian Township ✓
Debbie Stabenow, U.S. Senate
Gary Peters, U.S. Senate
Curtis Hertel, State Senate
Sam Singh, State Representative

Encl.

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Published on eastlansinginfo.org (<http://eastlansinginfo.org>)

[Home](#) > Documents Show MSU President Critical of BRT

Documents Show MSU President Critical of BRT

Authored on Friday, 12-Aug-2016 09:42 EDT



Author: Alice Dreger

With "Stop CATA's BRT" signs now beginning to populate at East Lansing businesses along Grand River Avenue, the Meridian Township-based group producing the signs has assembled evidence ^[1] of a long-running skepticism of the project among MSU officials. These include MSU's President Lou Anna K. Simon.

As we've previously reported, CATA wants to build a Bus Rapid Transit (BRT) ^[2] running in dedicated lanes from Lansing's Capitol to the Meridian Mall. In the last few months, critics of the

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project have become increasingly vocal, especially among the business community. Speaking to East Lansing's City Council this week [3], business owner J.J. Neilson said the Lansing Regional Chamber of Commerce is about to come out against the project. (The Chamber did not respond to our request for confirmation.)

Asked this week for President Simon's take on CATA's plans for the Bus Rapid Transit (BRT), MSU's spokesperson again told ELi that MSU remains concerned about pedestrian safety in East Lansing. The project as currently planned would reduce the number of places pedestrians could safely cross Michigan and Grand River Avenues and would reduce the green median space available for pedestrians to stand in between east- and west-bound traffic when crossing in downtown East Lansing.

But letters from MSU to CATA assembled by the "Stop CATA's BRT" Facebook group show MSU's top administration has had many other concerns as well, particularly with the cost of the project and the funding plan.

In a June 2014 letter, MSU's President Simon told CATA Executive Director Sandy Draggoo, "I believe that the larger issue related to this project has to do with the funding." She told Draggoo that the Director of the Michigan Department of Transportation (MDOT) "indicated that it is highly unlikely that MDOT could contribute anywhere close to the 20% local match that you expect."

Understanding that most of the funding is supposed to come from a federal grant, Simon also expressed skepticism that CATA would get federal funding at the level it had been hoping.

Simon told Draggoo, "We recognize the desire of both students and young professionals to use transit, and understand that having a robust system is an important part of economic development, sense of place, and talent attraction. However, given the concerns about the East Lansing section, as well as pessimism about future funding, I think the current proposal is much too ambitious at this time."

Simon suggested "that CATA consider a smaller system, without dedicated lanes, which I understand are the primary reason this proposal is so expensive. A modified BRT system, similar to what Grand Rapids is opening this summer, might be a good first step for our region. It has a much greater likelihood of receiving both state and federal funding, and would alleviate many of the design concerns that continue to plague the project."

Simon asked why CATA could not find a way to come up with plans that would better address active needs. She asked, for example, if CATA "could even explore adding an express run to and from the airport from the downtown Lansing end of the line—connecting downtown, MSU and East Lansing and even Meridian Township to the airport with only having to build one additional station."

MSU's skepticism of the BRT project goes back many years, as evidenced by a joint letter written to CATA in November 2010 by Fred Posten, MSU's Vice President for Finance & Operations, and Vic Loomis, then Mayor of East Lansing. The two told CATA, "we cannot, in good conscience, vote at this time to advance this project to the next level."

According to Loomis and Posten, "The preservation of the landscaped median has long been a

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common concern of both Michigan State University and the City of East Lansing. It is also important that the right-of-way be maintained at its current total width to preserve pedestrian and other amenities on both the north and south side of Grand River Avenue. The concept design for the bus rapid transit alternative seems to make both of these objectives mutually exclusive. We cannot support the advancement of a plan that does not guarantee the achievement of both of these objectives.”

The two also “expressed joint concern over the continuation of the present level of vehicular access to downtown East Lansing—the commercial district for the campus,” and concern about the City and MSU ultimately being asked by CATA to help pay for the BRT.

Five years later, in June of 2015, Simon told Draggoo she understood that the current mayors of Lansing (Virg Bernero) and East Lansing (then Nathan Triplett) were supportive of the project. But, Simon told CATA again formally, “we continue to have very serious concerns and unanswered questions about the overall BRT project. As such, we are not able to support the overall BRT project as it is currently conceived.”

The most recent letter in the set, from September 2015, from two other top MSU administrators to CATA, again expressed “genuine concerns.” They named pedestrian safety, “safe vehicular movement through the corridor,” as well as concerns about what the project would do to the East Lansing green median. The project, they said, would involve “aesthetic impact and loss of the existing tree canopy” and “effectively reduce the space for pedestrian sanctuary between the east and westbound traffic.” (CATA has said it would replace lost trees with trees more suited to the space.)

By this point, MSU was seeking written assurances from CATA that MSU would not “be approached to contribute to the capital cost and that the operational costs of the BRT.”

“Finally,” that 2015 letter closed, “we do have concerns regarding the overall benefits of this proposed BRT relative to the proposed cost at \$145 million” and “we do not understand why the capital costs for the proposed Lansing system are more than 3 times greater than the Grand Rapids RAPID system.”

East Lansing’s City Council has asked for an update on the project from City staff, but that presentation has not yet been scheduled.

You may also be interested in:

- [Rapid Transit Would Bring Changes to Downtown East Lansing](#) [2]
- [Council Urged again to Look at BRT Plans](#) [4]
- [Meridian Board Votes against CATA's BRT](#) [5]
- [Ask ELi: Is the BRT a Done Deal?](#) [6]
- [Bicyclists Concerned about Rapid Transit Plan](#) [7]

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Sandy Otto

From: Michael Maisch <drmaisch@hotmail.com>
Sent: Sunday, August 21, 2016 8:09 PM
To: Board; Mark Kieselbach; caribou2u@comcast.net
Subject: Bus Rapid Transit

My wife and I are opposed to CATA's BRT proposal. I attended the CATA/MDOT held at the township hall on 8/16/16 and listened to a room of almost unanimous pushback from area residents, businesses, and especially from people with handicaps. We already have a fully functional bus system operating with almost no ridership and CATA and MDOT want to spend \$133,000 million of federal and state taxpayers money to achieve an "urban planning" nightmare from the Capital to the Meridian Mall. They site "statistically valid research studies" then plug in invalid add/or deceptive data to support their arguments. Their assertion that there will be "no impact on auto traffic" and that it will "help improve business" is laughable and absurd! This project will increase traffic signals, interfere with already established local businesses, narrow and/or eliminate lanes, be MORE difficult for handicapped and non-handicapped people to cross lanes to board unlike curbside boarding, and infinitely more difficult for large emergency and delivery vehicles. Please use common sense in your deliberations on this issue. Please support our attempt to put a stop to this unnecessary and underutilized expensive overreach by CATA, MDOT, and certain local congressmen and politicians wanting to have a legacy monument to their poor choice of allocations.

Thank you for your consideration,

Michael and Gwen Maisch

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Sandy Otto

From: Derek Perry
Sent: Monday, August 22, 2016 7:14 AM
To: flyingdutchman63@gmail.com
Cc: Frank Walsh; Board
Subject: RE: Update on "sidewalk closed" signs along Grand River Ave

Good morning Tim:

Thanks for the note and the picture. I sent it on to our pathway maintenance team to get it repaired.

We are investigating our options on a more permanent solution for the signs. We are also in the process of setting up a meeting with MDOT to discuss several items in the Township, including the slope failure on Grand River.

Derek

Derek N. Perry
Assistant Township Manager
Director of Public Works
Charter Township of Meridian
P: (517) 853-4654
F: (517) 853-4099



From: Tim Potter [mailto:flyingdutchman63@gmail.com]
Sent: Sunday, August 21, 2016 11:00 PM
To: Derek Perry
Cc: Frank Walsh; Board
Subject: Update on "sidewalk closed" signs along Grand River Ave

Hope you all had a great weekend.

Just an update on the sidewalk closed signs along Grand River Ave since these emails:

- I've been finding them knocked down every time I pass by them; I keep putting them back up but someone keeps knocking them down. Perhaps more robust signs that aren't so easy to knock over would be a possible solution?

- The busted sign at the Park Lk. Rd./ Grand River intersection is still busted and has no reflectivity now from either direction which is a definite hazard for pathway users; considering this is on the downhill side of the bypass/ bridge it's especially dangerous for west-bound pathway users. See attached photo.

Thank you for doing something about these signs before someone gets seriously hurt.

Tim Potter

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On Tue, Aug 16, 2016 at 9:47 AM, Tim Potter <flyingdutchman63@gmail.com> wrote:
Thank you for the update Derek. (I mistook the 'board' address in my first email to you; the one here has been corrected).

Great to hear both points. Would a resident-led petition to MDOT help w/ convincing them that it's an urgent safety problem that needs repairing sooner than later?

I should have added that my wife passed all the "Sidewalk Closed" signs along Grand River and ended up running thru the treacherous path w/out knowing it wasn't safe; I hope we can prevent that from happening to others until it's been repaired.

Tim

On Tue, Aug 16, 2016 at 9:21 AM, Derek Perry <perry@meridian.mi.us> wrote:

Good morning Tim:

We need to officially keep the pathway along Grand River on the north side posted closed until we can convince MDOT to stabilize the slope, but I agree we can do better on the signs. We will work on a better and more robust solution.

Phase 3 of the MSU to Lake Lansing pathway will include the crossing under the Marsh Road Bridge in a similar fashion to those you presented. We have had preliminary conversations with the IC Road Department and the desire for the crossing. We are fortunate to have some width outside the RR right-of-way, which is a plus for us, as they can be somewhat difficult to work with on projects near their tracks.

Have a great day.

Derek

Derek N. Perry

Assistant Township Manager

Director of Public Works & Engineering

Charter Township of Meridian

P: (517) 853-4440

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From: Tim Potter [mailto:flyingdutchman63@gmail.com]
Sent: Monday, August 15, 2016 5:30 PM
To: Derek Perry <perry@meridian.mi.us>; Frank Walsh <walsh@meridian.mi.us>
Cc: board <board@rideofsilence.org>
Subject: Fwd: Exclusive Updates On All Things Meridian Township

This latest issue of the Twp. newsletter prompts a couple concerns/ questions:

- Wondering what the status of the sidewalk/ path repairs on the north side of Grand River Ave. opposite Playmakers is currently? I see many people still using it despite the "Sidewalk Closed" signs. I understand it's an MDOT project and out of the Twp's control but this is a very high-use section of our pathway and needs to be repaired ASAP. Related to this, I've been putting the "Sidewalk Closed" signs back up numerous times this summer; I keep finding them laying down in the grass/ path (perhaps mowers are knocking them over?). Additionally, the one on the sidewalk at the Park Lk. Rd. intersection is busted up and needs repairs to be functional. Finally, I'm concerned that pathway users from the opposite direction may not even see these signs in the pathway and run into them, esp. at night if they're not using lights causing serious injury (many people out running, bicycling in the dark don't use lights unfortunately, thinking they're safe if they're on the sidewalks). These signs really need to have high-visibility colors on both sides.

- What's the status of the possibility of extending the Inter-Urban Pathway under the Marsh Rd. Bridge towards Haslett Rd./ Lk. Lansing? In the past the Twp. Public Works staff have said that they're supportive of the extension of the pathway under the bridge and would work up some designs. There are numerous bridges similar to this having a pathway installed under them this summer up on US-127 between Alma and Mt. Pleasant per the suggested design that pathway advocates have suggested, so this design would appear to be an acceptable way to accomplish the extension. See attached photo taken of the US-127 work earlier this summer for reference. I'm adding a photo taken by Bill McConnell from the Marsh Rd. bridge looking west showing that there is only one set of tracks under the bridge.

Thank you for the updates in advance.

Tim

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August 24, 2016

TO WHOM It MAY CONCERN:

Re: Alternate BRT Route(S)

Hello there. I am a local transportation enthusiasts and I have been following this local BRT issue. I have enclosed an alternate BRT map that I came up with. To be honest, this is more than an alternate map, it is an expanded BRT map.

From the beginning, I actually was not very interested in the BRT project. As a transportation enthusiast, I did my own research and I came across the Institute for Transportation & Development Policy, an international organization that rates many types of transportation projects included BRT's. In just some preliminary reading, I learned that the highest rated BRT's aren't even in this country, they are in Brazil. Also, I learned that the best American BRT's only get like a C grade (that's because U.S. based BRT's all seem to make some of the same mistakes). So because of this I have to admit, I wasn't too excited about the project from the beginning.

However, I have an open mind. I also asked a couple CATA bus drivers what they thought. One driver in particular brought up a very interesting point that I hadn't even considered. He mentioned how the BRT is just a replacing of the old route #1 and that he wasn't really excited about either because it didn't involve anything new, it didn't connect any new areas that were not previously connected.

After thinking about what the driver told me, I also remembered that this issue of connecting new areas is one of the standards that the ITDP and other organizations use to rate BRT's. I realized that this driver was right and that he was on to something. He said, "...If it went to Williamston or something..." that he would have been excited. So this driver essentially concurred with my original analysis.

However, despite the fact that I wasn't excited, I have still paid attention to the local officials who were pushing for the BRT (CATA, the Mayor). To be honest, their passion has excited me. Also, I too understand, how sometimes an area just needs something new to revitalize it.

However, now that I am excited about it, I want others to know (Meridian Township, the business community, Chamber of Commerce, etc.) that I have not just ignored the points that you have taken the time to bring up. I then preceded to do some more research. See below:

- 1.) Transitmasterplanfinalreport_071210.pdf (www.ridetherapid.org)
- 2.) Tmppresentation_may2010.pdf (www.ridetherapid.org)
- 3.) Curitaba.pdf (www.google.com)
- 4.) Case-Study-Curitaba.doc (www.google.com)
- 5.) Built-environment-curitabe-oct19-4db0b5ac230da.pdf (www.google.com)
- 6.) www.ITDP.org
- 7.) www.NBRTI.org

Other sites I intend to research are below

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- 8.) www.brtdata.org
- 9.) National Study of BRT Development Outcomes (www.t4america.org)
- 10.) Wilshire Bus Rapid Transit Project (www.metro.net/projects/wilshire)

I have been looking over some research on BRTs across the world and Latin American, in particular Brazil seems to be the leader. I particularly found the studies on Curitiba interesting. In the Curitiba.pdf (listed above) they have a section labeled "Lessons Relevant to U.S. Conditions" (pg. 13). In this Curitiba.pdf document these also discuss the issues of accessibility to handicap (with a center lane system) and the turning lane issue that were brought up at the Meridian Twp. Meetings. To aide handicap/special needs individuals they used a wheelchair lift. See below:

"Disabled and wheelchair access to the high level stops is made through a small elevator at each stop."

This above quote was referring to a non-center lane BRT. However, since the CATA BRT is a center lane BRT, why can't we take this idea and retrofit it. Let's say we construct a series of skywalks all along the route and on the skywalk include a small elevator (powerlift) for handicapper/elderly/any special needs person.

My point is that a lot of the issues, concerns, problems that were brought up, have already been dealt with and analyzed by Curitiba (I believe it was the first BRT in the world). To this day Curitiba receives the highest ranking when it comes to BRT. I know Lansing and Curitiba are different and also that 2016 is very different from the 1970s (which is when Curitiba first started its BRT efforts). However, despite this, I still think we can learn a lot from the research that's out there on Curitiba. Also, I wanted to give special note to the project that they are working on in Grand Rapids. I have just looked at a few of their reports but from what I have seen, I am impressed. The GR BRT aspires to increase connectivity between areas that previously were not linked.

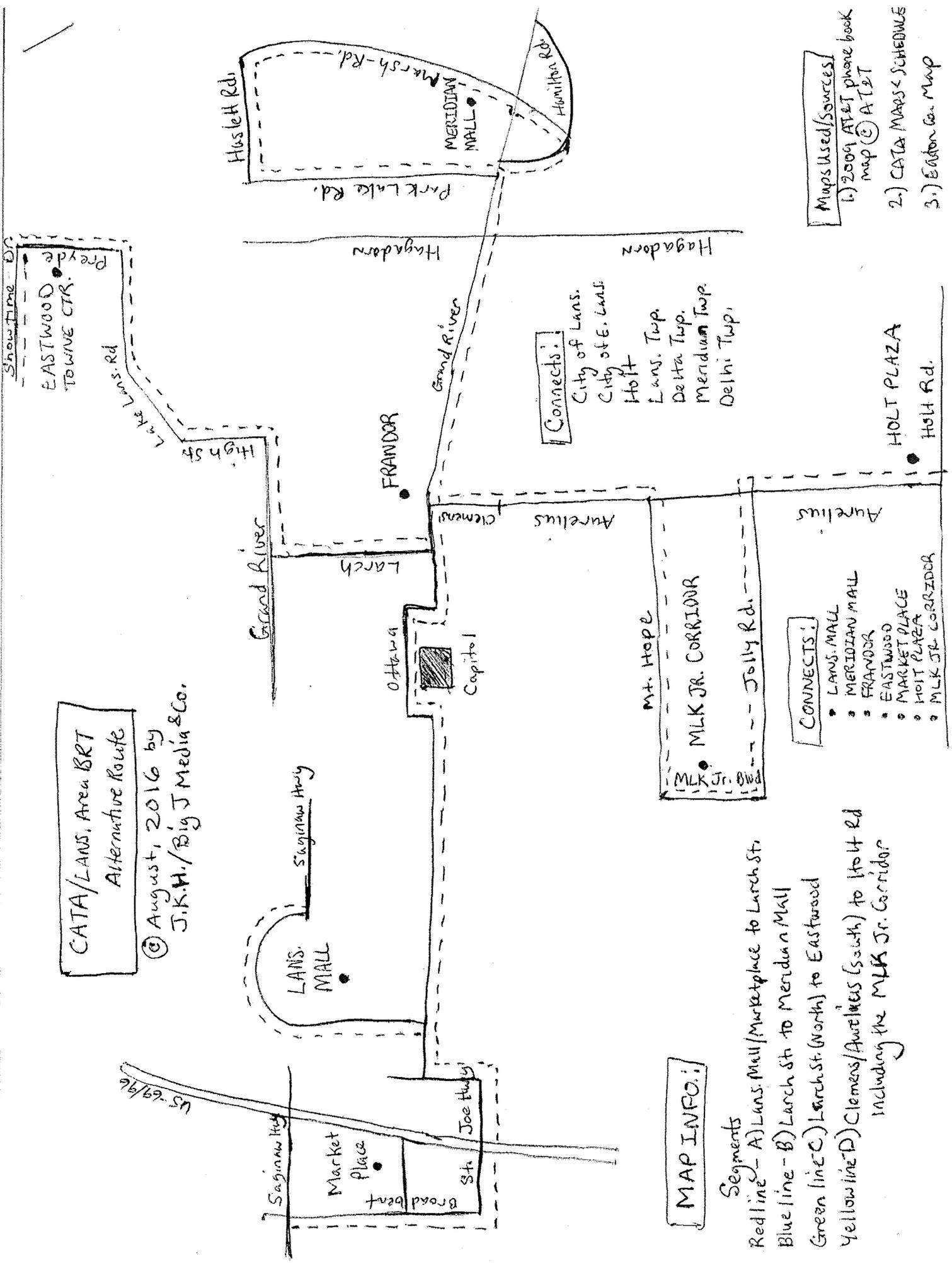
Well, I want to thank you all for your work on this issue for the Greater Lansing Area. This issue is very important to the future of this whole region and I appreciate the thought you all are giving it. Believe it or not, in this crazy presidential election that we are in right now, there is one issue that both Hilary Clinton and Donald J. Trump do agree on. This one issue is the need to repair, and expand America's infrastructure with transportation related projects at the front of the list.

Thank you all for your time and for considering the suggestions that I have made.

Cordially

Jason Honeycutt
Lansing resident and Transportation enthusiasts
beaconpress@live.com

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CATA/LANS. Area BRT
Alternative Route

© August, 2016 by
J.K.H./Big J Media & Co.

MAP INFO.:

- Segments
- Red line - A) Lansing Mall/Marketplace to Larch St.
 - Blue line - B) Larch St to Meridian Mall
 - Green line - C) Larch St. (North) to Eastwood
 - Yellow line - D) Clemens/Aurelius (South) to Holt Rd including the MLK Jr. Corridor

CONNECTS.:

- LANS. MALL
- MERIDIAN MALL
- FRANDOR
- EASTWOOD
- MARKET PLACE
- HOLT PLAZA
- MLK JR. CORRIDOR

CONNECTS.:

- City of Lans.
- City of E. Lans
- Holt
- Lans. Twp.
- Delta Twp.
- Meridian Twp.
- Delhi Twp.

Maps Used/Sources:

- 1.) 2009 AT&T phone book map © AT&T
- 2.) CATA MAPS & SCHEDULES
- 3.) Easton Co. Map

Sandy Otto

From: Msu962@aol.com
Sent: Friday, August 26, 2016 7:28 AM
To: Board
Subject: McDonads-Bus Stop

First, let me make it very clear that we never authorized Meridian Township to grant Meijer the authority to use our property to store the shopping carts. It is my understand that the Township Manager approved their storing carts on our property without our approval. This is a clear attempt by Meridian Township to take property for whatever use they deem necessary.

I drove by the property this morning and the bus stop is loaded with shopping carts. Please instruct the Township Manager to remove the carts this morning and terminate whatever agreement he has with Meijers. Bear in mind this use was never discussed with us.

If I went over to Meijer's parking lot and stored five motor vehicles, let me assure you that the cars would be ticketed by the Township and towed away at once.

It appears the Township Manager represents Meijer without regards to the taxpayer/property owner of fifty years.

Where is the fairness!!!!!!!!!!!!

Jim Spanos

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Sandy Otto

From: Msu962@aol.com
Sent: Friday, August 26, 2016 9:19 AM
To: Msu962@aol.com
Cc: Board
Subject: Re: MCDONALD'S BUS STOP

Read this! There was an agreement. Go park your car at Meijer overnight and sell how fast they tow it. I'm a landlord of Meijer but that does not give them permission to use this property. I want this ended. Meijer can provide for carts on their own property.

Jim Spanos

In a message dated 7/12/2016 7:27:54 A.M. Eastern Daylight Time, Msu962@aol.com writes:

Thank you for your response. To the best of my knowledge, the Township never gave formal approval; notification to property owner and Board approval for them to use our property. I want to make it very clear that the Township would be at their Attorney's office if I tried to do something similar. I do not know why this is an issue when Meijers has their own bus stop.

I appreciate your efforts to stop this unauthorized use of our property.

In a message dated 6/20/2016 12:41:40 P.M. Eastern Daylight Time, walsh@meridian.mi.us writes:

Jim, our team (Peter Menser) was able to contact Meijer's and the company has agreed to pick up the carts twice a week. The corporation is not happy about the situation and is aiming to rectify the issue.

Frank

Frank L. Walsh

Township Manager

Charter Township of Meridian

P: (517) 853-4254

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Sandy Otto

From: Rhonda Bueche <rbueche@comcast.net>
Sent: Tuesday, August 30, 2016 11:35 PM
To: Stewart McKenzie; Office of Senator Stabenow; Edgar, Sharon (MDOT); senchertel@senate.michigan.gov; Board; Frank Walsh; spigg@mitcrpc.org; jsnell@mitcrpc.org; samsingh@house.mi.gov; pdionne@mitcrpc.org; info@cata.org; lucy.garliuskas@dot.gov; marisol.simon@dot.gov
Subject: August 19, 2016, forum with Rep. Sam Singh and Disabled Community to discuss CATA-BRT

August 30, 2016

Dear Ladies and Gentlemen;

I am writing in response to the invitation and meeting from Representative Sam Singh and CATA to attend a discussion August 19th for the disability community regarding the CATA-BRT. Prior to the meeting it came to our attention that several disabled people and groups were not aware of the meeting; were restricted from invitation; and transportation was not offered. These are three events of discrimination, in and of themselves. This is unconscionable. The preconceived deceitful formulation of the meeting and what ensued was also discriminatory and unprincipled.

I spoke with Ms. Sarah Schillio who worked with Rep Singh to organize the meeting and send invitations. She specifically stated it was not open to the public. She told me communication was begun August 1st, and 19 organizations were notified, but they "could not invite everyone." I asked why? She said their list was representative enough. She said many did not respond, some had conflicts and some could not attend, but she did not know why. When I called on Aug 16, Ms. Sarah Schillio would not give me a number of expected participants. I asked her why people did not respond, and whether or not she followed up to make sure they received the invitation. She said she did not. I asked her if transportation was an issue and if Singh's office offered transportation. She stated use of CATA Transportation was not considered, offered or provided. I find this sadly ironic. She stated repeatedly that she did not think location was an issue, in non-attendance. I repeatedly told her that location would never be an issue if efficient public transportation were provided; both for this event and for daily functional use. Unfortunately, CATA is a dysfunctional transportation system, for the able bodied and for those that depend on the system, including those who need special services.

Other people emailed Ms. Schillio with a list of disability groups that were not invited, including: (from the email correspondence):

Donna Rose, President of the Capital Area Council of the Blind

Michael Hudson, Director of MSU Resource Center for Persons with Disabilities

National Federation of the Blind of Michigan

United Cerebral Palsy

Michigan Bureau of Services to Blind Persons

Michigan Rehab Services

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Ms. Schillio's response stated they were invited, but also inappropriately asked who told us that they were not invited. This is a frightening response, and is extraordinarily disrespectful.

She should have been apologetic, and proceed to invite these groups, or re-invite them, however she did not. Some people, like Donna Rose, attended despite this disrespectful treatment. Michael Hudson was invited, only after Donna Rose alerted Ms. Schillio of the omission.

Here is an excerpt from that correspondence:

"I have had a few other people call and email suggesting similar misgivings from our office and would appreciate you letting me know where you received such inaccurate information." (Sarah Schillio, Legislative Director, State Representative Sam Singh 69th House District 517-373-1786 sschillio@house.mi.gov)

This event was billed as a discussion for the disabled to voice their concerns and have their needs addressed, with subsequent changes to the BRT design, specifically addressing safety concerns and inequities. Instead it had biased planners, CATA and Rep Singh; with audience participants that were obligated to speak on behalf of CATA. This is why the audience was hand-picked.

An "informational meeting" that is biased does not allow for adequate consent.

This meeting was another tactic by Representative Sam Singh and CATA, Sandy Dragoo, CEO CATA to push their agenda of the BRT through, despite widespread opposition of the entire community, especially the disabled. This tactic was used as an attempt to qualify for grant approval because the FTA requires community consent, and the disabled community has expressed specific safety and inequity concerns with the BRT design. Representative Singh, Ms. Dragoo, CATA are violating the civil rights of disabled citizens and American citizens; and the ADA is violated by this BRT design.

Thank you for investigating this matter, and speaking to the needs of the disabled community, and the community as a whole.

Sincerely,

Rhonda Bueche

Meridian Township Resident

Sandy Otto

From: Garliauskas, Lucy (FTA) <Lucy.Garliauskas@dot.gov>
Sent: Wednesday, August 31, 2016 11:29 AM
To: Rhonda Bueche; Office of Senator Stabenow; Edgar, Sharon (MDOT); senchertel@senate.michigan.gov; Board; Frank Walsh; spigg@mitcrpc.org; jsnell@mitcrpc.org; samsingh@house.mi.gov; pdionne@mitcrpc.org; info@cata.org; Chris Collette; Ody Norkin
Cc: McKenzie, Stewart (FTA); Simon, Marisol (FTA)
Subject: RE: August 19, 2016, forum with Rep. Sam Singh and Disabled Community to discuss CATA-BRT

To all concerned parties;

I am in receipt of a number of email discussions about the proposed CATA –BRT. I am pleased that local residents are attempting to engage in robust debate. To facilitate productive involvement, I would like to take the opportunity to review some basic information about the FTA's process for considering projects seeking funding from the Capital Investment Grant Program (CIG). The CATA BRT project is in the earliest stage called project development. We do not rate or evaluate the project at entry into project development. FTA has merely agreed that the project sponsor and the local community should continue to examine the feasibility of this project.

All projects seeking CIG funding from FTA must go through a multi-phase, multi-measure process that is defined in law. This requires FTA to rate and evaluate the projects at various intervals in the process and prior to the issuance of the construction grant. Project sponsors must demonstrate that projects meet a number of criteria and must demonstrate local support through local financial commitments. They must be in a locally approved metropolitan transportation plan and transportation improvement program and must have successfully completed the requisite environmental reviews. Rest assured that the FTA takes all requisite steps necessary to determine that all Federal requirements have been addressed prior to the award of a construction grant.

While we can appreciate that there are a range of different opinions among the local citizens relative to the merits of projects, resolution of local issues and the prioritization and advancement of projects through State and local channels are subject to local decision making. The FTA does not determine local priorities, nor local decisions. The FTA does encourage active citizen engagement in local and regional and State planning processes. Disagreements surrounding local decisions must be resolved at those levels as well. I encourage you to continue to communicate with the project sponsor and your State and local officials. If you have any additional questions about FTA's requirements and particulars about this project, continue to work with CATA and our Regional staff in Chicago who are copied on this email or consult FTA's website <https://www.transit.dot.gov/funding/grant-programs/capital-investments/capital-investment-grant-program>.

We will review the information and documentation as it is submitted to us under the procedural program requirements.

Sincerely,

Lucy
Lucy Garliauskas
Associate Administrator
Transportation Planning and Environment
Federal Transit Administration
1200 New Jersey Ave S.E. 43-312
Washington DC 20590
202-366-4300

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Sandy Otto

From: Rhonda Bueche <rbueche@comcast.net>
Sent: Thursday, September 01, 2016 1:05 AM
To: Frank Walsh; Board
Subject: Lansing Regional Chamber of Commerce Position Statement Opposing CATA-BRT
Attachments: CATA BRT Press Release v2.docx; ATT00001.htm; CATABRTPositionStatement.docx; ATT00002.htm

Dear Mr. Walsh and Meridian Township Board Members;

Please address the following two documents from the Lansing Regional Chamber of Commerce regarding their position statement opposing the CATA-BRT.

Thank you for your consideration. You will find them attached.

Respectfully,

Rhonda Bueche

Meridian Township Resident

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LANSING REGIONAL CHAMBER

For Immediate Release
August 23, 2016

Ross Woodstock
Kolt Communications, Inc.
517-706-0001/517-410-7636
ross@koltpr.com

Lansing Regional Chamber of Commerce Announces Opposition to CATA's Current Proposed Bus Rapid Transit Plan

*Calls for a Comprehensive Regional Transportation Plan Citing Business Community Concerns
Regarding Current Bus Rapid Transit Project*

LANSING, Mich. – The Board of Directors of the Lansing Regional Chamber of Commerce (LRCC) has voted to not support the Bus Rapid Transit (BRT) System that the Capital Area Transportation Authority (CATA) has proposed for the Michigan Avenue corridor. The proposed BRT route extends along Michigan Avenue from the State Capitol in downtown Lansing to the Meridian Mall. The decision not to support the BRT system comes following months of research on the part of LRCC including trips to other communities that have invested in similar systems, policy committee meeting with Chamber members, a presentation from CATA leadership and a member survey.

“While we appreciate CATA’s efforts in developing and presenting the BRT concept to our region, we continue to have concerns that prevent us from supporting the current proposal,” said Joe Ford, chair of the LRCC Board of Directors. “Feedback from our members and the business community and other concerns has led us to conclude that the current BRT plan is not feasible for the corridor.”

Among the concerns that have been raised in regard to the proposed BRT system include a lack of other viable options, no clear revenue projections from the proposed BRT route, significant disruption from the loss of the center turn lane for businesses along the corridor, addressing long-term operational costs, and how funding gaps will be filled if federal and state funding falls short.

“This has been a difficult decision for us. The Chamber has been a strong advocate for the development of the Michigan Avenue Corridor as a top priority for the Greater Lansing region,” said Tim Daman, LRCC president and chief executive officer. “We understand the critical nature of public transportation, however, in this case we believe other options need to be considered.”

Among the options LRCC would like to see developed are a BRT system with curbside loading, a Capitol to Campus route as well as a comprehensive regional transportation plan including scheduled service in Delta Township and improved connectivity to major employers in Metro Lansing as well as improved service to Capital Region International Airport.

-MORE-

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“We support and believe further investment in the Michigan Avenue corridor is critical to our region’s economic growth and success,” said Ford. “Let’s begin by investing in road reconstruction, sidewalk and curb repairs, and improved lighting.”

In a recent LRCC member survey, an overwhelming 66 percent of members said they were opposed to the current BRT plan while 75 percent would like to see a more comprehensive regional transportation plan providing access and connections to Clinton, Eaton and Ingham counties.

“We believe infrastructure investments we are advocating for are desperately needed to support the more than \$300 million in planned economic investment along the Michigan Avenue corridor to continue to move our region forward,” said Daman.

The mission of the Lansing Regional Chamber of Commerce (LRCC) is to be the preeminent business advocacy organization in the Greater Lansing region by collaborating for economic growth, creating new opportunities for our members and upholding pro-business ideals through the advancement of sound public policy. More information about LRCC and its programs and services can be found on any of its social media platforms, including www.lansingchamber.org, Facebook, Twitter (@Lansing Chamber), Instagram (@LansingRegionalChamber), LinkedIn and YouTube.

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Bus Rapid Transit Position Statement

The Lansing Regional Chamber of Commerce (LRCC) has maintained a strong interest in the proposed Bus Rapid Transit (BRT) project. As we discovered during trips to Cleveland and Grand Rapids every community is different in how they approach investment in transportation systems. Our interest and involvement with the BRT process is consistent with the LRCC's policy positions supporting infrastructure investment in the region. Additionally, we have taken a leadership position identifying the development of the Michigan Ave. Corridor as a top priority for the Greater Lansing region.

While we appreciate CATA's efforts in developing and presenting the BRT concept to our region, we continue to have concerns that prevent us from supporting the current proposal. Several concerns that have been raised in regards to the project scope include the lack of other viable options, no clear revenue projections from the proposed BRT route, significant disruption from the loss of the center turn lane for businesses along the corridor, addressing long term operational cost and how funding gaps will be filled if federal and state funding levels fall short of targets. The current BRT plan is not feasible for the corridor.

We understand the critical nature of public transportation, especially along our major corridors, we believe other options should be considered including curbside loading, a Capitol to Campus route as well as a comprehensive regional transportation plan including scheduled service in Delta Township, connectivity to major employers within Metro Lansing and improved service to Capital Region International Airport.

In a recent Chamber member survey an overwhelming 66% of members are opposed to the BRT plan, as proposed, while 75% would like to see a comprehensive regional transportation plan providing access and connections to Clinton, Eaton & Ingham counties.

We support and believe further investment in the Michigan Ave. corridor is critical to our region's economic growth. Let's begin by investing in road reconstruction, sidewalk and curb repairs and improved lighting. This along with a comprehensive regional transportation plan will provide the connectivity along the corridor to support the more than \$300 million in planned economic investment.

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Sandy Otto

From: Sandy Draggoo <SDraggoo@cata.org>
Sent: Thursday, September 01, 2016 8:55 AM
To: Board; Frank Walsh
Cc: Anne Wilson; Anne Wilson; Doug Lecato; John Prush; Joseph Sambaer; Sambaer Joseph; Julie Brixie; Julie Morse; Kate Rice; Nathan Triplett; Pete Kuhnmuensch; Robert Swanson; Robin Lewis; Rory Neuner (rneuner@pscinc.com); Sarah Anthony
Subject: BRT Update
Attachments: CATA Aug. 16 Community Meeting QA 08-30-16 FINAL.pdf

Dear Friends:

We wanted to bring you up to date on the activities CATA has completed since receiving the Resolution from the Meridian Township Board. CATA hosted two community meetings which were open to the public to gather comments and answer questions about the CATA BRT. Yesterday, the answers to the questions and comments were sent to those in attendance who provided us with their email addresses and were posted on the cata-brt.org website. We are attaching copies of these questions/comments and the answers for your information.

Among the answers provided were assurances that CATA is considering various options and changes to the existing design. This work is underway.

This process of considering options related to comments received by the public is part of the formal Environmental Assessment. To that end, CATA submitted the draft Environmental Assessment to the FTA on August 19, 2016. This action provides for this evaluation of options to occur within the environmental process. This does not mean that the project will not change. To the contrary. This is the time in the project when consideration of public comment and possible modifications should occur. The same is true with the FTA Small Starts Application. The application is a request for the BRT to be evaluated and rated as to eligibility for funding. The project can still be modified as long as the request for funding from FTA is not greater than the Small Starts application amount. The CATA Board of Directors agreed that the BRT Environmental Assessment and the Small Starts Application be submitted to the FTA as planned. This has been done. As we have throughout the project, CATA will continue to listen to comments from the community and consider modifications that allow the project to qualify for the federal funding.

If you have any questions, please feel free to contact me and I will be glad to answer them. Thank you very much for your continued partnership.

Sincerely,

Sandy Draggoo, CEO

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CATA Bus Rapid Transit

Aug. 16, 2016 Meridian Township Community Meeting Notes

Two community meetings were held in Meridian Township on Tuesday, August 16, to help gather feedback and answer questions about the CATA Bus Rapid Transit system for the Michigan Avenue/Grand River Avenue corridor. The first meeting was held from 3:30 p.m. to 5:30 p.m. at the Meridian Township Municipal Building at 5151 Marsh Rd., while the second was from 6:30 p.m. to 8 p.m. at the Meridian Township Fire Station at 5000 Okemos Rd.

Meeting 1

The first meeting began with moderator Kelly Rossman-McKinney, CEO of Lansing-based communications firm Truscott Rossman, providing an overview of the agenda, and introducing representatives from CATA and their consultant experts from Mead & Hunt and AECOM.

Next, Ms. Rossman-McKinney began to solicit input from attendees about their questions and concerns regarding the BRT design when a member of the audience asked if an overview of the proposed BRT project could be given.

CATA BRT Project Manager, Debbie Alexander, provided a brief summary of the BRT proposal, the necessity for improving transportation along the Grand River Avenue/Michigan Avenue Corridor, and improvements that can be expected if the BRT is built.

Following the BRT overview, the moderator gave each attendee the opportunity to raise questions or concerns about the design elements of proposed BRT project.

Meeting 2

Because collecting questions and concerns from each attendee at the first meeting took longer than expected, leaving little time for the consultant team to provide answers and discuss how concerns might be addressed, the format of the second meeting was adapted in order to dedicate the majority of the allotted time to a question-and-answer session.

The meeting began with an overview of the BRT: what it is, why it is needed and what transportation problems it will help address. In addition, a video was shown at the start of the meeting that helped attendees visualize how two intersections would work once BRT is operational. The intersection video is available at this link:
bit.ly/cata-brt_intersections

Answers to Questions Raised About the Proposed BRT



A summary of the questions asked at both the 3:30 p.m. and 6:30 p.m. meetings, grouped by topic, is provided below. Questions or concerns marked by an asterisk (*) indicates that the particular topic was raised by multiple people.

Public Safety

- 1. Center-boarding stations appear to provide safety issues for customers. What are the safety measures being implemented to provide for safe access and waiting at center-boarding stations?***

Response: All stations are located at signalized intersections. All signalized intersections will have protected pedestrian crossing cycles appropriately timed to work with the specific intersection and the vehicle/pedestrian movements at that intersection. Pedestrian crossing timing is achieved based on the slowest time needed to cross the street (such as senior citizens walking pace).

Crosswalks could feature standardized Accessible Pedestrian Signals, i.e., audible tones, verbal messages, vibrotactile features and detectable warnings, including varying brick surfaces or truncated brick domes; and bollards at the end of the station ramp that are built into or applied to walking surfaces to warn of potential hazards.

All station signalized intersections will have protected pedestrian-crossing cycles appropriately timed to work with a specific intersection and vehicle/pedestrian movements inherent to each intersection. Timing for pedestrian crossings will be achieved based on those who are slowest moving and need more time to cross the street. Standard walking speed is 3.5 feet per second, which may be reduced to 3 feet per second for seniors.

Stations are proposed to be elevated to approximately 15 inches so that the height of the boarding platform is level with the vehicle's floor, making it easier for seniors and people with disabilities to board the bus. Except where there are ingress/egress points at the front and rear of each station to allow passengers to board the bus, the station design otherwise calls for enclosed glass. Each station's accessibility ramp will be protected by a solid wall approximately 4 feet tall, and the edge of the platform will be delineated by a tactile warning strip to help visually impaired riders remain a safe distance from the platform edge.

- 2. It has been proposed that some lanes along Michigan Avenue/ Grand River Avenue would be narrowed to 10 feet. Is this safe, and is it allowed by MDOT?***



Response: There are 10-foot lanes in places along the corridor today, and they provide for safe operation. It is important to remember that the BRT project is only 30 percent designed. We are not yet at the point where lane widths will be decided. To determine the environmental impacts on traffic, the alignment drawings at cata-brt.org indicate 10' lanes throughout the corridor so that the traffic modeling would be completed in a worse case scenario, (if all lanes were 10' wide what would be the impact on traffic). The plans are labeled DRAFT and are a work in progress, given that the project has only been 30 percent designed. As the BRT is planned today, there will likely be varying lane widths based on the width of the right of way and operational requirements. CATA will have to request permission from MDOT and the City of Lansing (the two road owners) to install 10-foot lanes but will only do so where it is deemed necessary. Ten-foot lanes are allowed by MDOT and the City of Lansing as a design exception.

3. How will narrow lanes affect large vehicles (delivery vehicles, garbage trucks, etc.) and traffic speed/safety?*

Response: The existing corridor has a variety of lane widths, including 10-foot lanes – delivery trucks and garbage trucks operate safely in the corridor every day. Cars safely pass those vehicles today within existing speed limits.

The jurisdictions along the corridor have expressed to CATA their desire to include features that make the corridor more attractive for people to be outside, including traffic-calming features, which will allow for safer non-motorized movements. Optimized signalization, improved crosswalks for pedestrians and narrower lanes will help traffic flow while improving safety and usability for all users and promote the municipalities long range planning goals of provide complete streets and place-making elements.

4. What percentage of traffic issues along the corridor is caused by CATA vs. everything else?

Response: The traffic analysis completed by Cambridge Systematics for the draft alignment plans dated May 11, 2016 and on existing traffic and pedestrian counts, does not evaluate the impact of transit vehicles against everything else. Instead, it looks at future traffic conditions both with and without the BRT project in 2017 and 2035. Both analyses take into account that the number of vehicles on the corridor continues to increase over time. The numbers of future vehicles was developed using the growth projections in jobs, population and housing along the Michigan Avenue/Grand River Avenue corridor, provided by Tri-County Regional Planning Commission. Also, without



the BRT project, CATA will increase traditional bus service to 6 minute frequencies during peak service times, adding more buses.

When the BRT is compared to the traditional bus service in 2035 (with increased frequencies to 6 minutes), the traffic analysis found that there was an overall improvement in vehicular operations with the BRT option. The report also notes the positive impact of adding exclusive BRT lanes which mitigates increasing queues and delays by removing large transit vehicles from general traffic. The traffic report supporting this information will be released by the Federal Transit Administration (FTA) once the draft Environmental Assessment has been reviewed and prepared for public release, anticipated to be some time in fall of 2016.

5. Will there be public education of the dedicated BRT lane and what to do when pulling over for public safety vehicles (police cars/fire trucks)?

Response: CATA has and will continue to work with public safety and emergency response departments from throughout the corridor to determine how the BRT needs to be designed to meet their needs. Operators of public safety and emergency response vehicles are highly trained and plan their route to their destination.

CATA will conduct public education on how motorists and non-motorists operate where the BRT-dedicated lanes exist. Motorists will need to continue to follow the requirements of the law to stop and move as far over to the outside curb as possible to allow emergency vehicles to pass. This will be the requirement regardless of what lane emergency vehicles are using, including those that are dedicated bus lanes.

5. How will BRT stations be "kept up," and who will maintain them (the commenter stated that the shelters are currently trashed and full of cigarette butts)?*

Response: CATA will be responsible for maintaining and cleaning stations. Stations will be equipped with trash and cigarette-butt receptacles. CATA currently maintains 28 shelters along the corridor, as well as over 100 more shelters around CATA's fixed-route service area. These 28 shelters will be replaced with 27 stations.

6. Will emergency vehicles be able to use the dedicated lane?

Response: Dedicated lanes will be available to emergency response vehicles, as will all lanes of traffic along the corridor. CATA will work with the emergency response units to determine the design features required for their safe operation and to provide access to destinations along the corridor.



7. How will cars pull over for emergency vehicles?*

Response: As is currently required by law, motorists will continue to pull off the roadway as far as possible to the outside curbside and yield to emergency response vehicles as they pass. This is true today on roads with one lane in each direction as well as those with two, three, or more lanes in one direction. The same laws will be enforced with the BRT and dedicated lanes.

If a car is pulled over by a police officer, they will pull off the road in a safe location, just as they are required to today.

8. Will the BRT system be available on weekends and late at night?

Response: The proposed operating plan for the BRT would be to operate as follows:

Monday – Wednesday 5 a.m. – 11:30 p.m.

Thursday – Friday 5 a.m. – 2:30 a.m.

Saturday 8 a.m. – 2:30 a.m.

Sunday 9 a.m. – 9 p.m.

ADA Access/Compliance

1. How far will people have to walk between stops?

Response: Keeping in mind that customers don't generally walk between stops, the BRT stations depicted in the alignment drawing dated May 11, 2016, are currently planned between 0.25 miles and 0.60 miles apart (the longest distance is over the railroad bridge at Park Lake Road). Stations have been placed at locations where most people board and/or at the nearest intersection between existing stops. The longest walk to a BRT station would be half the distance between stations. New station locations may require more walking for some people stops but may be closer for others who are walking further today.

2. Will there be tie-downs for wheelchairs on the buses?

Response: All CATA BRT vehicles will be compliant with the Americans with Disabilities Act, ensuring access for persons with disabilities and mobility devices such as wheelchairs. CATA is currently researching how other BRT systems provide for safe riding for persons in wheelchairs. As the BRT project moves into final design, CATA will invite feedback from individuals who use various types of wheelchairs and ensure ADA compliance.



3. Will the stops and crosswalks be designed for people with disabilities?*

Response: This is required by federal law. The FTA will review the final design proposal for ADA compliance. This law applies to stations and crosswalks. CATA will work with the disability community during the final design phase of the BRT and make as many accommodations for their needs as possible. All Americans with Disabilities Act requirements will be met for all aspects of the BRT project.

4. Does the BRT plan violate the Americans with Disabilities Act? Will the BRT reduce access for people with disabilities by relocating the stops at the mall, Frandor and at Meijer?*

Response: The ADA does not require private businesses to provide public transportation access to their location, nor does it require public transportation fixed-route services to provide access to all businesses. All ADA requirements will be implemented as required for this project.

CATA understands the desire of everyone in the community to have the BRT stations in close proximity to the front doors of the Meridian Mall, Frandor and Meijer. CATA is working with local businesses on solutions. CATA will continue to work with the community, jurisdiction officials and these businesses to find the best location for the stations as well as safe access to the front doors of businesses.

To generate more direct transfers and connect customers to various origins and destinations (including Frandor), CATA has and will continue to consider changes to other fixed routes that provide access to the BRT.

5. What are the civil rights impacts of the BRT plan as it relates to people with disabilities?

Response: The purpose of the Environmental Assessment is to analyze socio-economic, cultural and human-health impacts of a proposed project. The CATA BRT project is currently in this phase of the study.

As with all projects it undertakes, CATA is fully aware of its responsibility to comply with the ADA and environmental justice laws and requirements. It complies today and will in the future, whether for BRT or other service changes with ADA and Title VI requirements.



Impact of U-Turns

1. Not allowing direct left turns will impact businesses and force them off the Grand River corridor.*

Response: Transitioning from center left-turn lanes to U-turns is a technique proven to improve safety and traffic flow while maintaining access to businesses.

A study by New York City transportation planners revealed that non-signalized left turns were three times more likely to cause a deadly crash involving a pedestrian. The U.S. Department of Transportation reports that across the country, over 53 percent of "crossing-path crashes" involved non-signalized left-hand turns. According to MDOT, Michigan Lefts provide 20 percent to 50 percent greater capacity than direct left turns. They reduce average delays to left-turning vehicles and through-traffic.

During recent public meetings, suggestions were made to CATA to consider operating the BRT along the curbline instead of in the center so the two-direction left-turn lanes can be maintained. CATA is currently considering various options where the BRT operates along the curb to determine if any are viable in areas where businesses have expressed concerns. However, the evaluation of these options will take some time to fully complete.

CATA will hold community meetings to discuss the viable options and possible tradeoffs necessary to address these concerns once the options are further developed. For example, curbside running would not require additional intersection signals which enhance pedestrian crossings or the implementation of enhanced pedestrian crossing features for those who are visually and hearing impaired.

CATA is also considering the possibility of operating in dedicated lanes along a portion of the 8.5-mile corridor, and operating in traditional fixed-route service in other portions to address the issues raised regarding medians and center-running BRT.

Because the BRT is only 30 percent designed and nowhere near the final approval process, there is still time to determine the best solution for local businesses and public transportation customers.

2. Will large delivery trucks, semi-trucks, cars with trailers, and fire trucks be able to make the U-turns?

Response: There are limitations to delivery trucks and fire trucks today. Delivery truck drivers, firemen and semi-truck drivers are all professionally trained to review their directions and road conditions to determine the safest way to their destinations.



3. Has anyone at CATA met with the police and fire departments to get their input?

Response: Yes, CATA has met with individuals from area emergency responders. CATA will continue to engage them to further discuss design features to make their operation in the corridor effective.

Center Lanes

1. Would curbside boarding make it easier and safer for pedestrians to board the bus?

Response: Center-running BRT or light rail is very common and operates safely for pedestrians, including persons with disabilities such as those with visual impairments, in many cities. Based on the input from attendees at the meeting, CATA is considering options, including curbside running, to determine if they are viable in the areas of expressed concern. The evaluation of these options will take some time. A side-running solution will reduce safety from center-running, because signalized crossings will not be required, thereby reducing safe-passenger movements and eliminating the installation of accessible crossing signals.

2. What impact will the reduced automobile lanes have on traffic? Won't it make traffic more congested?*

Response: Today's projection from Tri-County Regional Planning Commission show traffic is expected to increase in the corridor over the next 20 years. Using the future traffic projections, current traffic and pedestrian counts, and the draft alignment drawings dated May 11, 2016, the traffic studies conducted by Cambridge Systematics show that with the construction of the BRT, which removes the frequently stopping buses from the lanes, traffic movement is improved and delay is reduced. The results of the traffic modeling show that vehicular traffic movement along the BRT corridor would be improved with the BRT center-running option when compared with the "no build" alternative (increasing CATA's Route 1 frequency from 9 minutes to 6 minutes and operating like it does today) for 2035.

The *Traffic Operations Analysis* report will be included in the Environmental Assessment Reports and will be released to the public following review and input from the Federal Transit Administration, Federal Highway Administration and Michigan Department of Transportation.



- 3. Inconsistent lane designation (the BRT switching between side-running and center-running lanes) along the corridor will confuse drivers.**

Response: Auto lanes will be clearly marked and signals will provide for safe movements for all modes. Road signage will also be installed to provide directions.

- 4. How do five lanes become eight on some stretches of Grand River Avenue? That does not seem possible.**

Response: The BRT alignment drawings found at this https://www.cata.org/Portals/0/FULL%20SET%202016-05-11_v2.pdf show how these lanes are created. In some sections of the corridor, a portion of the right-of-way will be used. In others, space will be gained by reducing lane width.

- 5. What will the impact be on the three key East Lansing Intersections (Hagadorn, Bogue, Collingwood)?**

Response: These three existing intersections already experience a considerable amount of traffic congestion at peak times. As noted previously, the forecasted growth in the corridor continues to contribute to that congestion in the "no-build" scenario. Based upon the traffic analysis that has been completed, the use of the BRT at these intersections will not contribute to any further congestion. In fact, it appears that with the implementation of the BRT, there will be some reduction in traffic delays. The *Traffic Operations Analysis* report will be included in the Environmental Assessment Reports and will be released to the public following review and input from the FTA, Federal Highway Administration and Michigan Department of Transportation.

- 6. Not including the BRT lane, how many times does the BRT reduce traffic to just one lane?**

Response: The current BRT design provides for one auto lane along Michigan Avenue from Grand Avenue in downtown Lansing to Detroit Street (just west of US-27). The current and 2035-projected traffic along this portion of the BRT alignment does not warrant more than one traffic lane.

- 7. For CATA routes that overlap onto Michigan Avenue or Grand River Avenue, will non-BRT buses be allowed to use the same dedicated BRT lane?**



Response: The current plan would not allow other routes to drop off or pick up passengers along the BRT route. As we continue to evaluate options and review the operation of other routes, this may change.

Non-BRT buses may be allowed to operate in short segments of the dedicated lanes between BRT stations, but will not be allowed to stop for passenger pickups/drop-offs. Non-BRT buses will have stops on cross streets close to BRT stations to provide convenient transfer opportunities.

8. Is there a penalty for drivers who use the dedicated lanes?

Response: The dedicated lanes will be clearly marked as *BRT Buses Only*. There is not currently a law that provides a penalty for illegal operation in dedicated lanes. Other municipalities that have BRT systems in other states have laws that allow for the issuance of penalties for illegal operation within the lanes and local law enforcement implement those laws. CATA will continue to work with local municipalities and the State Legislature on this issue.

Signal Priority

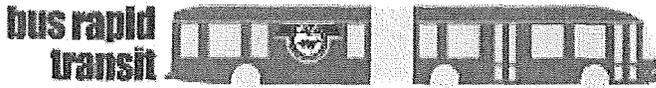
1. What does "traffic signalization" and/or "signal priority" mean?*

Response: Traffic signalization refers to standard road signals that direct vehicular traffic by means of colored lights (typically, red for stop, green for go, and yellow for proceed with caution). The signalization process is the technique of establishing the timing for each traffic signal at an intersection

Signal priority, as it applies to the BRT, refers to a sensor on the bus that communicates with the traffic signal. The sensor will allow buses to delay for a few seconds a light from turning yellow to allow the bus to travel through a green light. This system would also be tied to the Automatic Vehicle Location system on board the BRT buses so that it only activates when the BRT bus is running behind schedule. When the green signal is extended for buses, it is also extended for all through-auto traffic.

The driver has no control of the signals or the signal-priority device. Signal priority does NOT turn a red signal to a green signal.

The timing of traffic signals, to contribute to the overall flow of the entire corridor is a very methodical process that would be further refined as the project moves closer to final design and actual construction/implementation.



- 2. How will people have enough time to cross the street when buses are given priority? If buses are able to change stop lights from red to green, that will be a disaster for people trying to cross the street – especially those with disabilities.***

Response: Signal priority on buses along the BRT does NOT turn red lights green. Signal priority will only occasionally extend a green light – keeping a green light green for a slightly longer time. Signal priority will not override the pedestrian-crossing signal or the duration of time allotted for pedestrians to cross the street. When pedestrians are crossing, opposing vehicular traffic will be held via appropriate signals to provide adequate crossing time.

- 3. Will traffic lights be longer than they currently are or shorter? The Hagadorn intersection is the most congested. Won't the BRT just create similar problems for even more intersections along the route?***

Response: Some traffic signals will operate as they do today. Others may be 20 seconds to 30 seconds longer. The BRT will not change the Hagadorn intersection, which will function as it does today.

Cyclist Accommodations

- 1. What is the overall impact on cyclists? How will cyclists be safely accommodated on the route? They need access to Michigan Avenue and Grand River Avenue, and should not be forced on to parallel streets.**

Response: In the area of the corridor where bike facilities are currently provided (Clippert to Harrison in both directions and Harrison to Grand River Avenue in the westbound direction) CATA will provide a bike facility. The exact bike pathway will be decided during final design. CATA will continue to work with cyclists (commuting, recreational, family cyclists, etc.) and local governments to determine the most viable solution.

In addition, the BRT will not prevent local jurisdictions from implementing their non-motorized plans for bike accommodations. CATA has worked and will continue to work with municipalities along the corridor to determine if portions of their non-motorized plans can be implemented with the BRT.



Loss of Green Space

- 1. What is the impact on the green space along Grand River Avenue (both median and curbside)?***

Response: The current plan calls for some reduction in green space in some areas but also gains of green space in other areas. Additional medians along the corridor provide for new landscaping and green areas.

- 2. Will there be more or less green space along Michigan Avenue next to Frandor after the BRT is built?***

Response: In the current plan, there will be more green space along Michigan Avenue next to Frandor because some of the current crossover Michigan Avenue lefts would be removed and replaced with green medians. The BRT will also bring landscaping and green elements where none exist today along the 8.5 mile corridor. In downtown East Lansing there is a reduction in green space because the median width will be reduced to provide the additional BRT lane and stations.

Access to Frandor, Meridian Mall and Meijer

- 1. Frandor is an important destination for people along the corridor. Will there be any direct access to Frandor from the BRT route?***

Response: CATA is working with property owners to determine how pathways can be provided from Michigan Avenue to Frandor. CATA is also looking at other fixed routes to determine how more direct transfers could be provided to allow access into the shopping center. Other options to allow for access to Frandor are also being considered as a result of community input.

- 2. I've heard that Meijer is paying for their own station and that is why they are getting one and not the Meridian Mall. Is that true, and what is the cost for each of the stations?***

Response: As of August 2016, CATA does not have an agreement with Meijer to pay for the station on Meijer property. CATA continues to work with the Meridian Mall to find a way to add a BRT station to their property.

- 3. How many parking spaces are allowed for the Park and Ride at Meijer?***

Response: The current plan allows for 60 park-and-ride spaces beside the Meijer BRT station.



General Questions / Comments

1. *What is the difference between the BRT project and just adding more regular buses to Route 1?*

Response: The reason the BRT is the preferred transportation solution for the Michigan Avenue/Grand River Avenue corridor is because it provides for faster travel time for both autos and buses. Adding more buses to the existing road plan would increase congestion because their frequent stops would delay vehicle traffic, more so than they do today.

The BRT also allows for growth in public transportation ridership without impacting autos in the future, and growth in automobiles and buses, which is important when you consider the fact that there is already \$500 million in development planned or happening along the corridor which will generate more trips in the corridor.

2. *Can't we improve travel times by reducing the number of stops on Route 1 rather than building a BRT?*

Response: Currently, CATA only stops at bus stops where someone wants to board or deboard the bus. Simply reducing stops will not provide the benefit to the improved traffic flow, which is gained by removing buses from the auto lanes. CATA has collected data for every bus stop along Route 1, and the BRT stations are placed where most customers board or deboard.

One of the many options that CATA is evaluating in response to community concerns is an option to provide traditional bus service in mixed traffic using the BRT bus east of Hagadorn stopping only at BRT station locations.

3. *Don't MSU students inflate CATA's ridership numbers?*

Response: The ridership number of 1.7 million annual trips on Route 1 does NOT include ridership on other routes on Grand River Avenue or around MSU.

4. *Does MSU officially support or oppose the BRT plan?*



Response: MSU has not sent CATA a letter stating opposition to the BRT plan. Since the beginning of the BRT project, MSU has provided CATA with a list of concerns regarding the BRT. CATA has worked with MSU's staff to research and address each concern. While MSU continues to have questions about the BRT's impact on students safely crossing Grand River and how the signal timings will impact them, MSU recognizes that this concern will be addressed in the final design.

5. *What will happen if Meridian Township opts out of the BRT project altogether?*

Response: CATA is listening to the concerns of the Meridian Township Board of Trustees and the public, and is considering various options to address each of them while still having a project that is eligible for the federal and state funding. Because the project is still in the design phase and only 30 percent complete, community meetings will be held to discuss alternatives as they are developed. Some of the options being considered include ending the dedicated lanes (BRT) in East Lansing and providing for fixed-route service into Meridian Township.

6. *Why does the proposed BRT plan have fewer stops than Route 1? Are the stop locations flexible?*

Response: CATA collects boarding and deboarding data on a continuous basis. An analysis of this data was completed and used in the location of the proposed stations. These locations are based on current ridership behavior, location of current signalized intersections, roadway conditions, and several other factors. The distance between the proposed BRT stations remains within the half-mile industry standard for access to BRT stops. The precise location of the stations will be finalized during final design. While the walk to stations may be a further for some, it will be closer for others who walk further today to access the stop.

7. *How many additional buses, seats and drivers will be needed for the BRT?*

Response: The buses being used for the BRT will replace buses in current operation that have reached the end of their useful life and are eligible for replacement. In the current plan, BRT service is anticipated to require two additional buses for peak-period service (because of the proposed service frequency improvement). If the plan for the BRT changes, the impact on the number of buses could change as well. It is also important to note that BRT buses will carry about 25 percent more customers. The BRT service plan does not require additional bus operators.



8. What is the cost of the BRT per mile? How does this plan compare to CATA's current system?

Response: The operating cost per mile for the BRT is projected to be \$4.09. CATA's current cost per mile for fixed route service is \$7.94.

9. Where else has the same/similar design been implemented? (The speaker does not believe Eugene is a credible comparison.)

Response: Cleveland, Ohio, is the BRT that most closely resembles the CATA BRT plan. Eugene, Oregon also has a similar BRT and has a similar size city in population and has a large university and regional hospital. All cities and regions are different. They each have different types of businesses, housing solutions, populations and travel patterns. While some want the CATA BRT to be like Grand Rapids', the Grand Rapids system was designed to address a different travel demand. Grand Rapids is designed to meet the demand of traditional business hours (8 a.m. – 5 p.m.) during peak travel. The CATA BRT corridor does not have the same travel patterns because of the diverse travel needs along Grand River Avenue and Michigan Avenue.

While the State of Michigan may have traditional hours (8 a.m. – 5 p.m.), Sparrow employees often work longer shifts that start and end at different times. MSU staff may work more traditional hours, the travel patterns of students and professors are driven by class times and do not mirror the 8 a.m. – 5 p.m. travel times. As a result of this corridor's unique needs, peak travel within the BRT corridor occurs between 11 a.m. and 7 p.m. This calls for a different solution than what was required in Grand Rapids. CATA worked closely with the stakeholders in our region from the beginning of the project to design a system that met the specific travel needs of our community.

10. How will the "pre-pay stations" system work? Won't riders still need to spend time pre-buying and still need to show the driver that they have paid the fare? Is the goal simply to eliminate cash fares on buses?

Response: The exact system for fare collection has not been selected at this time. Customers will purchase a fare either using cash or by purchasing a pass, as they do today. Change has occurred and continues to occur in the way people purchase goods and services. Many people use debit and credit cards today. Some use banking apps on their smart phones to pay for goods and services where there is a compatible system. CATA will be looking to upgrade its fare-collection system-wide using new technology



but also allowing for traditional fare payment to be used. As long as cash is used in our financial system, CATA will accept cash for fare payment.

11. *There is a lack of equity for Meridian Township – we pay more by subsidizing the surrounding areas that have opted-out of the BRT plan.*

Response: Travel and commerce throughout our region is not restricted by municipal boundaries. As a member of CATA, Meridian Township contributes to fund a regional public transportation system that benefits the entire region. Travelers on public transportation come from around the region and travel to points around the region to work, shop, go to school, and secure medical services. Meridian Township residents ride CATA services for various purposes in and out of the Township. Meridian Township businesses benefit from the customers and employees coming from other jurisdictions around the region.

None of CATA's local millage revenue is used to fund services outside the City of Lansing, City of East Lansing, or the townships of Meridian, Lansing or Delhi. Funding for services outside of these five jurisdictions that are members of CATA is provided by other sources, not CATA-levied property taxes.

10. *Is there a timeline for FTA review of the Environmental Assessment and BRT project?*

Response: FTA will determine the time needed for their review process. While the coordinating agencies (Federal Highway Administration and MDOT) have 30 days to review the document and provide comment to the FTA, that deadline can be extended by FTA. CATA will work with FTA to meet FTA-established timelines.

11. *What will the stations look like?*



Response:



12. Where else is a BRT being used, and is it working?

Response: Several cities around the United States have BRT systems that are designed to meet their communities' specific needs. Research reports state that BRT works to improve transit and auto travel time, improve economic development and stimulate complete and walkable communities.

13. What is the cost of the BRT for just Meridian Township's portion?

Response: The construction cost (including stations, roadway rebuilding and buses) for the BRT in Meridian Township is approximately \$24 million.

14. Why can't CATA improve the farebox purchase process to speed up bus loading instead of building a BRT?

Response: The fare-payment process is just one element of boarding that takes time. Other elements include large volumes of customers, customers loading bikes, customers with strollers, customers in wheelchairs, customers with large numbers of packages, large volumes of customers deboarding, etc. The BRT system works to address ways to board and deboard all customers faster, as well as improving traffic flow.

15. Is the BRT going to happen regardless of what people say?

Response: The decision to implement or not has not yet been made. CATA's Board continues to evaluate the project and consider community input.

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Recognizing the importance of the Michigan Avenue/Grand River Avenue corridor to the region and the growth that is expected to occur, CATA worked with key local stakeholders to determine how to best improve transportation along the corridor. Working with local community leaders and business organizations like the Lansing Regional Chamber of Commerce and LEAP, CATA explored several options: adding more buses, light rail, streetcar, BRT and doing nothing. BRT was determined to be the best option because adding more buses increases congestion, and light rail is substantially more expensive.

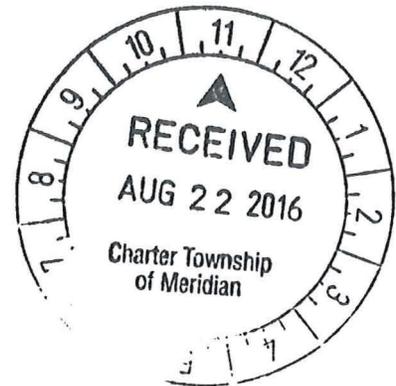
That said, CATA is listening and considering all comments raised by businesses, residents and other community members about the proposed BRT plan. CATA is considering options that would change the current BRT to address the impacts identified while still remaining eligible for the federal funding.

###

**CLERK'S OFFICE
BOARD COMMUNICATIONS
SEPTEMBER 6, 2016**

Commission Linkage (CL)

Kenneth P. Lane
540 Juneberry Ln.
Okemos, MI 48864
klane@clarkhill.com



August 22, 2016

Charter Township of Meridian
Attn: Township Clerk Brett Dreyfus
5151 Marsh Road
Okemos, MI 48864

RE: Resignation; Zoning Board of Appeals

Dear Clerk Dreyfus:

Please allow this letter to tender my resignation from the Meridian Township Zoning Board of Appeals, effective August 22, 2016.

Although I have appreciated my time serving on the Zoning Board of Appeals, my resignation is necessary so that I may become a member of the Township's Planning Commission. I am grateful and excited about the opportunity to serve on the Planning Commission.

If there is anything I can do to aid in finding a replacement for the Zoning Board of Appeals, please let me know.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kenneth P. Lane".

Kenneth P. Lane

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CL-1

SEP 06 2016

PROPOSED BOARD MINUTES

PROPOSED MOTION:

Move to approve and ratify the minutes of the August 16, 2016 Regular Meeting as submitted.

ALTERNATE MOTION:

Move to approve and ratify the minutes of the August 16, 2016 Regular Meeting with the following amendment(s): [insert amendments].

**SEPTEMBER 6, 2016
REGULAR MEETING**

CHARTER TOWNSHIP OF MERIDIAN
TOWNSHIP BOARD REGULAR MEETING - **DRAFT** -
5151 Marsh Road, Okemos, MI 48864-1198
853-4000, Town Hall Room
TUESDAY, AUGUST 16, 2016 **6:00 P.M.**

PRESENT: Supervisor LeGoff, Clerk Dreyfus, Treasurer Brixie, Trustees Scales, Styka, Veenstra
ABSENT: Trustee Wilson
STAFF: Township Manager Frank Walsh, Assistant Township Manager/Director of Public Works and Engineering Derek Perry, Director of Community Planning & Development Mark Kieselbach, Police Chief David Hall, Fire Chief Fred Cowper, Finance Director Miriam Mattison, Human Resources Director Joyce Marx

1. CALL MEETING TO ORDER

Supervisor LeGoff called the meeting to order at 6:00 P.M.

2. PLEDGE OF ALLEGIANCE/INTRODUCTIONS

Supervisor LeGoff led the Pledge of Allegiance.

3. ROLL CALL

The secretary called the roll of the Board.

4. PRESENTATION

A. Officer Brian Canen-Ingham County Courthouse

Police Chief Hall bestowed a citation for valor to Officer Brian Canen for his heroism at the Ingham County Courthouse on August 2, 2016. Lisa McCormick, Ingham County Chief Assistant Prosecutor, explained the circumstances which took place at the courthouse where Officer Canen's life-saving action on behalf of Assistant Prosecuting Attorney Jonathan Roth transpired.

Trustee Scales presented Officer Canen with a proclamation of honor from the Township Board for his actions during the August 2, 2016 incident at the Ingham County Courthouse.

B. Water Boil Advisory-Overview

Clyde Dugan, Operations Manager, East Lansing Meridian Water and Sewer Authority (ELMWSA), 2470 Burcham Drive, East Lansing, highlighted the events which led to the water boil advisory set in place from Friday, August 5, 2016 to Sunday, August 7, 2016. He indicated two (2) rounds of water samples taken every 24 hours showed negative for bacteria and the advisory was lifted. Mr. Dugan noted two operators must now be present to perform filter backwashes, modifications are proposed to filter controls to provide interlock protection and recommendations will be presented to the ELMWSA Board for a closed-cycle backwash recovery system as well as a second two (2) million clear-well reservoir as an alternate water source.

[Prepared statement in Official Minute Book]

Treasurer Brixie inquired as to the time lapse from the incident's occurrence to issuance of the advisory.

Mr. Dugan replied the original incident happened at 2:58 A.M. and the Michigan Department of Environmental Quality (MDEQ) needed to be notified within 24 hours, which actually occurred at 8:35 A.M. The MDEQ recommended the ELMWSA send out the boil water advisory which was ultimately issued at 11:35 A.M.

Treasurer Brixie inquired about any emergency communication system in place for the MDEQ to have made a decision earlier in the process.

Mr. Dugan explained under federal regulations, this specific incident is considered a Tier 2 public notification (no imminent threat against public health) which allows up to 24 hours for notification to the MDEQ.

Treasurer Brixie asked if the lower level of alert was due to the science behind the time it takes for the bacteria to grow and multiply in the system.

Mr. Dugan responded it is a lower alert level because the risk of contamination is very low and the ELMWSA maintains multiple barriers in its treatment process against microbial contamination. He added the Environmental Protection Agency (EPA) considers the risk to be low in an incident of this nature.

Trustee Scales asked if the ELMWSA has a procedure for who notifies the MDEQ.

Mr. Dugan responded MDEQ notification is the responsibility of the operator in charge which would be him.

Trustee Scales inquired as to how long it took for him to be notified by his employees.

Mr. Dugan responded he was notified at approximately 5:30 A.M., at which time he implemented ELMWSA's emergency response plan and the surface water treatment rule requirements on the appropriate response for this event.

Trustee Scales suggested ELMWSA reevaluate its procedures relative to the time lapse between the original "mistake" and when the appropriate party notifies MDEQ. He suggested ELMWSA procedures allow a person on site to notify MDEQ as soon as there is an awareness in order for the process to commence more quickly.

Trustee Styka voiced appreciation for the systems put in place to prevent another such occurrence in the future. He expressed concern with the length of time between the original occurrence and notification to Mr. Dugan by the operator who made the "mistake."

Assistant Township Manager/Director of Public Works and Engineering expressed appreciation for Mr. Dugan's experience at the Township's water treatment plant.

Treasurer Brixie expressed appreciation for the efforts of the Communications Department and others involved in notifying Meridian citizens of the water boil advisory.

Township Manager Walsh publicly voiced his appreciation to Assistant Township Manager/Director of Public Works and Engineering Derek Perry for his efforts the weekend before last to deal with the water boil advisory issue.

5. PUBLIC REMARKS

Supervisor LeGoff opened Public Remarks.

Erik Lindquist, 4436 Copper Hill Drive, Okemos stated he is the only experienced and qualified financial professional running for the position of Township Treasurer in the November Election. He highlighted his experience in the accounting field over the last 34 years. Mr. Lindquist alleged Treasurer Brixie has mismanaged the Treasurer's office by not ensuring that cash reserves have been invested appropriately, pension liabilities have been adequately funded and all taxpayers are treated equitably and fairly in payment of their taxes. If elected, he promised to bring the highest ethical standards of his profession to the position by investing wisely, spend prudently and protect the future of the police and firefighters pension.

Ken Lane, 540 Juneberry Lane, Okemos, thanked the Board for their consideration of him as a candidate for the vacant Planning Commission position. He noted he has been an attorney who practiced municipal law throughout his career, much of which dealt with planning and zoning issues.

Cecilia Kramer, 4560 Oakwood, Okemos, expressed appreciation to the police and fire department for the National Night Out Event. She noted that while she was appreciative of the email alerts regarding the Water Boil Advisory, she voiced concern procedures were not already in place for this type of occurrence. Ms. Kramer noted the rust shown on the top of the tanks which hold the Township's drinking water, and requested an investigation be conducted to ascertain if any of the rust on the containment units has permeated into the drinking water held in the tank.

[Prepared statement in Official Minute Book]

Neil Bowlby, 6020 Beechwood Drive, Haslett, offered statistics on the number of riders along Route 1. Factoring in weekends and the summer session of MSU, he challenged the 1.7 million ridership calculation used by Capital Area Transportation Authority (CATA) for that route. He spoke to the excellent qualifications of Mr. Lindquist to serve as the next Township Treasurer.

Rhonda Bueche, 4126 Leeward Drive, Okemos, spoke in opposition to making the CATA Board appointment at tonight's meeting, as the public has not had an adequate amount of time to "receive" candidates for this position. She alleged that despite many requests by the public for transparency in funding allocated for the Bus Rapid Transit (BRT) System, nothing has been forthcoming from CATA.

Patty McPhee, 5275 Thames Drive, Okemos, requested a postponement of the CATA Board appointment scheduled for tonight's meeting. She indicated there is a lot of controversy surrounding the BRT and believed CATA is not listening to Meridian residents when they have spoken regarding the flawed BRT system.

Ody Norkin, 3803 Sandlewood, Okemos, spoke in support of Erik Lindquist as the Township's next Treasurer. He believed it would be insensitive to rush into a CATA Board appointment at tonight's meeting. Mr. Norkin indicated someone from the disabled community should be considered for appointment.

Donna Rose, 6207 Cobblers Drive, East Lansing, announced her continued interest in being appointed to the CATA Board as she is "tired" of people who don't ride the bus making decisions for bus riders. If elected, she believed she would be the only Board member who currently uses all three (3) CATA services: Redi-Ride, Spec Tran and the regular bus. Ms. Rose alleged today's CATA community conversation meeting was an insult to the intelligence of its attendees. Ms. Rose requested the Board postpone its decision on an appointment to the CATA Board.

Supervisor LeGoff closed Public Remarks.

6. TOWNSHIP MANAGER REPORT

Manager Walsh reported the following:

- 2017 draft budget will be delivered to the Board on Friday, August 26th
- Budget will be discussed during the Board meetings of September 6th and September 20th
- Brownfield portion of the Okemos Pointe development will be before the Board on September 6th
- Local roads plan is underway, with completion scheduled for the end of September
- Ardmore will not be paved this year, due to an existing sewer issue
- August 23rd ribbon cutting for Wonch Park at noon
- Next Meridian leadership meeting will be held on September 2nd at 8:00 A.M. and Michigan State University President Lou Anna Simon will be the guest speaker

7. BOARD COMMENTS & REPORTS

A. Treasurer's Quarterly Report

Treasurer Brixie reported on delinquent personal property tax collection totals for tax years 2011-2015, 2016 total tax year collections as of August 10, 2016, 2016 tax year distribution totals as of July 29, 2016, and current fixed maturity investments and non-fixed investments as of July 31, 2016.

Board discussion:

- Quarterly report is for the third quarter
- Treasury staff must work with a combination of time frames for the different statements, the tax year and the calendar year
- "Quarterly reports" are presented to the Board four times a year but do not mimic the quarters of a calendar year
- Board member concern the current non-fixed investments show over \$1 million invested in accounts which yield only a .2% return
- Low rate of return results in less money for other needs
- Other countries (e.g., Germany) have citizens accepting negative interest rates for banks to keep their money
- Number one investment policy priority approved by the Board is safety and security of Township assets

Clerk Dreyfus reported his attendance at the BRT community conversation outreach this afternoon, expressing disappointment with how the meeting was handled. He believed CATA should have been prepared to answer the top ten (10) questions asked by the public over the last five (5) to six (6) months. Clerk Dreyfus indicated the citizen sentiment at that meeting was one of complete frustration.

Trustee Scales also reported his attendance at the BRT community conversation and was "underwhelmed". He announced the August 18th Redi-Ride Review Committee (RRRC) meeting has been cancelled and urged the Board to create a Transportation Commission and make appointments for a term of two (2) years.

Trustee Styka reported his attendance at the BRT community conversation and was dismayed with the meeting's structure. He believed the experts which were brought in should have been prepared to offer responses to the most pressing questions which have been regularly repeated over the last several months. Trustee Styka expressed his desire to have CATA prepare proposals to present to the Board.

Trustee Veenstra believed CATA hosting a second BRT community conversation at the same time as tonight's Township Board meeting was poor scheduling. He addressed the data presented by Mr. Bowlby which alleged CATA inflated ridership numbers it submitted to the Federal Transit Administration (FTA) in an attempt to secure a grant.

Trustee Styka reported he met with Director Perry and representatives from Consumers Energy regarding the LED streetlights along Okemos Road which have not been lighting properly for quite some time.

Treasurer Brixie reported the Township held an employee appreciation event last week where employees were treated to a Lugnut game, voicing her thanks to Manager Walsh.

8. APPROVAL OF AGENDA

Trustee Styka moved to approve the agenda as submitted. Seconded by Treasurer Brixie.

Trustee Veenstra moved to amend the agenda as follows:

- **Move Agenda Item #12C to Agenda Item #13B**

Seconded by Clerk Dreyfus.

ROLL CALL VOTE YEAS: Trustee Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk
ON THE Dreyfus
AMENDMENT: NAYS: Trustee Scales
Motion carried 5-1.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer
Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

9. CONSENT AGENDA (SALMON)

Supervisor LeGoff reviewed the consent agenda.

Treasurer Brixie moved to adopt the Consent Agenda. Seconded by Trustee Styka.

Trustee Veenstra requested Agenda #9D: Communications Commission Appointment be moved to Agenda Item #12E.

A. Communications

(1) Board Information (BI)

- BI-1 Bobbie Margolis, 36 Monarch Lane, Okemos; RE: Smear Campaign
- BI-2 Brenda Henige, 6247 Endenhall Way, Apt. 11, East Lansing; RE: Meridian Redi-Ride
- BI-3 Ciney Rich, 5538 Silverleaf Court, Haslett; RE: Condition of 1211 Teakwood Circle
- BI-4 Beth Boyce, 200 Friendship Circle, Apt. 220, Lansing; RE: Special Meeting/BRT
- BI-5 Kathy DeVito, 470 Chimney Oaks Drive, Okemos; RE: Disappointing dirty politics
- BI-6 Christina Jones, Bickford Senior Living and Memory Care, 3830 Okemos Road, Okemos; RE: CATA

- BI-7 Phyllis Vaughn, 6100 Balog Court, Haslett; RE: Water/CATA Transportation
 - BI-8 Donna Rose, 6207 Cobblers Drive, East Lansing; RE: Bad Problem Solving
 - BI-9 Donna Rose, 6207 Cobblers Drive, East Lansing; RE: Bus Announcements Not Working
 - BI-10 Sandy Draggoo, CEO/Executive Director, Capital Area Transportation Authority (CATA), 4615 Tranter Street, Lansing; RE: Reply to Donna Rose regarding Main Street Bus Announcements
 - BI-11 Matt Johnson, 1124 Woodwind Trail, Haslett; RE: Lake Drive Resurfacing
 - BI-12 Rhonda Bueche, 4126 Leeward Drive, Okemos; RE: Citizens' Rights
- (2) Commission Linkage (CL)
- CL-1 Pat Cannon, 2700 Marfitt Road, #307, East Lansing; RE: Resignation from the Capital Area Transportation Authority (CATA) Board effective August 4, 2016
 - CL-2 Holly Cordill, 1484 Forest Hills Drive, Okemos; RE: Resignation from the Planning Commission effective August 9, 2016
- (3) Regional Linkage (RL)
- RL-1 Treasurer Julie Brixie; RE: Notice of a special CATA Meeting Call
 - RL-2 Ingham County Drain Commissioner Pat Lindemann; RE: Notice of Day of Review of Drainage District Boundaries and Day of Review of Apportionments for Sections of the Costigan Drain, Kierstead Drain, Sloan Creek Drain and the Whitehills Lakes Branch of the Remy Chandler Branch #5 Drain to be held on Wednesday, August 31, 2015 from 9:00 AM until 5:00 PM at the Drain Commissioner's Office, 707 Buhl, Mason
- (4) Staff Communications (SC)
- SC-1 Director Deborah Guthrie; RE: Comcast Press Release titled "Comcast and the US Department of Housing and Urban Development Collaborate to close the Digital Divide for up to 2 million HUD-Assisted Households in Major Internet Essentials Program Expansion"
 - SC-2 Department of Community Planning and Development; RE: Site Plan Review Decisions as of August 5, 2016
- (5) On File in the Clerk's Office (OF)
- Material submitted at the August 4, 2016 Board Meeting
- Doris Schwartz, 2209 Kent Street, Okemos; RE: Potential Meridian Township Vacant and Abandoned Property Registration Program
 - Deb Wiese, LAC Chair, 500 Woodingham, Apt. 19, East Lansing; RE: Letter in opposition to a ballot initiative to "remove" CATA as the transportation provider for Redi-Ride service

Treasurer Brixie moved that the communications be received and placed on file, and any communications not already assigned for disposition be referred to the Township Manager or Supervisor for follow-up. Seconded by Trustee Styka.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
 NAYS: None
 Motion carried 6-0.

B. Minutes

Treasurer Brixie moved to approve and ratify the minutes of the August 4, 2016 Regular Meeting as submitted. Seconded by Trustee Styka.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

C. Bills

Treasurer Brixie moved that the Township Board approve the Manager's Bills as follows:

Common Cash	\$	986,258.86
Public Works	\$	40,841.87
Trust & Agency	\$	400,161.05
Total Checks	\$	1,427,261.78
Credit Card Transactions	\$	8,122.88
Total Purchases	\$	<u>1,435,384.66</u>
ACH Payments	\$	<u>372,396.62</u>

Seconded by Trustee Styka.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

[Bill list in Official Minute Book]

~~D. Communications Commission Appointment~~

10. QUESTIONS FOR THE ATTORNEY (None)

11. HEARINGS (None)

12. ACTION ITEMS

Supervisor LeGoff opened Public Remarks.

Leonard Provencher, 5824 Buena Parkway, Haslett, spoke in support of either Thomas Deits or Lynn Hildebrandt for appointment to the Planning Commission vacancy.

Neil Bowlby, 6020 Beechwood Drive, Haslett, concurred with Mr. Provencher's selection.

Supervisor LeGoff closed Public Remarks.

A. Ember Oaks Final Preliminary Plat

Director Kieselbach summarized the final preliminary plat as outlined in staff memorandum dated August 11, 2016.

Trustee Scales moved [and read into the record] NOW THEREFORE, BE IT RESOLVED THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF MERIDIAN hereby approves Final Preliminary Plat #00012, Ember Oaks, for a period of two years, from August 16, 2016 to August 16, 2018, with the following condition:

- 1. All previous conditions placed on the approvals of the final preliminary plat and preliminary plat extension approvals shall remain in effect.**

Seconded by Trustee Styka.

Board and staff discussion:

- Changes made to the plat since it was last before the Board based on Board comments
- Lot sizes are consistent with what was shown in the planned residential development (PRD)
- State and local land division ordinance mandates the Township has 20 days to accept the application once complete and submitted to the Township
- Applicant has not met with the neighbors to the east or south
- Applicant, his legal counsel and Trustee Scales met with a representative for the current residents of Ember Oaks and they were accepting of the proposed changes
- Ponderosa residents had issues with the connection at Forsberg Drive, so the Township worked with the ICRD and the County Board of Commissioners to abandon the road
- Once the Township grants the final preliminary plat, the engineering work can commence
- Under the PRD, the applicant can be reduce the current RR zoning to RAAA
- Board member belief Ember Oaks should pay the cost of paving the access from its boundary to Stagecoach Drive in the Ponderosa subdivision
- Map does not show a requirement for the pathway to be paved past the Ember Oaks boundary
- Pedestrian pathway was to be paved to the Ember Oaks boundary for school aged children to use
- Board member recollection this pathway was not to be paved as the Fire Department had determined they could turn their fire equipment around on Stagecoach Drive
- Board member preference for a pathway connection between the two (2) subdivisions
- Two flood zone areas on the map are within the 100 year floodplain
- Rolled curbs are an ICRD requirement to slow down traffic
- Pathway width will be ten (10) feet which connects the two subdivisions
- Pathway is labeled as an emergency access drive on the final preliminary plat plan
- Township needs to have an emergency access in the event the street is blocked off
- Ten foot width is the size of many of the Township's pedestrian bicycle pathways
- Ponderosa subdivision already has two ingresses and egresses (Ponderosa as well as Bonanza), so there is no need for an emergency access
- Ember Oaks subdivision also has two ingresses and egresses

Trustee Veenstra offered the following amendment:

- **Amend the fourth WHEREAS clause by inserting "to be 1,950 feet" after "Wandering Way"**

Seconded by Clerk Dreyfus.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: Trustee Scales
Motion carried 5-1.

Trustee Veenstra offered the following amendment:

- **Amend the fifth WHEREAS clause by inserting “to be 2,030 feet” after “Bandera Lane”**

Seconded by Clerk Dreyfus.

VOICE VOTE: Motion carried 5-1 (Trustee Scales).

Treasurer Brixie moved to add condition 2 to read as follows:

- 2. Replace the ten (10) foot wide emergency asphalt access shown on the plan with a seven (7) foot wide concrete pathway.**

Seconded by Clerk Dreyfus.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus

NAYS: None
Motion carried 6-0.

ROLL CALL VOTE ON THE MAIN YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus

MOTION: NAYS: None
Motion carried 6-0.

B. Discharge of Mortgage 5987 Martinus

Treasurer Brixie summarized the discharge of mortgage for 5987 Martinus Street as outlined in staff memorandum dated August 16, 2016.

Treasurer Brixie moved to approve discharging the Rental Property Rehabilitation Program Mortgage from 5987 Martinus Street, Haslett, MI 48840, Parcel #33-02-02-10-204-012. Seconded by Trustee Scales.

Board discussion:

- There is not an issue of noncompliance with the requirements of the program for this parcel

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus

NAYS: None
Motion carried 6-0.

~~C. CATA Board of Directors Representative~~

D. Planning Commission Appointment

Trustee Veenstra moved to appoint Ken Lane as a member of the Planning Commission to fill a vacancy for the term ending December 31, 2017. Seconded by Trustee Styka.

Board discussion:

- Under state law, appointment to the Planning Commission is made by the Supervisor and the Board can either approve or reject the applicant
- Candidate is a municipal attorney and well qualified to be a member of the Planning Commission

- Board member interest in having more diverse representation on the Planning Commission with the appointment of Samantha Baruah
- Possibility of additional appointments after the November General Election
- Mr. Lane has aptly served on the Zoning Board of Appeals
- Board member request for the new Supervisor to reappoint Thomas Deits if additional appointments become available at the end of the year

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

E. Communications Commission Appointment

Trustee Styka moved to appoint Kevin Thatcher to the Communications Commission to fill a vacancy for a term ending December 31, 2017. Seconded by Treasurer Brixie.

Board discussion:

- Board member desire for Mr. Thatcher's expertise to be used to implement Township wide wi-fi for residents

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

13. BOARD DISCUSSION ITEMS

Supervisor LeGoff opened Public Remarks.

Ahsan Sumbal, 900 Gulick Road, Okemos, stated he is agreeable with the Board's desire to keep the frontage on Newton Road residential while rezoning the RD and PO parcels to commercial relative to his rezoning request.

Leonard Provencher, 5824 Buena Parkway, Haslett, suggested either Thomas Malik or Erik Lindquist be appointed as the Township's representative to the CATA Board of Directors.

Neil Bowlby, 6020 Beechwood Drive, Haslett, suggested the Township use outreach to make it known there is a vacancy on the CATA Board of Directors for the representative from Meridian Township. He requested the Board offer direction to the CATA representative that it mirror the Board's viewpoint relative to transportation matters before CATA. Mr. Bowlby asked under what circumstances the Board has initiated rezonings in the past and inquired if the proposed rezoning request is consistent with the justification for the Board initiate rezonings. He asked if the Township would then become the applicant if it approved the proposed rezoning request and would include the condition previously agreed to by Mr. Sumbal. Absent some compelling reason, Mr. Bowlby believed the rezoning process should be handled in the same manner other residents have their property rezoned. He also requested final public remarks be allowed prior to the Board going into closed session.

Supervisor LeGoff closed Public Remarks.

A. Sumbal Rezoning Request

Director Kieselbach summarized the rezoning request as outlined in staff memorandum dated August 12, 2016.

Board discussion:

- Appreciation for the property owner's willingness to work with a Board request to retain the C-2 zoning designation along Saginaw Highway (M-78) and retain the RA designation along Newton Road
- Red lines on the map indicate the zoning boundaries
- Black lines on the map indicate the parcel boundaries
- RA zoning designation has a minimum lot width of 80 feet and the RA parcel is approximately 400 feet in width which would equate to five (5) lots
- Each of the lots would front along Newton Road
- Depth of the RA parcel is such that it would allow for single lots along Newton Road
- RD parcel: 3 acres at 8 units per acre for a total of 24 lots
- RD zoned parcel is land locked and would require road access either through the adjacent RA parcel or from the "back side"
- PO parcel: 2 acres with the potential of approximately 2,000 square feet of PO development with associated parking
- History of either the Board or the Planning Commission initiating rezoning requests usually stem from an error in the zoning map or changes to bring parcels into consistency with the Master Plan
- Subject rezoning is inconsistent with the current Master Plan
- Board member belief the Board is attempting "to do the work of the Planning Commission" without the benefit of all the information the Planning Commission has before it when it deliberates (i.e., Future Land Use Map, etc.)
- Board member statement the Township needs single family development for families to enroll children in our schools which would be eroded by this commercial and office rezoning
- Property owner has committed to a berm and a double row of conifers as buffer to the north of the property
- Board member belief the property owner should initiate the rezoning request
- Board member clarification that building residential whenever feasible to support schools is only one component involved in proper land use decisions as only 40% of Meridian Township residents have children enrolled in the school system
- Board member preference for this item to be placed on the September 6th agenda as an action item in order for the property owner to receive a definitive answer
- Board member belief it is appropriate for the Township to initiate a rezoning to correct a Township "mistake" which applies to this rezoning request
- Request does not meet the standard for a Board initiated rezoning

It was the consensus of the Board not to initiate this rezoning request.

B. CATA Board of Directors Representative

Board discussion:

- Preference to allow time for additional applicants to come forth
- Efforts by the Township to publicize the vacancy on the CATA Board
- Board member preference to appoint Donna Rose this evening as she uses three (3) types of public transportation and has had previous experience serving on a transit board in Ann Arbor
- Board member analysis the CATA Board does not ask enough questions and "rubber stamps" whatever staff wants
- Concern with the CATA Board adopting a \$52 million budget as a consent agenda item

- Ms. Rose submitted an application for public service via email
- Board member preference to make an appointment tonight which will end September 30, 2016 to have full representation at the next CATA Board meeting and then reappoint Ms. Rose or select another applicant
- Board member preference to make an appointment which ends September 30, 2019
- Board member concern with making an appointment which equates to attendance at one (1) CATA Board meeting

Trustee Scales moved to suspend the rules. Seconded by Trustee Veenstra.

ROLL CALL VOTE: YEAS: Trustee Scales, Veenstra
NAYS: Trustee Styka, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
Motion failed 2-4.

It was the consensus of the Board to place this item on for action at the September 6, 2016 Board meeting.

By unanimous consent, the Board chose to allow final public remarks as the next agenda item.

14. CLOSED SESSION TO DISCUSS CONTRACT NEGOTIATIONS

Treasurer Brixie moved that the Board enter into a closed session for the purpose of discussing strategy and direction in connection with the negotiation of our collective bargaining agreements. Seconded by Trustee Styka.

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

Supervisor LeGoff recessed the meeting at 9:20 P.M.

The Board adjourned to the upstairs conference room for a closed session.

Trustee Scales moved to return to open session. Seconded by Treasurer Brixie.

ROLL CALL VOTE: YEAS: Trustees Scales, Styka, Veenstra, Supervisor LeGoff, Treasurer Brixie, Clerk Dreyfus
NAYS: None
Motion carried 6-0.

Supervisor LeGoff reconvened the meeting at 10:39 P.M.

15. FINAL PUBLIC REMARKS

Supervisor LeGoff opened Public Remarks.

Donna Rose, 6207 Cobblers Way, East Lansing, objected to the application for public service not being computer "accessible" to all Meridian residents. She spoke to her disappointment with the BRT meeting held at the same time as the Board meeting this evening. Ms. Rose outlined her alternative ideas which she provided CATA (e.g., faster boarding times with new fare boxes which use a smart card system). She expressed disappointment there is not a better door-to door transportation service for Meridian residents who rely on public transit to be mobile.

Ody Norkin, 3803 Sandlewood, Okemos, indicated Truscott and Rossman public relations firm was hired by CATA to provide a “venting session” which was afforded to residents this evening. He noted the one unanswered question asked by a member of the public was whether or not the BRT in Meridian Township was a “done deal.” Mr. Norkin voiced his frustration that despite all the effort made on the Redi-Ride Review Committee (RRRC), nothing moved in 18 months. He stated his desire that solutions be found for the community.

Ghulam Sumbal, 1998 Jolly Road, Okemos, highlighted the history of the property which was the subject of a rezoning on tonight’s agenda, noting the Planning Commission overwhelmingly approved it during one meeting.

Ahsan Sumbal, 900 Gulick Drive, Okemos, voiced disappointment with the treatment he has received over the circumstances regarding his rezoning request, noting how much of his time the Board wasted having him go through this process.

Neil Bowlby, 6020 Beechwood Drive, thanked the Board for its recognition of Officer Canen. He believed the BRT plan as currently proposed is a “done deal,” but CATA must go through the entire federal process. He believed there is sufficient opportunity for residents and the Board to convey their sentiments on the BRT plan. Mr. Bowlby indicated the BRT is a bad idea for Meridian Township and there are simpler solutions to the identified transportation issues.

Mr. Provencher, 5824 Buena Parkway, Haslett, believed CATA should provide answers to all the questions posed by the Meridian citizenry relative to the BRT project. He requested the Township Manager provide information to the public regarding the unfunded pension liability after contract negotiations conclude. He requested there be efforts made to communicate to all interested members of the public about the cancellation of the RRRC’s scheduled August 18th meeting.

Jeff Neilson, 2450 Barnsbury, East Lansing, stated a different presentation concerning the BRT was given at the second CATA community conversation which took place during tonight’s Board meeting. He stated CATA is including the ridership which comes out of the MSU campus on Collingwood Road as part of the ridership for Route 1 and is a false number which was submitted to the Federal Transit Administration (FTA). Mr. Neilson stated the MSU campus ridership is a separate contract negotiated between Worldpac and CATA. He explained fire trucks with a 45 foot wheelbase need 82 feet to turn around, precluding the ability for them to turn around on Grand River and go back to a business which may need either ladder or hazmat rescue. Mr. Neilson alleged that if CATA falls short of the \$20 million being requested by the State of Michigan, they do not have to ask anyone for permission to take whatever portion of the \$35 million in its budget that is needed. He relayed that Michigan State University President Lou Anna Simon told CATA in 2013 to take a more comprehensive and less aggressive approach to the BRT and now is in opposition to it as proposed. Mr. Neilson expressed the Board must do whatever it can to stop funding at the federal level.

Supervisor LeGoff closed Public Remarks.

16. FINAL BOARD MEMBER COMMENT (None)

17. ADJOURNMENT

Trustee Veenstra moved to adjourn. Seconded by Trustee Styka.

VOICE VOTE: Motion carried 6-0.

Supervisor LeGoff adjourned the meeting at 10:40 P.M.

ELIZABETH LEGOFF
TOWNSHIP SUPERVISOR

BRETT DREYFUS
TOWNSHIP CLERK

Sandra K. Otto, Secretary

**Charter Township of Meridian
Board Meeting
9/6/2016**

MOVED THAT THE TOWNSHIP BOARD APPROVE THE MANAGER'S
BILLS AS FOLLOWS:

COMMON CASH	\$ 300,466.12
PUBLIC WORKS	277,968.05
TRUST & AGENCY	3,272,125.64
TOTAL CHECKS:	\$ 3,850,559.81
CREDIT CARD TRANSACTIONS	11,975.26
TOTAL PURCHASES:	<u>\$ 3,862,535.07</u>
ACH PAYMENTS	<u>\$ 958,116.94</u>

ymmm
9-1-16

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DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN
EXP CHECK RUN DATES 09/06/2016 - 09/06/2016
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Vendor Name	Description	Amount	Check #
1. 30TH CIRCUIT COURT / FOC	CASH BOND - KAMIL CONTREL PATTERSON	775.00	
2. 54-A DISTRICT COURT	CASH BOND	140.00	93197
3. 56-A DISTRICT COURT	FTP F & C ON TRUANCY WARRANT - EATON COUNTY	228.00	93204
4. A-1 MECHANICAL	REFUND - PERMIT WAS NOT IN JURISDICTION	317.00	
5. AIRGAS GREAT LAKES	STANDING PO - MEDICAL OXYGEN	92.42	
	STANDING PO - MEDICAL OXYGEN	449.85	
	STANDING PO - MEDICAL OXYGEN	83.20	
	TOTAL	625.47	
6. AMMUNITION STORE	AMMUNITION FOR 2016	8,191.15	
7. ASPLUNDH TREE EXPERT CO	2 MAN CREW	1,450.00	
8. AT & T	SERVICE	32.06	
9. AT&T MOBILITY	DISPATCH NON EMERGENCY - SERVICE	90.18	
10. AUTO VALUE OF EAST LANSING	2016 REPAIR PARTS	25.14	
	2016 REPAIR PARTS	35.18	
	TOTAL	60.32	
11. AYLES TREE SERVICE INC	REMOVE 4 TREES FROM ORALNDO PARK	3,500.00	
	EMERGENCY TREE REMOVAL OVER PATHWAY	600.00	
	TOTAL	4,100.00	
12. BARYAMES CLEANERS	STANDARD POLICE UNIFORM CLEANING	1,011.00	
13. BELSON OUTDOORS	PICNIC TABLES FOR PARKS	10,794.50	
14. BETH STUEVER	REFUND PMT ON INCORRECT ACCOUNT	108.65	
15. BLACKBURN MFG CO	2 CASES OF PINK MARKING PAINT	89.81	
16. BOARD OF WATER & LIGHT	TOWNSHIP AREA LIGHTING	544.67	
17. BRETT REED	REIMB MILEAGE FOR JULY	62.64	
18. BSN SPORTS	SOFT TOUCH 15" ORIGINAL SPIKE DOWN DOUBLE BASES WI	1,169.91	
19. CAPITOL COMMUNICATION SYSTEMS, INC	PRINTER REPAIR	145.00	
20. CARES-EMPLOYEE ASSISTANCE	JULY -SEPTEMBER	1,094.00	
21. CBI INC	MAINTENANCE FOR COPIER AT HNC	29.94	
22. CINTAS CORPORATION #725	WORK UNIFORMS FRANK/PUNG	16.77	
	WORK UNIFORMS FRANK/PUNG	16.77	
	TOTAL	33.54	
23. CITY PULSE	TWP NOTICES	74.20	
	TWP NOTICES	66.78	
	TOTAL	140.98	

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24. COMCAST CABLE			
	TOWNHALL INTERNET & TV	163.13	
	SERVICE	194.70	
	SERVICE	144.35	
	SERVICE	149.85	
	SERVICE	4.28	
	TOTAL	656.31	
25. CONSUMERS ENERGY			
	CRC EMERG PM'T TO AVOID SHUTOFF	225.00	93198
	CRC EMERG PMT TO AVOID SHUTOFF	575.43	93205
	CRC EMERG PMT TO AVOID SHUTOFF	582.76	93206
	TOTAL	1,383.19	
26. COURTESY FORD			
	FORD REPAIR PARTS 2016	157.68	
	FORD REPAIR PARTS 2016	209.50	
	FORD REPAIR PARTS 2016	134.60	
	FORD FOCUS WORK DONE	521.78	
	ESTIMATE BODY REPAIRS UNIT 60-101	1,095.22	
	TOTAL	2,118.78	
27. DAN THOMAS LAWN SPRINKLER CO			
	SPRING TURN ON	101.50	
	SPRING TURN ON	150.00	
	TOTAL	251.50	
28. DBI			
	ENVELOPES	46.62	
	LABELS	49.98	
	TAPE	68.90	
	MISC OFFICE SUPPLIES	13.64	
	MISC OFFICE SUPPLIES	28.46	
	MISC OFFICE SUPPLIES	41.52	
	MISC OFFICE SUPPLIES	159.09	
	TOTAL	408.21	
29. DELTA DENTAL			
	INSURANCE FOR SEPTEMBER	10,029.68	
	INSURANCE FOR SEPTEMBER	2,208.35	
	INSURANCE FOR SEPTEMBER	86.53	
	TOTAL	12,324.56	
30. DEMMER CENTER			
	INTRUCTOR FEE FOR ARCHERY CLASS - AUG	330.00	
31. DIANA TENNES			
	FARM MARKET VENDOR	41.00	
	FARM MARKET VENDOR	27.00	
	FARM MARKET VENDOR	17.00	
	TOTAL	85.00	
32. DOUGLASS SAFETY SYSTEMS LLC			
	STANDING PO - FIRE EQUIPMENT/GEAR	104.23	
33. DUO-SAFETY LADDER CORP			
	HEAT SENSOR LABEL	39.98	
34. ELLEN K PASSAGE			
	ELECTION INSPECTOR - ADDITIONAL PAY	10.00	93199

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35. FAHEY SCHULTZ BURZYCH RHODES PLC	LEGAL FEES	5,000.00	
	LEGAL FEES	1,500.00	
	LEGAL FEES	56.00	
	LEGAL FEES	200.00	
	LEGAL FEES	60.00	
	LEGAL FEES	80.00	
	LEGAL FEES	340.00	
	LEGAL FEES	40.00	
	LEGAL FEES	200.00	
	LEGAL FEES	200.00	
	LEGAL FEES	660.00	
	LEGAL FEES	40.00	
	TOTAL	8,376.00	
36. FEDEX	SHIPPING SERVICE	21.18	
37. FRONTLINE MEDICAL	STANDING PO -AMB COT CERTIFICATION/REPAIRS	808.78	
38. FUTURE PRO INC	BASKETBALL SYSTEM FOR HILLBROOK PARK	1,640.00	
39. GRANGER	SERVICE	262.11	
40. HASLETT KIWANIS CLUB	FLAGS OVER MERIDIAN	72.00	
	FLAGS OVER MERIDIAN	180.00	
	TOTAL	252.00	
41. HIGGINS ELECTRIC SIGN CO	REFUND - PERMIT DENIED	100.00	
42. HIGHLAND PRODUCTS GROUP	BENCHES FOR PARKS	2,072.01	
43. INGHAM COUNTY CLERK	NOTARY PUBLIC FILING S. OTTO	10.00	
44. INGHAM COUNTY ROAD DEPARTMENT	SCHOOL CROSSING SIGNS & PAVEMENT MARKINGS	1,189.78	
45. JACK DOHENY COMPANIES INC	REBUILD KIT	118.22	
46. JACOB RECHSTEINER	ACCESS DATABASE WORK/ALUMNI	145.00	92946
47. JANE GREENWAY	REIMB FOR MILEAGE JULY/AUGUST	27.00	
48. JEFFORY BROUGHTON	RADIO REPAIR	115.00	
	RADIO REPAIR	123.00	
	STANDING PO - RADIO REPAIR	169.50	
	RADIO REPAIR	137.00	
	STANDING PO - RADIO REPAIR	455.00	
	TOTAL	999.50	
49. JERRY FEDEWA HOMES, INC	REFUND PG16-008/6080 SACRAMENTO WAY - GRADING	500.00	
50. JOHN LAMERATO	BUDGET ASSISTANCE - AUGUST 2, 2016	500.00	
51. JOSHUA SCHIEBNER	FLAG FOOTBALL CLINICS-OKEMOS/HASLETT/WILLIAMSTON	150.00	
52. KELSEY DILLON	REIMB FOR MILEAGE - AUGUST	25.28	
53. KIT RICH	REIMB FOR MILEAGE - AUGUST	87.48	
54. KODIAK EMERGENCY VEHICLES	AMBULANCE REPAIR PARTS	36.00	
55. LANDSCAPE STRUCTURES	PLAY EQUIPMENT FOR HILLBROOK - PART OF PO 52544	52,170.00	

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56. LANGUAGE LINES SERVICES	OVER THE PHONE INTERPRETATION	17.97	
57. LANSING UNIFORM COMPANY	FALL INSPECTION - POLICE SHOES AND BOOTS	6.20	
	POLICE UNIFORM PURCHASE - SHOES AND BOOTS	143.75	
	STANDARD POLICE UNIFORM PURCHASES	93.95	
	STANDARD POLICE UNIFORM PURCHASES	49.50	
	STANDARD POLICE UNIFORM PURCHASES	114.90	
	STANDING PO - UNIFORMS	228.75	
	STANDING PO - UNIFORMS	400.00	
	STANDING PO - UNIFORMS	134.85	
	STANDING PO - UNIFORMS	267.75	
	STANDING PO - UNIFORMS	207.40	
	STANDARD POLICE UNIFORM PURCHASES	100.00	
	STANDING PO - UNIFORMS	179.90	
	TOTAL	1,926.95	
58. MARK EBENER	FARM MARKET VENDOR	49.00	
59. MARY ANN PETERSON	ELECTION INSPECTOR - ADDITIONAL PAY	10.00	93200
60. MCKEARNEY ASPHALT & SEALING INC	RENOVATE HILLBROOK PARK TENNIS COURTS	66,712.50	
61. MCKENNA ASSOCIATES	MASTER PLAN SERVICES FOR JULY 2016	5,060.00	
62. MERIDIAN DRY CLEANERS	STANDING PO - UNIFORM DRY CLEANING	514.50	
63. MERIDIAN TOWNSHIP	TRANSFER FOR FLEX PR 8/19/16	1,234.66	
	TRANSFER FOR FLEX CKING 9/2 PAYROLL	1,234.66	
	TOTAL	2,469.32	
64. MICAMP TRUSTEE	MICAMP MEMBERSHIP RENEWAL	50.00	
65. MICHIGAN MUNICIPAL LEAGUE	WORKER'S COMPENSATION INSURANCE	37,597.39	
66. MICHIGAN STATE UNIVERSITY	REG K. PLAGA "PROCEDURAL FAIRNESS"	450.00	
67. MICHIGAN URBAN SEARCH AND	CONFINED SPACE TRAINING D. BURCHAM	375.00	
68. MICHIGAN.COM	SERVICE THROUGH 8/28	117.66	
69. MICHIGAN.COM #1051	SERVICE FROM 9/16 TO 8/17	370.71	
70. MID MICHIGAN PONDS	PHRAGMITES TREATMENT INTER URBAN PATHWAY	501.50	
71. MIDWEST TREE SERVICE	STORM CLEAN UP	10,500.00	
72. MOORE MEDICAL LLC	STANDING PO FOR EMS SUPPLIES	179.90	
	STANDING PO FOR EMS SUPPLIES	500.65	
	TOTAL	680.55	
73. MOURER FOSTER	NOTARY BOND - S. OTTO	71.20	
74. MUZZALL GRAPHICS	BUSINESS CARDS J. QUINLIVAN	45.16	
75. MYERS PLUMBING	DRAIN CLEANING SERVICE	147.00	

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76. NAPA	FLEET REPAIR PARTS 2016	278.72	
	FLEET REPAIR PARTS 2016	(36.00)	
	FLEET REPAIR PARTS 2016	350.00	
	FLEET REPAIR PARTS 2016	128.84	
	FLEET REPAIR PARTS 2016	30.74	
	FLEET REPAIR PARTS 2016	93.10	
	FLEET REPAIR PARTS 2016	31.97	
	TOTAL	877.37	
77. NATIONAL ASSOCIATION OF	WORKSHOP - A. TOBIAS & E. LINN	800.00	
78. NETWORKFLEET, INC	CUST ID - MERI007 EQUIPMENT & INSTALLATION	1,326.10	93201
	VERIZON NETWORK FLEET EQUIPMENT & INSTALLATION	225.45	93201
	TOTAL	1,551.55	
79. OKEMOS MARATHON	TOW 2013 WHITE FORD TORUS	87.00	93202
80. OVERHEAD DOOR OF LANSING	EMERGENCY - FIRE STATION DOOR WILL NOT CLOSE	562.50	
81. PITNEY BOWES	ACCT#0012759105	822.00	
82. POSTMASTER	POSTAGE FOR BALLOTS NOV 8TH GEN ELECTION	750.00	
83. PRINT MAKERS SERVICE INC	1 BLACK & 3 COLOR TONER CARTRIDGES	943.50	
84. PROFESSIONAL BENEFITS SERVICES INC	FLEX ADMIN FOR SEPTEMBER	205.00	
	SEPTEMBER 2016 PREMIUMS	10,600.20	
	TOTAL	10,805.20	
85. PROGRESSIVE AE	LAKE LANSING CONSULTING SERVICES	1,748.50	
86. PRO-TECH MECHANICAL SERVICES	MUNICIPAL BUILDING	175.00	
	SOUTH FIRE STATION #3	675.98	
	TOTAL	850.98	
87. PURE GREEN	WEED AND FWEED PLAYING FIELDS	1,350.00	
88. QUALITY TIRE INC	TIRES STATE BID	676.40	
	TIRES STATE BID	494.64	
	TIRES STATE BID	191.25	
	TOTAL	1,362.29	
89. RECLAIMED BY DESIGN	SEPTEMBER RECYCLING CENTER SERVICE	2,000.00	
90. RESERVE ACCOUNT	TWP MONTHLY POSTAGE 2016	3,000.00	
91. ROB ANTCLIFF	SOCCER CLINIC FOR OKEMOS & HASLETT	300.00	
92. ROBIN FAUST	REIMB MILEAGE FOR AUGUST	44.28	
93. ROSE PEST SOLUTIONS	SERVICE CENTER APPL	195.00	
94. RUSTY PLUMMER	FARM MARKET VENDOR	40.00	
95. SAFETY SYSTEMS INC	ANNUAL ALARM SERVICE AGREEMENT	90.00	
96. SANDRA STONE	FARM MARKET VENDOR	61.00	

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97. SCARLETT EXCAVATING	TREE REMOVAL	250.00	
98. SHELDON WEISS	REIMB MILEAGE FOR AUG	73.82	
99. SKYLINE OUTDOOR	SIGNAGE FOR CELEBRATE MERIDIAN	3,507.00	
	SIGNAGE FOR FARMERS MARKET	140.00	
	TOTAL	3,647.00	
100 SOLDAN'S FEED & PET SUPPLIES	CANINE SUPPLIES FOR TWO DOGS	32.99	
	CANINE SUPPLIES FOR TWO DOGS	29.99	
	CANINE SUPPLIES FOR TWO DOGS	54.99	
	CANINE SUPPLIES FOR TWO DOGS	32.99	
	TOTAL	150.96	
101 SPARROW OCCUPATIONAL	JULY SERVICES	506.97	
102 SPARTAN COUNTRY MEATS LLC	FARM MARKET VENDOR	63.00	
103 SPARTAN DISTRIBUTORS	MOWER PARTS TORO	1,759.81	
	MOWER PARTS TORO	190.52	
	TOTAL	1,950.33	
104 SPENCER MANUFACTURING	DELUGE VALVE TRUCK 504	304.45	
	DELUGE VALVE TRUCK 504	696.00	
	TOTAL	1,000.45	
105 STATE OF MICHIGAN	NOTARY PUBLIC FILING S. OTTO	10.00	
	JAN - MAR SIGNAL ENERGY	17.30	
	TOTAL	27.30	
106 SUE MCMASTER	FARM MARKET VENDOR	214.00	
107 SUPREME SANITATION	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	98.40	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	80.00	
	PORTABLE TOILET RENTAL	160.00	
	PORTABLE TOILET RENTAL	320.00	
	TOTAL	1,218.40	
108 SUZANNE THREADGOULD	FARM MARKET VENDOR	75.00	
109 TASC	COBRA ADMIN FEE	200.85	
110 TDS	SERVICE - AUGUST	1,349.65	
111 TELECOMMUNICATIONS INDUSTRY ASSOC	MEMBERSHIP DUES - D. GUTHRIE	1,260.00	
112 THE HARKNESS LAW FIRM PLLC	LEGAL FEES-UTC	6,693.83	
113 THE LINCOLN NAT'L LIFE INS CO	INSURANCE FOR SEPTEMBER	3,534.60	

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114 THE POLACK CORPORATION			
	CONTRACT FOR AUGUST	1,014.56	
115 TITUS FARM LLC			
	FARM MARKET VENDOR	160.00	
116 TOCKIFY LTD			
	VAT REG # GB111198543	8.00	
117 US BANK EQUIPMENT FINANCE			
	EQUIPMENT CONTRACT	1,509.50	
	EQUIPMENT CONTRACT	129.00	
	TOTAL	<u>1,638.50</u>	
118 VERIZON WIRELESS			
	SERVICE APR 24 - MAY 23	624.40	93203
119 WILBUR HOCHSTETLER			
	FARM MARKET VENDOR	194.00	
	FARM MARKET VENDOR	267.00	
	TOTAL	<u>461.00</u>	
TOTAL - ALL VENDORS		300,466.12	

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Vendor Name	Description	Amount	Check #
1. BLACKBURN MFG CO	8 CASES OF BLUE MARKING PAINT	337.19	
2. CHAD HOUCK	REIMB FOR S-3 WATER LICENSE	70.00	
3. CITY OF EAST LANSING	SEPTEMBER - OPERATING & INTERCONNECT COST	217,597.50	
	2015 SRF LOAN INTEREST PMT SEPT 2016	43,269.00	
	TOTAL	260,866.50	
4. CRAIG HENRY	REFUND OVERPM'T FINAL #HARA-006039-0000-01	27.70	
5. CUMMINS BRIDGEWAY LLC	ANNUAL GENERATOR MAINTENACE 2016	679.01	
	ANNUAL GENERATOR MAINTENACE 2016	689.00	
	ANNUAL GENERATOR MAINTENACE 2016	571.97	
	ANNUAL GENERATOR MAINTENACE 2016	448.07	
	ANNUAL GENERATOR MAINTENACE 2016	368.89	
	ANNUAL GENERATOR MAINTENACE 2016	448.07	
	TOTAL	3,205.01	
6. DEBORAH WILSON & LARRY BRILL	REFUND OVER PM'T FINAL #REYW-006258-0000-01	24.60	
7. DELTA DENTAL	INSURANCE FOR SEPTEMBER	1,382.28	
8. GA HUNT EXCAVATING	CMS ENERGY BROKEN WATERLINE	200.00	
9. JACK DOHENY COMPANIES INC	PARTS	128.24	
	REPAIR CAMERA	2,312.75	
	TOTAL	2,440.99	
10. JAMES CARR	REFUND OVER PM'T FINAL #NICO-000915-0000-01	10.10	
11. JOHN HARRON	REFUND OVER PM'T FINAL #MIZZ-001276-0000-00	51.70	
12. KEITH ANDERSON	REFUND OVERPM'T FINAL #GRWD-004257-0000-01	44.25	
13. MATT BIEBER	REFUND OVER PM'T FINAL #LKLA-003170-0000-05	200.02	
14. MATTHEW FOREMAN	REIMB FOR S-3 WATER LICENSE	70.00	
15. MICHIGAN LOCAL GOVERNMENT	2016 MLGMA SUMMER WORKSHOP - NO SHOW	74.00	
16. MICHIGAN MUNICIPAL LEAGUE	WORKER'S COMPENSATION INSURANCE	4,306.61	
17. MICHIGAN RURAL WATER ASSOC	WATER CERTIFICATION COURSE S1-4	1,530.00	
18. MICHIGAN SECTION, AWWA	MI AWWA CONFERENCE AND HOTEL	425.00	
19. MONIQUE FIELD	REFUND OVER PM'T FINAL #SKYD-006059-0000-02	55.00	
20. MUNICIPAL SUPPLY CO	2' T HANDLE PENTAGON KEY	168.00	
21. TDS	SERVICE - AUGUST	152.16	
22. THE LINCOLN NAT'L LIFE INS CO	INSURANCE FOR SEPTEMBER	419.82	
23. TRI TITLE AGENCY LLC	REFUND OVERPM'T FINAL #GRWD-004257-0000-01	185.65	
24. USA BLUE BOOK	READY 8 DEWATERING PUMP	1,163.95	
25. VERIZON WIRELESS	SERVICE APR 24 - MAY 23	487.52	26442
26. ZACHARY ARCHIBALD	REIMB FOR S-3 WATER LICENSE	70.00	

09/01/2016 11:28 AM
User: hudecek
DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN
EXP CHECK RUN DATES 09/06/2016 - 09/06/2016
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID
BANK CODE: PW

Vendor Name	Description	Amount	Check #
TOTAL - ALL VENDORS		277,968.05	

09/01/2016 11:28 AM
User: hudecek
DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN
EXP CHECK RUN DATES 09/06/2016 - 09/06/2016
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID
BANK CODE: TA

Vendor Name	Description	Amount	Check #
1. EAST LANSING PUBLIC SCHOOLS			
	SUMMER TAX COLLECTION	97,604.96	11824
	SUMMER TAX COLLECTION	121,239.59	11830
	TOTAL	<u>218,844.55</u>	
2. HASLETT PUBLIC SCHOOLS			
	SUMMER & DELINQ TAX COLLECTION	143,996.13	11825
	SUMMER TAX COLLECTION	262,662.55	11831
	TOTAL	<u>406,658.68</u>	
3. INGHAM COUNTY TREASURER-BROWNFIELD			
	SUMMER 2016-#33-02-02-25-276-003/GRAND RIVER	16.71	11832
4. INGHAM INTERMEDIATE SCHOOL			
	SUMMER & DELINQ TAX COLLECTION	445,937.98	11826
	SUMMER TAX COLLECTION	1,030,299.94	11833
	TOTAL	<u>1,476,237.92</u>	
5. LANSING COMMUNITY COLLEGE			
	DELINQ PERSONAL PROPERTY	42.31	11827
6. MSU FEDERAL CREDIT UNION			
	OVERPM'T OF 3 2016 SUMMER PARCELS	3,708.27	11834
7. OKEMOS PUBLIC SCHOOLS			
	SUMMER & DELINQ TAX COLLECTION	361,662.82	11828
	SUMMER TAX COLLECTION	781,654.74	11835
	TOTAL	<u>1,143,317.56</u>	
8. STATE OF MICHIGAN			
	ENDING SOR REGISTRATION DATE 7/31/16	30.00	
9. WELLS FARGO			
	OVER PM'T #33-02-02-26-452-00, 4122 CORNELL	2,311.18	11836
10. WILLIAMSTON SCHOOLS			
	SUMMER TAX COLLECTION	3,392.50	11829
	SUMMER TAX COLLECTION	17,565.96	11837
	TOTAL	<u>20,958.46</u>	
TOTAL - ALL VENDORS		3,272,125.64	

August 11th to August 31st 2016

Date	Merchant Name	Amount	Name	Number
2016/08/13	2CO.COM*MFSIA	\$85.00	WILLIAM PRIESE	**7450
2016/08/17	AC&E RENTALS OKEMOS	\$21.75	PETER VASILION	**5348
2016/08/11	AC&E RENTALS OKEMOS	\$80.00	ROBIN FAUST	**3522
2016/08/25	ADOBE	\$63.58	ANDREA SMILEY	**7968
2016/08/24	ADOBE *ACROPRO SUBS	\$15.89	DEREK PERRY	**7587
2016/08/19	ADOBE *CREATIVE CLOUD	\$31.79	BENJAMIN MAKULSKI	**5284
2016/08/19	ADOBE *CREATIVE CLOUD	\$31.79	ANDREA SMILEY	**7968
2016/08/29	ADOBE *CREATIVE CLOUD	\$31.79	DEBORAH GUTHRIE	**9949
2016/08/22	AFFORDABLETIRE&	\$203.20	TODD FRANK	**2654
2016/08/27	AMAZON MKTPLACE PMTS	\$63.21	MICHELLE PRINZ	**9692
2016/08/18	AMAZON MKTPLACE PMTS	\$9.99	CHRISTOPHER DOMEYER	**5330
2016/08/24	AMAZON MKTPLACE PMTS	\$49.99	CHRISTOPHER DOMEYER	**5330
2016/08/25	AMAZON MKTPLACE PMTS	\$16.75	CHRISTOPHER DOMEYER	**5330
2016/08/15	AMAZON MKTPLACE PMTS	(\$10.00)	STEPHEN GEBES	**1860
2016/08/19	AMAZON.COM	\$54.64	MICHELLE PRINZ	**9692
2016/08/12	AMAZON.COM	\$17.13	JOE VANDOMMELEN	**6081
2016/08/12	AMAZON.COM	\$19.74	CHRISTOPHER DOMEYER	**5330
2016/08/16	AMAZON.COM	\$68.67	CHRISTOPHER DOMEYER	**5330
2016/08/17	AMAZON.COM	\$18.21	CHRISTOPHER DOMEYER	**5330
2016/08/21	AMAZON.COM	\$15.09	CHRISTOPHER DOMEYER	**5330
2016/08/22	AMAZON.COM	\$7.14	CHRISTOPHER DOMEYER	**5330
2016/08/19	AMAZON.COM AMZN.COM/BILL	\$10.84	MICHELLE PRINZ	**9692
2016/08/21	AMAZON.COM AMZN.COM/BILL	\$249.95	CHRISTOPHER DOMEYER	**5330
2016/08/15	AMWAY HOTEL CORP PARKG	\$18.00	JULIE BRIXIE	**9933
2016/08/17	AMWAY HOTEL CORP PARKG	\$18.00	JULIE BRIXIE	**9933
2016/08/25	APPLEBEES 839865183980	\$23.00	WILLIAM PRIESE	**7450
2016/08/22	APT-USC	\$225.00	JULIE BRIXIE	**9933
2016/08/17	BEST BUY 00004168	\$8.49	ROBIN FAUST	**3522
2016/08/25	BEST BUY 00004168	\$279.98	DEBORAH GUTHRIE	**9949
2016/08/25	BOYNE HIGHLANDS LOD	\$149.21	DENISE GREEN	**0784
2016/08/25	BOYNE MOUNTAIN ONLINE RES	\$95.92	DEREK PERRY	**7587
2016/08/12	CDW GOVERNMENT	\$399.76	DEBORAH GUTHRIE	**9949
2016/08/12	CMS MEDICARE APPLIC FEE	\$554.00	WILLIAM PRIESE	**7450
2016/08/24	COMCAST OF LANSING	\$22.34	KRISTI SCHAEING	**1179
2016/08/12	COMCAST OF LANSING	\$131.15	DEBORAH GUTHRIE	**9949
2016/08/31	COMCAST OF LANSING	\$124.90	DEBORAH GUTHRIE	**9949
2016/08/16	COMMERCIAL BLUEPRINT INC.	\$67.50	JOYCE A MARX	**8083
2016/08/25	COMPLETE BATTERY SOURCE	\$13.16	JAY GRAHAM	**1049
2016/08/16	COMPLETE BATTERY SOURCE	\$4.21	DAN PALACIOS	**7656
2016/08/18	CORAL GABLES OF EAST LANS	\$41.14	FRANK L WALSH	**4166
2016/08/22	CROWN AWARDS INC	\$141.34	DARCIE WEIGAND	**2339
2016/08/23	CUSTOMONIT.COM	\$298.00	MICHAEL DEVLIN	**6073
2016/08/11	DARRIN GRAY MAC TOOLS	\$53.02	TODD FRANK	**2654
2016/08/17	DOMINO'S 1206	\$39.87	BENJAMIN MAKULSKI	**5284
2016/08/18	E-CONOLIGHT	\$205.26	DENNIS ANTONE	**2517
2016/08/19	E-CONOLIGHT	\$81.49	DENNIS ANTONE	**2517
2016/08/24	GFS STORE #1901	\$19.97	MICHELLE PRINZ	**9692
2016/08/17	GFS STORE #1901	\$48.36	JANE GREENWAY	**0460
2016/08/11	GPS*INGHAM COUNTY CLERK	\$21.50	DARLA JACKSON	**8528
2016/08/25	GRAND HOTEL	(\$525.96)	MICHELLE PRINZ	**9692
2016/08/14	GUEST SERVICES-UNIT 3750	\$167.32	DEREK BURCHAM	**6831
2016/08/18	HAMMOND FARMSLANDS	\$47.92	ROBERT STACY	**6397
2016/08/23	HAMMOND FARMSLANDS	\$27.75	ROBERT STACY	**6397
2016/08/19	HASLETT TRUE VALUE HARDW	\$32.11	LAWRENCE BOBB	**9605
2016/08/24	HASLETT TRUE VALUE HARDW	\$244.59	PETER VASILION	**5348

2016/08/16	HASLETT TRUE VALUE HARDW	\$5.40	DAVID LESTER	**8302
2016/08/29	HASLETT TRUE VALUE HARDW	\$17.52	ROBERT MACKENZIE	**8236
2016/08/25	HASLETT TRUE VALUE HARDW	\$60.00	TOM OXENDER	**7715
2016/08/19	HOMEDEPOT.COM	\$762.36	LAWRENCE BOBB	**9605
2016/08/19	HOMEDEPOT.COM	\$355.12	LAWRENCE BOBB	**9605
2016/08/22	HOMEDEPOT.COM	\$146.94	PETER VASILION	**5348
2016/08/22	HONEYBAKED HAM 1709-P2PE	\$113.45	MICHELLE PRINZ	**9692
2016/08/22	IN *SIGN A RAMA	\$44.79	ROBIN FAUST	**3522
2016/08/17	JETS PIZZA OF HASLETT	\$96.47	MICHAEL DEVLIN	**6073
2016/08/26	KIMBALL MIDWEST	\$219.20	TODD FRANK	**2654
2016/08/16	LEXISNEXIS RISK SOL EPIC	\$50.00	GREGORY FRENGER	**2257
2016/08/23	MACY*S EAST #313	\$25.00	JOYCE A MARX	**8083
2016/08/16	MAGNAMATIC	\$255.92	LAWRENCE BOBB	**9605
2016/08/26	MEIJER INC #025 Q01	\$98.99	MATTHEW WALTERS	**3961
2016/08/19	MEIJER INC #025 Q01	\$10.98	DARCIE WEIGAND	**2339
2016/08/30	MEIJER INC #025 Q01	\$62.34	KATHERINE RICH	**4001
2016/08/11	MEIJER INC #025 Q01	(\$4.23)	WILLIAM RICHARDSON	**2525
2016/08/11	MEIJER INC #025 Q01	\$3.79	WILLIAM RICHARDSON	**2525
2016/08/17	MEIJER INC #025 Q01	\$6.98	MICHAEL DEVLIN	**6073
2016/08/17	MEIJER INC #025 Q01	\$4.49	MICHAEL DEVLIN	**6073
2016/08/11	MEIJER INC #025 Q01	\$11.55	CHRISTOPHER DOMEYER	**5330
2016/08/23	MEIJER INC #025 Q01	\$28.96	ROBIN FAUST	**3522
2016/08/11	MEIJER INC #025 Q01	\$14.56	DARLA JACKSON	**8528
2016/08/23	MEIJER INC #025 Q01	\$80.00	DARLA JACKSON	**8528
2016/08/23	MEIJER INC #025 Q01	\$50.00	JOYCE A MARX	**8083
2016/08/22	MEIJER INC #025 Q01	\$55.72	WILLIAM PRIESE	**7450
2016/08/29	MI EMS LICENSE	\$25.00	WILLIAM PRIESE	**7450
2016/08/30	MI EMS LICENSE	\$25.00	WILLIAM PRIESE	**7450
2016/08/24	MI SECTION AWWA	\$155.00	DENISE GREEN	**0784
2016/08/22	MICHAELS STORES 9987	\$17.98	ROBIN FAUST	**3522
2016/08/26	MICHIGAN RECREATION & PAR	\$180.00	DENNIS ANTONE	**2517
2016/08/29	MICHIGAN STATE UNIVERS	\$16.00	JANE GREENWAY	**0460
2016/08/22	MID MICHIGAN EMERGENCY E	\$100.00	TODD FRANK	**2654
2016/08/30	MID MICHIGAN EMERGENCY E	\$169.00	TODD FRANK	**2654
2016/08/15	MIDWEST GAS INSTRUMENT S	\$130.86	ROBERT MACKENZIE	**8236
2016/08/15	MIDWEST GAS INSTRUMENT S	\$130.86	ROBERT MACKENZIE	**8236
2016/08/22	MIDWEST POWER EQUIPMEN	\$21.99	ROBERT STACY	**6397
2016/08/25	MIDWEST POWER EQUIPMEN	\$137.02	ROBERT STACY	**6397
2016/08/22	MSU PAYMENTS	\$210.00	BRANDIE YATES	**2265
2016/08/19	OFFICEMAX/OFFICEDEPOT #61	\$110.09	KATHERINE RICH	**4001
2016/08/25	OFFICEMAX/OFFICEDEPOT #61	\$15.90	KATHERINE RICH	**4001
2016/08/16	OFFICEMAX/OFFICEDEPOT #61	\$17.58	KRISTI SCHAEING	**1179
2016/08/28	OFFICEMAX/OFFICEDEPOT #61	\$35.28	MICHAEL DEVLIN	**6073
2016/08/17	OFFICEMAX/OFFICEDEPOT #61	\$9.14	ROBIN FAUST	**3522
2016/08/18	OFFICEMAX/OFFICEDEPOT #61	\$159.19	ROBIN FAUST	**3522
2016/08/12	OFFICEMAX/OFFICEDEPOT #61	\$60.00	DENISE GREEN	**0784
2016/08/11	OFFICEMAX/OFFICEDEPOT #61	\$10.82	DARLA JACKSON	**8528
2016/08/24	OFFICEMAX/OFFICEDEPOT #61	\$20.99	TAVIS MILLEROV	**7867
2016/08/17	OHIO TURNPIKE REPLENISHME	\$29.26	WILLIAM PRIESE	**7450
2016/08/22	OHIO TURNPIKE REPLENISHME	\$21.29	WILLIAM PRIESE	**7450
2016/08/16	OKEMOS HDWE INC	\$21.97	PETER VASILION	**5348
2016/08/19	OKEMOS HDWE INC	\$11.97	TOM OXENDER	**7715
2016/08/30	OKEMOS HDWE INC	\$6.99	TOM OXENDER	**7715
2016/08/19	OMNI CHEER	\$158.00	DARCIE WEIGAND	**2339
2016/08/11	ORKIN LLC 002	\$150.00	DARCIE WEIGAND	**2339
2016/08/23	PAYPAL *GLIDDENTRAI	\$39.25	DAVID HALL	**9740
2016/08/13	PAYPAL *GREATLAKESA	\$100.00	ANDREA SMILEY	**7968
2016/08/26	PAYPAL *KEYSTONE	\$325.00	TAVIS MILLEROV	**7867

2016/08/15	PAYPAL *MERIDIANTOW	\$1.00	ANDREA SMILEY	**7968
2016/08/30	PETSMART INC 724	\$5.00	CATHERINE ADAMS	**5926
2016/08/19	QUALITY DAIRY 31280027	\$26.06	DARCIE WEIGAND	**2339
2016/08/26	SHAHEEN CHEVROLET	\$80.88	TODD FRANK	**2654
2016/08/30	SHROYER AUTO PARTS, INC.	\$195.00	TODD FRANK	**2654
2016/08/25	SIGTRONICS CORP	\$135.94	KENNITH PHINNEY	**7495
2016/08/15	SOLDAN'S FEEDS & PET S	\$8.94	CATHERINE ADAMS	**5926
2016/08/25	STATE MDOT PUBLICATION	\$168.34	DENISE GREEN	**0784
2016/08/12	STATE OF MI LICENSING	\$80.00	YOUNES ISHRAIDI	**8644
2016/08/30	STUDENT BOOK STORE	\$36.95	MICHELLE PRINZ	**9692
2016/08/23	STUDIO C OSCARS BISTRO	\$25.00	JOYCE A MARX	**8083
2016/08/24	SUNCOASTWHOLESALESIGNS	\$18.84	MICHELLE PRINZ	**9692
2016/08/18	TACTICALGEARCOM	\$23.49	CHRISTOPHER DOMEYER	**5330
2016/08/11	TARGET 00003657	\$42.99	DARLA JACKSON	**8528
2016/08/15	THE HOME DEPOT #2723	\$39.75	ROBERT STACY	**6397
2016/08/16	THE HOME DEPOT #2723	\$7.72	ROBERT STACY	**6397
2016/08/16	THE HOME DEPOT #2723	\$10.67	ROBERT STACY	**6397
2016/08/18	THE HOME DEPOT #2723	\$7.74	CHRISTOPHER DOMEYER	**5330
2016/08/11	THE HOME DEPOT #2723	\$27.70	PETER VASILION	**5348
2016/08/12	THE HOME DEPOT #2723	\$14.94	PETER VASILION	**5348
2016/08/12	THE HOME DEPOT #2723	\$7.20	PETER VASILION	**5348
2016/08/15	THE HOME DEPOT #2723	\$71.76	PETER VASILION	**5348
2016/08/16	THE HOME DEPOT #2723	\$29.46	PETER VASILION	**5348
2016/08/19	THE HOME DEPOT #2723	(\$45.98)	PETER VASILION	**5348
2016/08/19	THE HOME DEPOT #2723	\$51.52	PETER VASILION	**5348
2016/08/19	THE HOME DEPOT #2723	\$45.98	PETER VASILION	**5348
2016/08/19	THE HOME DEPOT #2723	\$137.94	PETER VASILION	**5348
2016/08/22	THE HOME DEPOT #2723	(\$91.96)	PETER VASILION	**5348
2016/08/22	THE HOME DEPOT #2723	\$6.98	PETER VASILION	**5348
2016/08/24	THE HOME DEPOT #2723	\$16.29	PETER VASILION	**5348
2016/08/29	THE HOME DEPOT #2723	\$45.68	PETER VASILION	**5348
2016/08/29	THE HOME DEPOT #2723	\$7.14	PETER VASILION	**5348
2016/08/23	THE HOME DEPOT #2723	\$29.99	KYLE WILKINS	**3208
2016/08/29	THE HOME DEPOT #2723	\$41.94	TODD FRANK	**2654
2016/08/17	THE HOME DEPOT #2723	\$172.64	JANE GREENWAY	**0460
2016/08/16	THE HOME DEPOT #2723	\$38.00	DAVID LESTER	**8302
2016/08/24	THE HOME DEPOT #2723	\$39.85	DAVID LESTER	**8302
2016/08/29	THE HOME DEPOT #2723	\$59.79	DAVID LESTER	**8302
2016/08/23	THE HOME DEPOT #2723	\$17.40	DAN PALACIOS	**7656
2016/08/29	THE HOME DEPOT #2723	\$49.48	KENNITH PHINNEY	**7495
2016/08/25	TOCKIFY WEB CALENDAR	\$8.00	ANDREA SMILEY	**7968
2016/08/23	TRACTOR SUPPLY #1149	\$11.98	ROBERT STACY	**6397
2016/08/26	TRACTOR-SUPPLY-CO #0638	\$17.74	TODD FRANK	**2654
2016/08/12	TST* BUDDIES PUB & GRILL	\$75.05	ROBIN FAUST	**3522
2016/08/17	USA BLUE BOOK	\$7.16	JOE VANDOMMELEN	**6081
2016/08/23	VIKTOR INCENTIVES&MEET	\$120.00	MIRIAM MATTISON	**9650
2016/08/11	WAL-MART #2866	\$4.25	ROBERT MACKENZIE	**8236
2016/08/12	WEB*NAMESECURE LLC.	\$15.13	DENISE GREEN	**0784
2016/08/11	WEST MICHIGAN EDUCATIO	\$140.00	WILLIAM PRIESE	**7450
2016/08/16	WW GRAINGER	\$80.85	ROBERT STACY	**6397
2016/08/25	WWW.NEWEGG.COM	\$374.88	BENJAMIN MAKULSKI	**5284

\$11,975.26

ACH Transactions

Date	Payee	Amount	Purpose
08/16/16	Consumers Energy	25,679.70	Pmt of Electric
08/17/16	Various Financial Institutions	253,411.84	Direct Deposit 8/19 Payroll
08/17/16	IRS	100,538.26	Payroll Taxes 8/19 Payroll
08/17/16	ICMA	47,127.16	Payroll Deductions 8/19 Payroll
08/17/16	Elan Financial	16,598.73	Pmt of Credit Card Bill
08/17/16	MCT - Utilities	516.75	Pmt of Water/Sewer Bills
08/18/16	Horizon Bank	125.00	Charge Back Item (NSF ck)
08/25/16	MERS	31,952.55	Employee Retirement
08/26/16	HRA -	309.47	Payroll Deduction - HRA
08/30/16	Horizon Bank	60.00	Charge Back Item (NSF ck)
08/30/16	Blue Cross/Blue Shield	122,983.02	Pmt of Employee Insurance
08/31/16	Various Financial Institutions	236,213.09	Direct Deposit 9/2 Payroll
08/31/16	IRS	91,737.56	Payroll Taxes 9/2 Payroll
08/31/16	ICMA	30,572.81	Payroll Deductions 9/2 Payroll
08/31/16	MCT - Transfer to GF	16.00	Correction of BC/BS pmt (interfunds)
08/31/16	Horizon Bank	275.00	Bank Service Charge
	Total ACH Payments	<u><u>958,116.94</u></u>	

MEMORANDUM

TO: Township Board

FROM: Frank L. Walsh
Frank L. Walsh, Township Manager

DATE: September 2, 2016

RE: **CATA Board of Directors Representative Appointment**

One vacancy currently exists for a representative to the Capital Area Transportation Authority Board of Directors. The current term expires September 30, 2016. Applications for Public Service have been received from the 6 candidates is listed below:

- Patricia Munshaw, 5261 Golden Circle East Lansing, MI 48823
- J.J. (Jerome) Jackson, 1829 W. Grand River Ave., Apt. 1/8, Okemos, MI 48864
- Emily Stivers, 5445 W. Hidden Lake Dr. East Lansing, MI 48823
- Donna Rose, 6207 Cobblers Dr. East Lansing, MI 48823
- Steve Vagnozzi, 2144 Woodfield Rd. Okemos, MI 48864
- Diana Paiz Engle, 2164 Quarry Rd. East Lansing, MI 48823

Attached you will find the Application for Public Service submitted by the candidates listed above.

**MOVE THAT _____ BE APPOINTED AS REPRESENTATIVE TO THE
CATA BOARD OF DIRECTORS TO FILL A VACANCY FOR THE TERM
ENDING SEPTEMBER 30, 2019.**

Attachments:
Applications

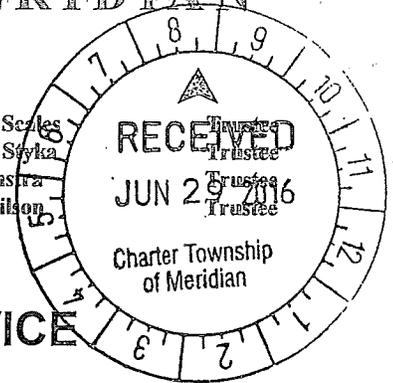
CHARTER TOWNSHIP OF MERIDIAN

Elizabeth Ann LeGoff
Brett Dreyfus
Julie Brixie
Frank L. Walsh

Supervisor
Clerk
Treasurer
Manager



Milton L. Seales
Ronald J. Styka
John Veestra
Angela Wilson



APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|---|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Elected Officials Compensation Commission* |
| <input type="checkbox"/> Board of Water and Light Representative* | <input type="checkbox"/> Environmental Commission |
| <input type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input type="checkbox"/> Land Preservation Advisory Board |
| <input type="checkbox"/> Cable Communications Commission* | <input type="checkbox"/> Park Commission (elected/appointed) |
| <input checked="" type="checkbox"/> Capital Area Transportation Authority (C.A.T.A.) | <input type="checkbox"/> Pension Trustees |
| <input type="checkbox"/> Community Resources Commission | <input type="checkbox"/> Planning Commission |
| <input type="checkbox"/> Downtown Development Authority* | <input type="checkbox"/> Township Board (elected/appointed) |
| <input type="checkbox"/> East Lansing-Meridian Water & Sewer Authority | <input type="checkbox"/> Zoning Board of Appeals |
| <input type="checkbox"/> Economic Development Corporation | <input type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
| | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you: *I would be interested in serving on the CATA Board*

Summarize your reasons for applying for this type of public service: *My reasons for applying include a strong interest in the importance of public transportation to the growth & vibrancy of a community, an interest in serving on a township board.*

Describe education, experience or training which will assist you if appointed. (Attach resume if available): *My life experience includes serving on a number of boards. I am very familiar with local, community & regional issues. Public transportation*

Name: PATRICIA MUNSHAW

Occupation: Care Mgr. Com. Volunteer Place of Employment: TRI-COUNTY OFC. ON AGING

Home Address: 5261 GOLDEN CIR., EAST LANSING, MI 48823

Phone: (days) 517-944-9126 (evenings) SAME E-mail MUNSHAWP@YAHOO.COM

Signature Patricia Munshaw Date 6/29/16

Other than the Downtown Development Authority Board and the Economic Development Corporation, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

The policy for appointment of candidates to the various public service positions is based on the following criteria: desire to serve, experience, expertise, availability of time to serve, and maintenance of equitable geographic representation. In most instances it will be desirable to develop further information through a personal interview. This application will be retained in township files for two years. Please return this form to the Office of the Clerk, Charter Township of Meridian.

FOR OFFICE USE ONLY			
Date Received	<u>6.29.16</u>	Distro: <u>FW</u>	Application # <u>CATA 1601</u>
Registered Voter:	<input checked="" type="checkbox"/> Y / <input type="checkbox"/> N		
Date Appointed:		<u>BOARD MEMBERS</u>	

Revised: April 28, 2015

5151 MARSH ROAD, OKEMOS, MICHIGAN 48864-1198 (517) 853-4000

www.meridian.mi.us



position issues are critical to the township residents & the needs will continue to grow especially pertinent to seniors and other residents of the township/region.

Education:

Marquette University, Bachelor's Degree in Nursing
University of Minnesota, Masters Degree in Health Care Administration

I retired from Ingham Medical Hosp (McLaren) as Sr Vice President.

I currently work part-time at Tri-County Office on Aging & serve as a community volunteer.

I have also served on the Community Resources Commission (CRC) for approximately 8 years.

I also served on the CATA Board from 1999-2011 including a 4-yr. term as Chair.

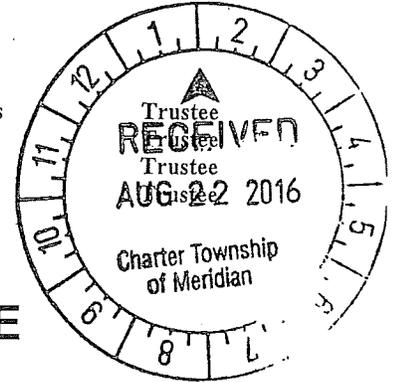
CHARTER TOWNSHIP OF MERIDIAN

Elizabeth Ann LeGoff
Brett Dreyfus
Julie Brixie
Frank L. Walsh

Supervisor
Clerk
Treasurer
Manager



Milton L. Scales
Ronald J. Styka
John Veenstra
Angela Wilson



APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|---|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Elected Officials Compensation Commission* |
| <input type="checkbox"/> Board of Water and Light Representative* | <input type="checkbox"/> Environmental Commission |
| <input type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input type="checkbox"/> Land Preservation Advisory Board |
| <input type="checkbox"/> Cable Communications Commission* | <input type="checkbox"/> Park Commission (elected/appointed) |
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| <input type="checkbox"/> Economic Development Corporation | <input type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
| | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:
Summarize your reasons for applying for this type of public service: I want to utilize my training, background, and professional expertise to make an impact on delivering outstanding community transportation and quality of life.

Describe education, experience or training which will assist you if appointed. (Attach resume if available)

My Master's Degree (Human Resources Management) and my years serving Michigan State University students with disabilities, together with my affiliation with boards and organizations serving senior citizens and persons with disabilities, have prepared me for serving Meridian Township.

Name: J. J. (Jerome) Jackson

Occupation: Standardized Patient Michigan State University, Learning and Assessment Center

Place of Employment: _____ Home Address: 1829 W. Grand River Ave., Apt. I/8, Okemos, MI 48864

Phone: (days) 517-381-8980 (evenings) 517-214-1988 E-mail: jjjackson12@comcast.net

Signature J J. Jackson Date: 08/22/2016

Other than the Downtown Development Authority Board and the Economic Development Corporation, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

The policy for appointment of candidates to the various public service positions is based on the following criteria:

desire to serve, experience, expertise, availability of time to serve, and maintenance of equitable geographic representation. In most instances it will be desirable to develop further information through a personal interview. This application will be retained in township files for two years. Please return this form to the Office of the Clerk, Charter Township of Meridian.

FOR OFFICE USE ONLY			
Date Received	<u>8.22.16</u>	Distro: <u>EL FW</u>	Application #
Registered Voter: Yes	<u>(Y)N</u>		<u>CATA 1603</u>
Date Appointed:		<u>BD MEMBERS</u>	

FACULTY SPECIALIST/PROGRAM COORDINATOR, MICHIGAN STATE UNIVERSITY, East Lansing, MI 1983-1990

- Coordinated university programs and established technology centers for students with disabilities
- Supervised office operations, over 300 volunteers, and 20 employees
- Administered and implemented policies governing special examination procedures

EDUCATION

MASTER OF LABOR AND INDUSTRIAL RELATIONS/HUMAN RESOURCES

Michigan State University 1994

BACHELOR OF SCIENCE, MATHEMATICS/COMPUTER SCIENCE

Michigan State University 1973

Work experience prior to 1983 includes: **SYSTEMS ANALYSIS AND RESEARCH**, and **TECHNICAL AIDES CONSULTANT** at General Motors Corporation, Michigan State University, and Black Bull Productions (parent company of Stevie Wonder, Inc.), Burbank, CA

SIGNIFICANT ACCOMPLISHMENTS

Selected as **OUTSTANDING HUMAN RESOURCES CONTRIBUTOR** for improved customer services two consecutive years. Customer satisfaction improved from 72% to 92%.

INTERNATIONAL EXPERIENCES

- Facilitated Change Management Program for human resource leaders representing over 40 countries and global business units
- As a Diplomatic Representative for the United States Information Agency, developed educational models, disseminated information and advice, provided tools and equipment for visually impaired students at the elementary, secondary, and university levels in Zimbabwe, Africa

VALEDICTORIAN, High School, Lansing, MI

GOALS FELLOWSHIP, Michigan State University, 1992-1994

GOVERNOR'S APPOINTEE, Board of Commissioners, Michigan Commission for the Blind, FIA, 2002-2005

MOST LIVABLE COMMUNITIES BOARD, Amer. Foundation for the Blind, 2002-2004

BOARD OF DIRECTORS, United Cerebral Palsy of Michigan, 2000-Present

BOARD OF ADVISORS, Foster Grandparents/Senior Companion Programs, 2008-Present

BOARD OF DIRECTORS, CATA Lansing Advisory Council, 2014-Present

BOARD OF DIRECTORS, Tri-County Office on Aging, 2016 - 2019

FACULTY SPECIALIST/PROGRAM COORDINATOR, MICHIGAN STATE UNIVERSITY, East Lansing, MI 1983-1990

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EDUCATION

MASTER OF LABOR AND INDUSTRIAL RELATIONS/HUMAN RESOURCES

Michigan State University 1994

BACHELOR OF SCIENCE, MATHEMATICS/COMPUTER SCIENCE

Michigan State University 1973

Work experience prior to 1983 includes: **SYSTEMS ANALYSIS AND RESEARCH**, and **TECHNICAL AIDES CONSULTANT** at General Motors Corporation, Michigan State University, and Black Bull Productions (parent company of Stevie Wonder, Inc.), Burbank, CA

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BOARD OF DIRECTORS, United Cerebral Palsy of Michigan, 2000-Present

BOARD OF ADVISORS, Foster Grandparents/Senior Companion Programs, 2008-Present

BOARD OF DIRECTORS, CATA Lansing Advisory Council, 2014-Present

BOARD OF DIRECTORS, Tri-County Office on Aging, 2016 - 2019

1829 W. Grand River Ave.
Apartment I/8
Okemos, MI 48864

August 22, 2016

Dear Board Members:

It is my pleasure and privilege to apply for the newly open position on the CATA Board for a representative of Meridian Township. I have long admired the character, integrity, and professionalism of those who serve on the CATA Board.

I have lived in Meridian Township since 1999, and previously, I lived in East Lansing since 1968 with a few years spent in Los Angeles and Chicago. In 1966, I began using CATA line haul service to transport me to my first job at Michigan State University. As the years progressed, I became a Spectran user and a Redi-Ride passenger. I have relied on Redi-Ride and Spectran to continue my independent life practices, such, as medical appointments, work, social activities, shopping, and much more. I am proud of what I have been blessed to accomplish, and I realize that my life would have been very empty and far less productive without the valuable transportation which we enjoy.

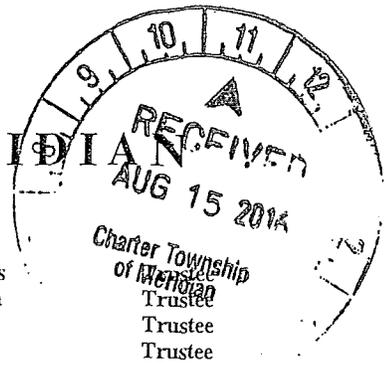
I have been blessed to serve on many boards over the years, and many of them are responsible for the quality of life for persons with disabilities and senior citizens. The emphasis has always been driven by the principle of inclusion of all people rather than a system of separate and special opportunities. All issues which affect persons with disabilities and seniors also affects all persons.

I would be honored if you will please accept this letter, application, and attached resume as direct request for appointment to your Board. I believe my background, unique experiences, professional activities, and genuine concerns about the needs and benefits to the greater majority, have prepared me to make a valuable contribution to the goals and objectives of the CATA Board and a representative of Meridian Township. Should you desire to reach me, you may do so at the above address, or by phone and email at: 517-381-8980 and jjjackson12@comcast.net.

Thank you in advance for your attention and consideration.

J. J. Jackson

CHARTER TOWNSHIP OF MERIDIAN



Elizabeth Ann LeGoff Supervisor
 Brett Dreyfus Clerk
 Julie Brixie Treasurer
 Frank L. Walsh Manager



Milton L. Scales
 Ronald J. Styka
 John Veenstra
 Angela Wilson

APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|--|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Elected Officials Compensation Commission* |
| <input type="checkbox"/> Board of Water and Light Representative* | <input type="checkbox"/> Environmental Commission |
| <input type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input type="checkbox"/> Land Preservation Advisory Board |
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| <input type="checkbox"/> East Lansing-Meridian Water & Sewer Authority | <input checked="" type="checkbox"/> Zoning Board of Appeals |
| <input checked="" type="checkbox"/> Economic Development Corporation | <input type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
| | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:

Healthcare, Women's issues, voting, childcare, education, housing

Summarize your reasons for applying for this type of public service:

I want to be involved in the policies of my community.

Describe education, experience or training which will assist you if appointed. (Attach resume if available)

I have a masters degree in Public Policy with concentration in Public Management & Budgeting.

Name: Emily Stivers
 Occupation: Outreach Manager Place of Employment: EduGuide
 Home Address: 5445 W. Hidden Lake Dr., East Lansing, MI 48823
 Phone: (days) (202) 534-8691 (evenings) same E-mail: estivers@gmail.com
 Signature: *Emily Stivers* Date: 8/10/16

Other than the Downtown Development Authority Board and the Economic Development Corporation, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

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FOR OFFICE USE ONLY				
Date Received	<u>8.15.16</u>	Distro: <u>EL FW</u>	Application # <u>CC 1604</u>	<u>CATA 1602</u>
Registered Voter:	<u>(Y/N)</u>	<u>DJ DG PM MK</u>	<u>CRC 1603 DDA 1602</u>	<u>TB 1602</u>
Date Appointed:		<u>BD MEMBERS</u>	<u>EDC 1603 PC 1608</u>	<u>ZBA 1603</u>

Revised April 28 2015

5151 MARSH ROAD, OKEMOS, MICHIGAN 48864-1198 (517) 853-4000

www.meridian.mi.us



EMILY KATHARINE STIVERS

5445 West Hidden Lake Drive, East Lansing, MI 48823
202-534-8691, estivers@gmail.com

Pace & Partners, Lansing, MI

New Media and Public Relations Specialist, June 2011 – May 2012

- o Developed and implemented comprehensive communications strategies including traditional PR, social media, websites and marketing for various clients
- o Wrote and pitched media advisories, press releases, interviews, articles, and TV and radio scripts to local and statewide TV, radio and print media
- o Prepared and gave public presentations for and about clients
- o Conducted media training sessions for clients; supervised TV and radio interviews

Michigan Credit Advocate, LLC, Southfield, MI

Director and Credit Consultant, October 2005 – June 2012

- o Started and independently managed credit consulting business from home
- o Handled administration, advertising, website, appointments and scheduling and accounting
- o Improved credit scores by up to 200 points for sub-prime clients, ensuring families could keep their homes with manageable monthly payments

United Nations Foundation, Washington, D.C.

Web Producer, July 2010 – April 2011

- o Managed editorial calendar and coordinated online engagement strategies between multiple campaigns for a busy PR team with more than 20 staff members
- o Developed all content, including graphics and layout, for public and internal newsletters
- o Maintained, monitored and expanded social media presence for multiple campaigns
- o Produced regular reports on web metrics, fundraising, reach and recommendations
- o Hired and supervised junior staff members

ONE Campaign, Washington, D.C.

Online Campaign Coordinator, August 2008 – May 2010

- o Designed, executed and promoted grassroots campaigns including petitions, phone call actions and letters to Congress; petitions averaged 100,000 signers
- o Co-managed ONE's college outreach program, including public content, messaging, project management and challenges for more than 30,000 students across the country
- o Ghost-wrote emails and other content for public figures including Matt Damon and Bono

Education for Peace in Iraq Center, Washington, D.C.

Research and Advocacy Fellow, May 2007 – April 2008

- o Developed website and a print interview series using Adobe Pagemaker and InDesign
- o Co-managed NGO advocacy group efforts and planned and publicized lobby days
- o Interviewed Iraqi refugees and produced articles, blog entries and press releases
- o Managed internship program, volunteers and human resources

EMILY KATHARINE STIVERS

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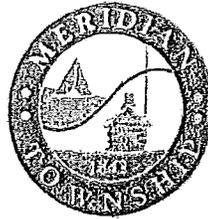
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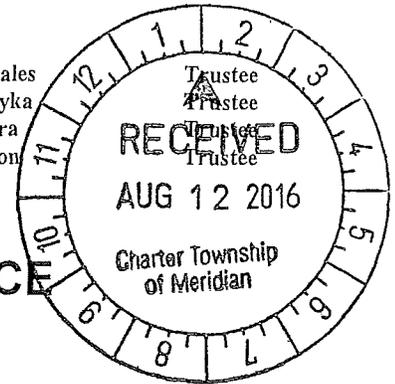
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CHARTER TOWNSHIP OF MERIDIAN

Elizabeth Ann LeGoff Supervisor
 Brett Dreyfus Clerk
 Julie Brixie Treasurer
 Frank L. Walsh Manager



Milton L. Scales
 Ronald J. Styka
 John Veenstra
 Angela Wilson



APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|---|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Elected Officials Compensation Commission* |
| <input type="checkbox"/> Board of Water and Light Representative* | <input type="checkbox"/> Environmental Commission |
| <input type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input type="checkbox"/> Land Preservation Advisory Board |
| <input type="checkbox"/> Communications Commission* | <input type="checkbox"/> Park Commission (elected/appointed) |
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| <input type="checkbox"/> East Lansing-Meridian Water & Sewer Authority | <input type="checkbox"/> Zoning Board of Appeals |
| <input type="checkbox"/> Economic Development Corporation | <input type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
| | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:

Summarize your reasons for applying for this type of public service:

see attached

Describe education, experience or training which will assist you if appointed. (Attach resume, if available and any additional documents as needed)

Name: Donna Rose, LMSW

Occupation: _____ Place of Employment: _____

Home Address: 6207 Cobblers Dr.

Phone: (days) 517-489-2233 (evenings) _____ E-mail wild-rose@sbcglobal.net

Signature _____ Date 8/12/2016

Other than the Downtown Development Authority Board and the Economic Development Corporation, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

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FOR OFFICE USE ONLY			
Date Received	<u>8.12.16</u>	Distro: <u>EL FW</u>	Application # <u>CATA 11604</u>
Registered Voter:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
Date Appointed:		<u>3D MEMBERS</u>	

August 24, 2016



Michelle Prinz

From: Frank Walsh
Sent: Friday, August 12, 2016 8:59 PM
To: Donna Rose
Cc: John Veenstra; Ronald Styka; Milton Scales
Subject: Re: Application for CATA Board

Hi Donna, I'll make sure the Township Board is aware of your strong interest in serving on the CATA Board.

Thank you.

Frank

Sent from my iPhone

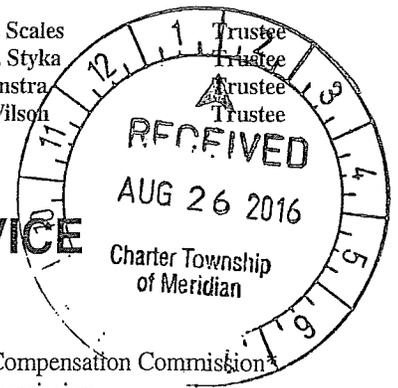
> On Aug 12, 2016, at 8:56 PM, Donna Rose <wild-rose@sbcglobal.net> wrote:
>
> Dear Manager Walsh,
>
> I tried to fill out the application for Boards and Commissions that is
> on the web site without success. I would like to apply for the CATA
> Board position which is currently available due to Pat Cannon's
> resignation. I hope you will consider this my application since the
> print one on the web site is not accessible to me using my screen reader.
>
> I have a lot of public transit experience. Before I moved to Meridian
> Township I served for 13 years on the Local Advisory Committee for the
> Ann Arbor Area Transportation Authority AAATA. I was well liked and
> appreciated for my candor and problem solving skills. Along with
> others we helped AAATA through their initial years of implementing the
> Americans With Disabilities Act ADA.
>
> One of the very best things about appointing me to sit on the CATA
> Board is the very fact that I ride all of CATA's services. I use the
> regular bus when possible, Spectran for people with disabilities, and
> Redi Ride. Because I am a rider of all of CATA's services I think I
> can say I have a much larger perspective than others you might
> appoint. I have a neurologic disease which causes walking
> difficulties, a kidney transplant, and I am blind. This adds to the
> diversity of my experience and understanding of public transit
> service goals and objectives for all riders. Most of all, I often feel
> that people with disabilities, seniors and those who are economically
> challenged are not represented well enough when it comes to the services we must depend upon.
>
> I have given this appointment a lot of thought. CATA might find my
> ideas and creativity helpful. I am very committed to public transit
> since I must depend upon it. And, I feel I could represent all of the
> citizens of Meridian Township as never before.
>

CHARTER TOWNSHIP OF MERIDIAN

Elizabeth Ann LeGoff Supervisor
 Brett Dreyfus Clerk
 Julie Brixie Treasurer
 Frank L. Walsh Manager



Milton L. Scales
 Ronald J. Styka
 John Veenstra
 Angela Wilson



APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|---|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Elected Officials Compensation Commission |
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| | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:

N/A

Summarize your reasons for applying for this type of public service:

I have experience with intercity public transit and CATA services including Ready Ride, I believe this is a good public service option for me, Describe education, experience or training which will assist you if appointed. (Attach resume if available)
 I am the Vice Chair of the Michigan Association of Railroad Passengers and have worked with the City of East Lansing on getting wayfinding signs installed (see back)

Name: Steve Vagnozzi
 Occupation: IT Consultant Place of Employment: Self Employed
 Home Address: 2144 Woodfield Rd Okemos MI 48864
 Phone: (days) 349-4889 (evenings) 349-4809 E-mail svagnozzi@comcast
 Signature Steve Vagnozzi Date 8/24/16

Other than the Downtown Development Authority Board and the Economic Development Corporation, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

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FOR OFFICE USE ONLY			
Date Received	<u>8.26.16</u>	Distro: <u>EL FW</u>	Application # <u>CATA 1605</u>
Registered Voter:	<u>(Y)/N</u>		
Date Appointed:		<u>3D MEMBERS</u>	

Revised: April 28, 2015



2144 Woodfield Rd
Okemos MI 48864-3229

August 25, 2016

Re: Meridian Township CATA Board Representative

I am interested in being a Meridian Township representative on the Capital Area Transportation Authority Board. As the Vice Chair of the Michigan Association of Railroad Passengers (MARP), I worked with the City of East Lansing to install signs directing traffic to the new CATA multimodal station. I believe my experience with MARP will allow me to provide helpful input to CATA on working toward a better integration of regular bus routes with the intercity services from this station.

I am familiar with the Township's Redi Ride bus service demand issue, and I have ideas for possible options to improve the demand/capacity situation. I utilized this service when I had a broken ankle, and my son used it to get home from middle school. It is a good service that I'd like to help make better.

I have been participating in the Bus Rapid Transit (BRT) discussions, and I have ideas for possible configuration changes that could address some of the objections to the current proposal. As a patient of the Cleveland Clinic, who also has a daughter living near University Circle, I have observed the benefits the Health Line BRT has brought to Cleveland.

I am a 40 year resident of Meridian Township who has a history of providing public service to our community. I served a four year term on the Okemos School District. I have been on numerous school millage committees and have been active in my kids' sports and scout activities.

I believe that my experience in the community, along with the public transit connections I've made through my participation in MARP, give me the skill set to effectively represent our Township on the CATA Board.

Sincerely,

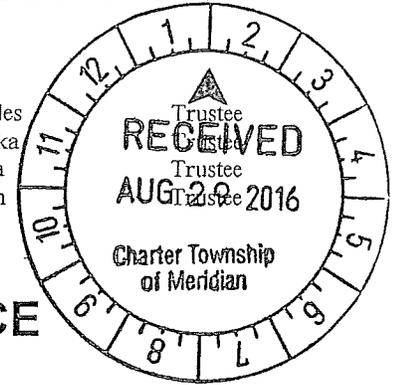

Steve Vagnozzi

CHARTER TOWNSHIP OF MERIDIAN

Elizabeth Ann LeGoff Supervisor
 Brett Dreyfus Clerk
 Julie Brixie Treasurer
 Frank L. Walsh Manager



Milton L. Scales
 Ronald J. Styka
 John Veenstra
 Angela Wilson



APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|---|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Elected Officials Compensation Commission* |
| <input type="checkbox"/> Board of Water and Light Representative* | <input type="checkbox"/> Environmental Commission |
| <input type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input type="checkbox"/> Land Preservation Advisory Board |
| <input type="checkbox"/> Cable Communications Commission* | <input type="checkbox"/> Park Commission (elected/appointed) |
| <input checked="" type="checkbox"/> Capital Area Transportation Authority (C.A.T.A.) | <input type="checkbox"/> Pension Trustees |
| <input type="checkbox"/> Community Resources Commission | <input type="checkbox"/> Planning Commission |
| <input type="checkbox"/> Downtown Development Authority* | <input type="checkbox"/> Township Board (elected/appointed) |
| <input type="checkbox"/> East Lansing-Meridian Water & Sewer Authority | <input type="checkbox"/> Zoning Board of Appeals |
| <input type="checkbox"/> Economic Development Corporation | <input type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
| | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:

Summarize your reasons for applying for this type of public service: I seek to help ensure high-quality public transportation that meets the diverse and changing needs of Meridian Township residents and businesses.

Describe education, experience or training which will assist you if appointed. (Attach resume if available): I am a lifelong user of public transportation. I have use CATA services since moving to East Lansing in 1979, including the past 20 years as a Meridian Township resident. I recently served on the Meridian Township Redi Ride Review Committee.

Name: Diana Paiz Engle

Occupation: Web admin Place of Employment: Michigan History Center Home Address:

Phone: (days) 517-242-7842 (evenings) same E-mail dianaofwarren@gmail.com

Signature [Signature] Date August 29, 2016

Other than the Downtown Development Authority Board and the Economic Development Corporation, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

The policy for appointment of candidates to the various public service positions is based on the following criteria: desire to serve, experience, expertise, availability of time to serve, and maintenance of equitable geographic representation. In most instances it will be desirable to develop further information through a personal interview. This application will be retained in township files for two years. Please return this form to the Office of the Clerk, Charter Township of Meridian.

FOR OFFICE USE ONLY			
Date Received	<u>8.29.16</u>	Distro: <u>EL FW</u>	Application # <u>CATA 16016</u>
Registered Voter:	<u>(Y)/N</u>		
Date Appointed:		<u>BD MEMBERS</u>	

12-B

MEMORANDUM

TO: Township Board

FROM: 
Julie Brixie, Township Treasurer

DATE: September 2, 2016

RE: Authority to open account

This is a resolution to approve the following institution(s) and/or security broker/dealer(s) for the purpose of depositing and investing Township funds according to our Investment Policy and within PA 20 Guidelines.

Move to adopt a resolution entitled "Authority to Open an Account" at

Comerica Bank

RESOLUTION OF CHARTER TOWNSHIP OF MERIDIAN
AUTHORITY TO OPEN ACCOUNT

I hereby certify that I Brett Dreyfus am the duly elected and qualified Clerk and the keeper of the records of Charter Township of Meridian and that the following is a true and complete copy of a resolution duly adopted at a meeting of the Township Board held on _____, and that such resolution shall be in full force and effect, as of _____.

RESOLVED, That _____, ("Bank"), is hereby designated a depository of Charter Township of Meridian and that funds deposited therein may be withdrawn upon checks or other instruments of Charter Township of Meridian ("Township").

RESOLVED FURTHER, That all checks, drafts, notes, withdrawals or orders drawn against said funds shall be signed by Julie Brixie, Township Treasurer, or any two of the following: Elizabeth Ann LeGoff, Supervisor; Frank L. Walsh, Manager; and Brett Dreyfus, Clerk.

RESOLVED FURTHER, That Julie Brixie, Township Treasurer, is authorized to make verbal telephone requests upon the Bank for the purchase of investments (by use of the Personal Identification Number assigned to her if required by the Bank) and in the case of her inability to exercise this function, any two of the following may issue written instructions to the Bank for the purchase of investments: Elizabeth Ann LeGoff, Supervisor; Frank L Walsh, Manager; and Brett Dreyfus, Clerk.

RESOLVED FURTHER, That the Bank is hereby authorized and directed to honor any withdrawals and to pay any checks and other instruments drawn against said funds, to the order of the Treasurer or any two of the above named officials signing and/or countersigning such instruments.

RESOLVED FURTHER, That the above designated officers are hereby authorized to execute, on behalf of the Township, signature cards, or other documents, containing the rules and regulations of the Bank and the conditions under which deposits are accepted, and to agree on behalf of the Township to those rules, regulations, and conditions as amended.

RESOLVED FURTHER, That the Clerk shall certify to the Bank the names, of those holding the offices or positions listed above and shall thereafter as changes in those offices may occur, immediately certify to the Bank a revised list of officers who are authorized to act in accordance with this resolution. Bank may rely on such certifications and shall be indemnified by the Township from and against any claims, expenses, or losses resulting from honoring the signature of any officer so certified, or from refusing to honor any signature not so certified. These resolutions shall remain in force until written notice to the contrary shall have been received by the Bank, but receipt of such notice shall not affect any prior action taken by the Bank in reliance on this resolution or any certification made in connection herewith.

I further certify that the following are the titles, names and genuine signatures of the OFFICERS AUTHORIZED BY THE ABOVE RESOLUTIONS.

NAME and TITLE, SIGNATURE

FACSIMILE SIGNATURE (if used)

Julie Brixie, Treasurer

Elizabeth Ann LeGoff, Supervisor

Frank L. Walsh, Manager

Brett Dreyfus, Clerk

I hereby certify the above and I have hereunto subscribed my name as Clerk of Meridian Charter Township on _____.

Brett Dreyfus, Township Clerk

386007712
Township's Tax Payer ID#

MEMORANDUM

13 - A

TO: Township Board

FROM: 
Mark Kieselbach
Director of Community Planning and Development


Gail Oranchak, AICP
Principal Planner

DATE: August 31, 2016

RE: Rezoning #16030 (Chuck and Renee Maniaci), a request to rezone 3690 Hulett Road

Chuck and Renee Maniaci have requested the rezoning of approximately .82 acre addressed as 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density) residential. The site is located on the east side of Hulett Road, south of Loon Lane and east of Hartrick Park. The applicant has indicated they plan to split the parcel into two lots leaving the existing house on one lot and creating a second lot to the north on which to build a personal residence.

The Planning Commission held a public hearing at its July 25, 2016 meeting and during its discussion the Planning Commission commented on the RAA zoning district's consistency with the site's Future Land Use Map designation and the similar uses and zoning east and south of the subject site. On August 8, 2016, the Planning Commission voted 6-0 to recommend approval of the request to rezone 3690 Hulett Road citing the following reasons for its decision:

- The subject site is designated in the Residential 1.25 to 3.5 dwelling units per acre classification on the 2005 Master Plan Future Land Use Map.
- The proposed rezoning to RAA (Single Family-Low Density) is consistent with the 2005 Future Land Use Map designation of Residential 1.25 to 3.5 dwelling units per acre.
- Properties to the east and south are zoned RAA (Single Family-Low Density) and RA (Single Family-Medium Density).
- Further north on Hulett Road, zoning changes have accommodated single family developments with higher densities than the RR (Rural Residential) district permits resulting in a neighborhood within walking and biking distance of schools and a public park.
- Based on the parcel's lot area and lot width, one additional lot may result from a future land division.

- The rezoning will result in a logical and orderly development pattern for the Hulett Road area.
- Public water service has been extended to the site and public sanitary sewer service is available to serve the site.

Staff memorandums outlining the rezoning and minutes from Planning Commission meetings are attached for the Board's review.

Township Board Options

The Township Board may approve or deny the proposed rezoning from RR (Rural Residential) to RAA (Single Family-Low Density) residential. If the Board amends the proposal, the case may be referred to the Planning Commission for its recommendation. A resolution will be provided at a future meeting.

Attachments

1. Staff memorandums dated July 21, 2016 and August 4, 2016 (decision).
2. Planning Commission minutes dated July 25, 2016 (public hearing) and "draft" August 8, 2016 (decision).

**Rezoning #16030
(Chuck & Renee Maniaci)
July 21, 2016**

APPLICANT: Chuck & Renee Maniaci
2553 Sundance Lane
Okemos, MI 48864

STATUS OF APPLICANT: Option to purchase

REQUEST: Rezone to RAA (Single Family-Low Density) residential

CURRENT ZONING: RR (Rural Residential)

LOCATION: 3690 Hulett Road

AREA OF SUBJECT SITE: Approximately .82 acre

EXISTING LAND USE: Single family residence

EXISTING LAND USES IN AREA: North: Single Family Residence
South: Sanctuary Subdivision, single family residential
East: Sanctuary Subdivision, single family residential
West: Hartrick Park

CURRENT ZONING IN AREA: North: RR (Rural Residential)
South: RAA (Single Family, Low Density)
East: RAA (Single Family, Low Density)
West: RR (Rural Residential)

FUTURE LAND USE MAP: North: Residential 1.25-3.5 dwelling units per acre
South: Residential 1.25-3.5 dwelling units per acre
East: Residential 1.25-3.5 dwelling units per acre
West: Park

CHARTER TOWNSHIP OF MERIDIAN

MEMORANDUM

TO: Planning Commission

FROM: Gail Oranchak
Gail Oranchak, AICP
Principal Planner

DATE: July 21, 2016

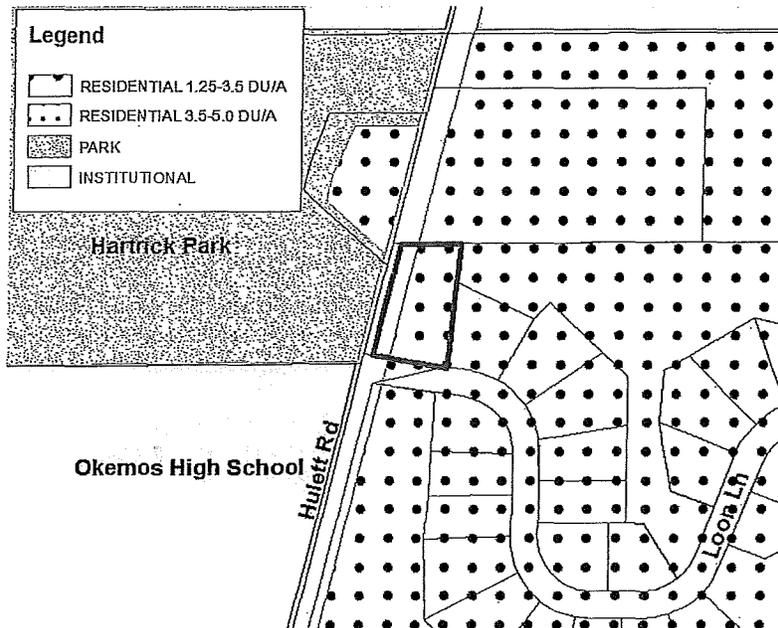
RE: Rezoning #16030 (Chuck and Renee Maniaci), a request to rezone approximately .80 acre addressed as 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density) residential

Chuck and Renee Maniaci have requested the rezoning of approximately .82 acre addressed as 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density) residential. The applicants have indicated they plan to split the parcel into two lots leaving the existing house on one lot and creating a second lot to the north on which to build a personal residence.

Future Land Use

The 2005 Master Plan designates the subject site in the Residential 1.25-3.5 dwelling units per acre category.

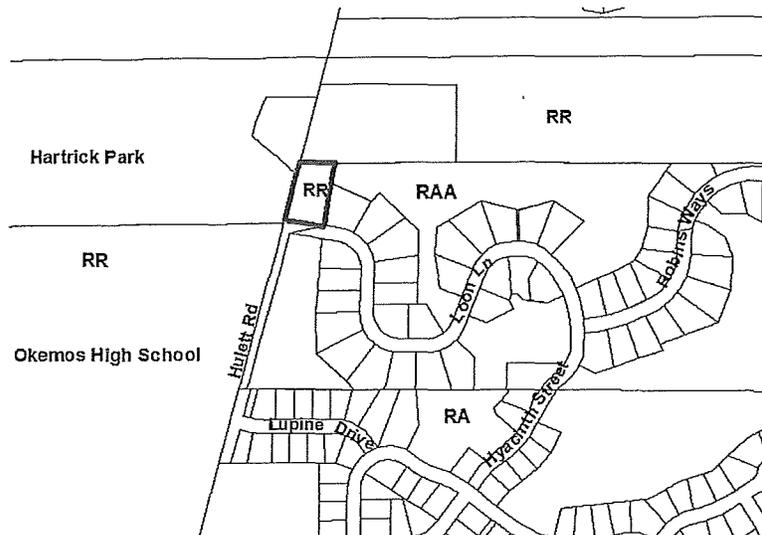
FUTURE LAND USE MAP



Zoning

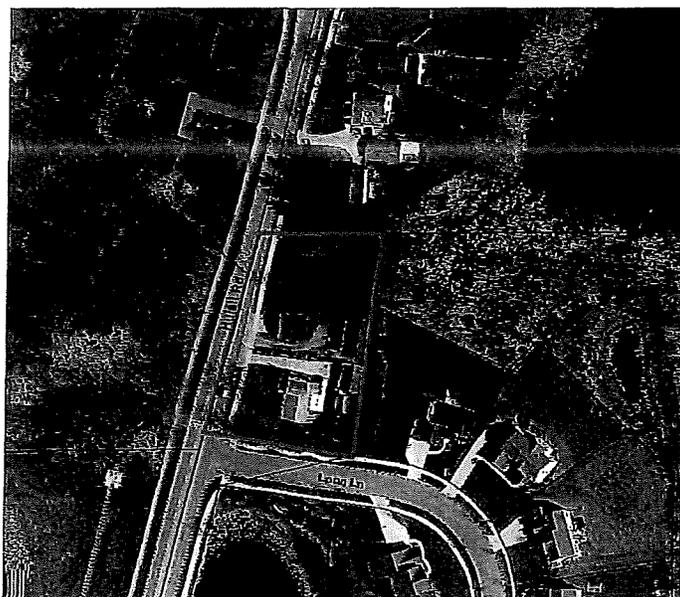
The site is zoned RR (Rural Residential). While 239.5 feet of lot width exceeds the 200 feet required by the RR district, 156.5 feet of frontage on Loon Lane is less than required. Lot area, at 35,719.2 square feet (.82 acres) is less than the 40,000 square feet required.

ZONING MAP



Physical Features

The site is relatively flat with an elevation along the south property line of 870 feet above mean sea level and 868 feet to the north. A single family residence built in 1900 with two detached garages and an accessory structure occupies the approximate southern half of the site. Lawn and landscaped areas surround the residence while the approximate north half of the site is undeveloped.



A review of the Flood Insurance Rate Map (FIRM) for Meridian Township and the Township's Wetland Map indicate neither areas of floodplain nor wetlands are not present on the site. A review of the Township's Greenspace Plan found no special designation for the site.

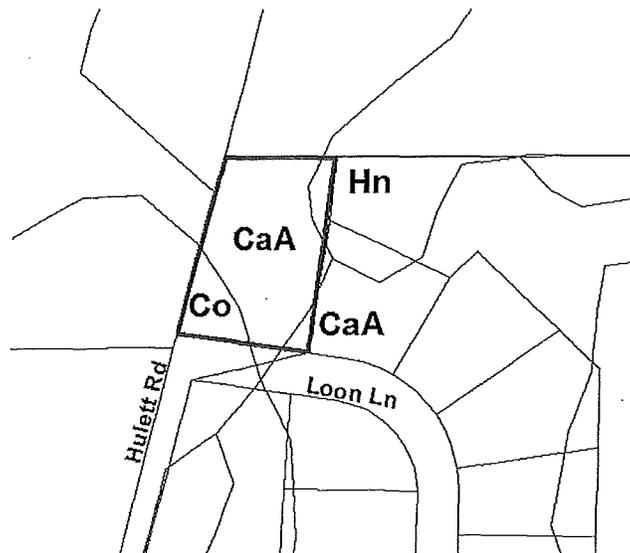
Soils

The following chart summarizes soil information for the subject site.

SOIL ASSOCIATION	SEVERE LIMITATIONS
CaA (Capac)	Wetness
Co (Colwood-Brookstone)	Ponding
Hn (Houghton)	Ponding

Source: Soil Survey of Ingham County, Michigan. 1992.

SOILS MAP



Streets & Traffic

Access to the site is from Hulett Road, a two lane, asphalt paved street designated as a "Collector" street on the Street Setbacks and Service Drives map, Zoning Ordinance Section 86-367. The speed limit on Hulett Road is 45 mph. Pedestrian-Bicycle Pathways are provided on both sides of the street.

The most recent traffic count for Hulett Road between Jolly Road and Bennett Road, noted on the Ingham County Road Department website, was collected in 2011. Total two-way vehicles trips for the time period was 2,672. A new single family residential lot will add approximately ten daily vehicle trips to Hulett Road.

Public Utilities

The site is currently served with public utilities. If the lot is split for the construction of a new residence, access to water is available. The sewer main would need to be extended north from Loon Lane along the Hulett Road Right-of-Way to connect the new residence.

Staff Analysis

The applicant has requested the rezoning of .82 acre located at 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family, Low Density) residential. The Future Land Use Map of the 2005 Master Plan calls for a residential density between 1.25 to 3.5 dwelling units per acre for the site. The .82 acre site will accommodate no more than one additional single family dwelling unit and still be consistent with the land use designation.

The following table compares the site, and existing and proposed zoning district standards.

ZONING DISTRICT COMPARISON		
	Lot Width (feet)	Lot Area (sq. ft.)
3690 Hulett	239.5 (Hulett) 156.5 (Loon Ln)	35,719.2
RR district	200	40,000
RAA district	80 (interior) 90 (corner)	13,500

With 239.5 feet of lot width on Hulett Road, 156.5 feet of lot width on Loon Lane, and .82 acre in area, no more than one additional RAA lot may be created from the parcel and still be in compliance with the RAA district standards.

Zoning maps since 1960 show the subject site, 3690 Hulett Road, as well as the abutting 23 acres to the north zoned RR (Rural Residential). One residential parcel, Hartrick Park and Okemos High School located on the west side of Hulett Road are also zoned RR. Land to the east and south of the subject site were rezoned in recent years to RAA and RA and have been developed as Sanctuary and The Meadows subdivisions. Further north, on the east side of Hulett Road, zoning was change to accommodate the RA zoned Okemos Preserve. On the west side of Hulett Road, in the 425 Agreement area (Lansing and Meridian Township), College Fields, with single and multiple family development is currently under development.

When evaluating a rezoning request, the Planning Commission should consider all uses permitted by right and by special use permit in both zoning districts as well as topics listed on the rezoning application such as changing conditions in the vicinity of the site; consistency with the Master Plan; furtherance of health, safety and welfare; compatibility with surrounding uses; potential adverse impacts to the environment; identified community need; logical and orderly development pattern; and/or better and more efficient use of land. In support of the rezoning, the applicant responded to applicable topics in the attached application materials.

Planning Commission Options

The Planning Commission may recommend approval or denial of the rezoning as requested by the applicant or recommend a different zoning category. A resolution will be provided for action at a future meeting.

Attachments:

1. Application and supporting materials

CHARTER TOWNSHIP OF MERIDIAN
DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT
5151 MARSH ROAD, OKEMOS, MI 48864
PHONE: (517) 853-4560, FAX: (517) 853-4095

REZONING APPLICATION

Part I, II and III of this application must be completed. Failure to complete any portion of this form may result in the denial of your request.

Part I

A. Owner/Applicant Chuck & Renee Maniaci
Address of applicant 2553 Sundance Lane Okemos, MI 48864
Telephone: Work _____ Home 517-256-9099
Fax _____ Email chuckmaniaci@gmail.com

If there are multiple owners, list names and addresses of each and indicate ownership interest. Attach additional sheets if necessary. If the applicant is not the current owner of the subject property, the applicant must provide a copy of a purchase agreement or instrument indicating the owner is aware of and in agreement with the requested action.

B. Applicant's Representative, Architect, Engineer or Planner responsible for request:
Name / Contact Person See applicant info
Address _____
Telephone: Work _____ Home _____
Fax _____ Email _____

C. Site address/location 3690 Hulett Road Okemos, MI 48864
Legal description (Attach additional sheets if necessary) See attached sheet
Parcel number 33-02-07-32-400-003 Site acreage approx 0.8

D. Current zoning RA Requested zoning RAA

E. The following support materials must be submitted with the application:

1. Nonrefundable fee.
2. Evidence of fee or other ownership of the subject property.
3. A rezoning traffic study prepared by a qualified traffic engineer based on the most current edition of the handbook entitled *Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities*, published by the State Department of Transportation, is required for the following requests:
 - a. Rezoning when the proposed district would permit uses that could generate more than 100 additional directional trips during the peak hour than the principal uses permitted under the current zoning.
 - b. Rezoning having direct access to a principal or minor arterial street, unless the uses in the proposed zoning district would generate fewer peak hour trips than uses in the existing zoning district.
(Information pertaining to the contents of the rezoning traffic study will be available in the Department of Community Planning and Development.)
4. Other information deemed necessary to evaluate the application as specified by the Director of Community Planning and Development.

Part II

REASONS FOR REZONING REQUEST

Respond only to the items which you intend to support with proof. Explain your position on the lines below, and attach supporting information to this form.

A. Reasons why the present zoning is unreasonable:

- 1) There is an error in the boundaries of the Zoning Map, specifically: _____
- 2) The conditions of the surrounding area have changed in the following respects: Subdivisions, including The Sanctuary, The Meadows, Dikemos Preserve & College Fields have been developed in that area of Hulett Rd.
- 3) The current zoning is inconsistent with the Township's Master Plan, explain: _____
- 4) The Township did not follow the procedures that are required by Michigan laws, when adopting the Zoning Ordinance, specifically: _____
- 5) The Township did not have a reasonable basis to support the current zoning classification at the time it was adopted; and the zoning has exempted the following legitimate uses from the area: _____
- 6) The current zoning restrictions on the use of the property do not further the health safety or general welfare of the public, explain: _____

B. Reasons why the requested zoning is appropriate:

- 1) Requested rezoning is consistent with the Township's Master Plan, explain: Consistent with townships master plan of increasing density from rural residential to higher density along Hulett Rd.
- 2) Requested rezoning is compatible with other existing and proposed uses surrounding the site, specifically: The Sanctuary subdivision
- 3) Requested rezoning would not result in significant adverse impacts on the natural environment, explain: Remains consistent with current impact on natural environment.
- 4) Requested rezoning would not result in significant adverse impacts on traffic circulation, water and sewer systems, education, recreation or other public services, explain: Water & sewer systems are already available and rezoning from RR to RAA would have no other significant adverse impacts.
- 5) Requested rezoning addresses a proven community need, specifically: _____
- 6) Requested rezoning results in logical and orderly development in the Township, explain: _____
- 7) Requested rezoning will result in better use of Township land, resources and properties and therefore more efficient expenditure of Township funds for public improvements and services, explain: _____

Part III

I (we) hereby grant permission for members of the Charter Township of Meridian's Boards and/or Commissions, Township staff member(s) and the Township's representatives or experts the right to enter onto the above described property (or as described in the attached information) in my (our) absence for the purpose of gathering information including but not limited to the taking and the use of photographs.

Yes No (Please check one)

By the signature(s) attached hereto, I (we) certify that the information provided within this application and accompanying documentation is, to the best of my (our) knowledge, true and accurate

Charles Maniaci Renee Maniaci
Signature of Applicant

6/30/2016
Date

Charles Maniaci Renee Maniaci
Type/Print Name

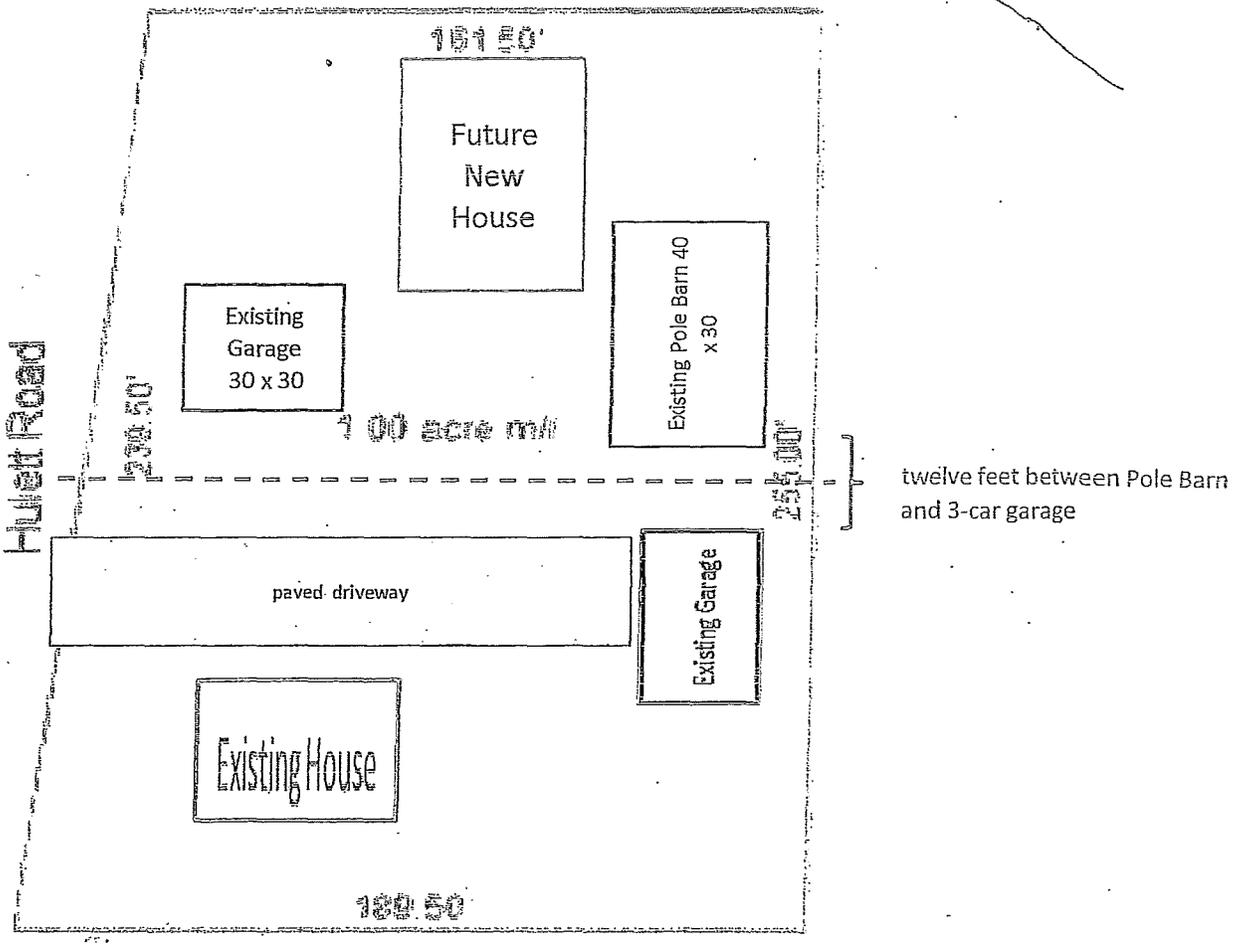
Fee: \$700

Received by/Date: Hermy Grant 6/30/16

Chuck & Renee Maniaci · reneemaniaci@gmail.com ~ 517-896-470
chuckmaniaci@gmail.com ~ 517-256-9099

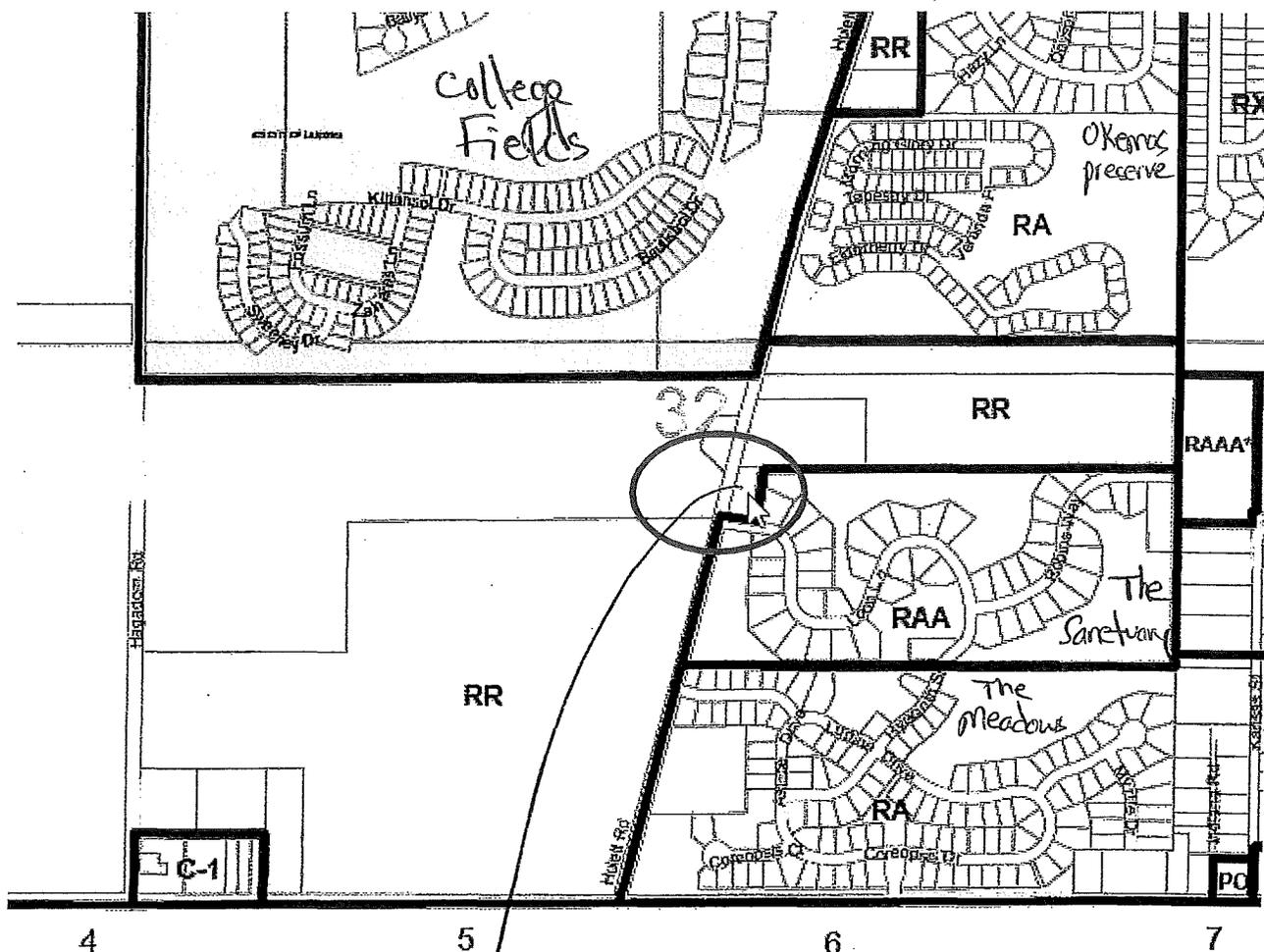
3690 Hulett Road

buildings & driveway not drawn to scale



Loon

Meridian Township Zoning



3690 Hulett

Requesting RR to RAA to be consistent with contiguous/adjacent property in the Sanctuary neighborhood.

CHARTER TOWNSHIP OF MERIDIAN

MEMORANDUM

TO: Planning Commission

FROM: 
Gail Oranchak, AICP
Principal Planner

DATE: August 4, 2016

RE: Rezoning #16030 (Chuck and Renee Maniaci), a request to rezone approximately .82 acre addressed as 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density) residential

On July 25, 2016, the Planning Commission held a public hearing regarding Chuck and Renee Maniaci's request to rezone a .82 acre parcel addressed as 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density). A single-family residence and several outbuildings currently occupy the site located on the east side of Hulett Road and north of Jolly Road.

Planning Commission Options

The Planning Commission may recommend approval or denial of the request or it may recommend a different zoning designation to the Township Board. A resolution to approve has been provided.

Attachments:

1. Resolution to approve

RESOLUTION TO APPROVE

**Rezoning #16030
Chuck & Renee Maniaci
3690 Hulett Road**

RESOLUTION

At a regular meeting of the Planning Commission of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 8th day of August, 2016, at 7:00 p.m., Local Time.

PRESENT: Chair Scott-Craig, Vice-Chair Jackson, Secretary Cordill, Commissioners DeGroff, Ianni, Opsommer

ABSENT: Commissioners Honicky, Tenaglia, Van Coevering

The following resolution was offered by Commissioner Ianni and supported by Commissioner Jackson.

WHEREAS, Chuck and Renee Maniaci requested the rezoning (Rezoning #16030) of approximately .82 acre located at 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density); and

WHEREAS, the Planning Commission held a public hearing and discussed the request at its July 25, 2016 meeting; and

WHEREAS, the Planning Commission reviewed the staff material forwarded under cover memorandums dated July 21, 2016 and August 4, 2016; and

WHEREAS, the subject site is designated in the Residential 1.25 to 3.5 dwelling units per acre classification on the 2005 Master Plan Future Land Use Map; and

WHEREAS, the proposed rezoning to RAA (Single Family-Low Density) is consistent with the 2005 Future Land Use Map designation of Residential 1.25 to 3.5 dwelling units per acre; and

WHEREAS, properties to the east and south are zoned RAA (Single Family-Low Density) and RA (Single Family-Medium Density); and

WHEREAS, further north on Hulett Road, zoning changes have accommodated single family developments with higher densities than the RR (Rural Residential) district permits resulting in a neighborhood within walking and biking distance of schools and a public park; and

WHEREAS, based on the parcel's lot area and lot width, one additional lot may result from a future land division; and

WHEREAS, the rezoning will result in a logical and orderly development pattern for the Hulett Road area; and

WHEREAS, public water service has been extended to the site and public sanitary sewer service is available to serve the site.

**Resolution to Approve
Rezoning #16030 (Chuck & Renee Maniaci)
Page 2**

NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby recommends approval of Rezoning #16030 to rezone approximately .82 acre located at 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density).

ADOPTED: YEAS: Commissioners Cordill, DeGroff, Ianni, Jackson, Opsommer, Chair
Scott-Craig
NAYS: None

STATE OF MICHIGAN)
) ss
COUNTY OF INGHAM)

I, the undersigned, the duly qualified and acting Chair of the Planning Commission of the Township of Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and a complete copy of a resolution adopted at a regular meeting of the Planning Commission on the 8th day of August 2016.

John Scott-Craig
Planning Commission Chair

CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION
REGULAR MEETING MINUTES
July 25, 2016

APPROVED

5151 Marsh Road, Okemos, MI 48864-1198
853-4000, Town Hall Room, 7:00 P.M.

PRESENT: Commissioners DeGross, Honicky, Ianni, Jackson, Opsommer, Scott-Craig, Tenaglia
ABSENT: Commissioners Cordill, Van Coevering
STAFF: Principal Planner Oranchak

1. Call meeting to order

Chair Scott-Craig called the regular meeting to order at 7:31 P.M.

2. Approval of agenda

Commissioner Jackson moved to approve the agenda as written. Seconded by Commissioner Honicky.

VOICE VOTE: Motion carried 7-0.

3. Approval of Minutes

Commissioner Ianni moved to approve the Regular Meeting Minutes of July 11, 2016. Seconded by Commissioner Opsommer.

VOICE VOTE: Motion carried 7-0.

4. Public Remarks

Chair Scott-Craig opened and closed the floor for public remarks.

5. Communications

- A. Richard Baumgartner, 1064 Cliffdale Drive, Haslett; RE: Request for the Master Plan to include renewable energy
- B. David Arnosti, 5890 Blythfield Drive, East Lansing; RE: Request for the Master Plan to include renewable energy
- C. Vicki Griffith, 1159 Teakwood Circle, Haslett; RE: Request for the Master Plan to include renewable energy management
- D. Kurt Kirchoff, 1775 Pine Creek Circle, Haslett; RE: Request for the Master Plan to include a sustainable energy management plan

6. Public hearings

- A. Rezoning #16030 (Maniaci), a request to rezone 3690 Hulett Road, Okemos from RR (Rural Residential) to RAA (Single Family-Low Density)

Chair Scott-Craig opened the public hearing at 7:36 P.M.

- Introduction by the Chair (announcement of procedures, time limits and protocols for public participation and applicants)



- Summary of subject matter
Principal Planner Oranchak summarized the rezoning request as outlined in staff memorandum dated July 21, 2016.
- Applicant
Chuck Maniaci, 2553 Sundance Lane, Okemos, availed himself for Planning Commission questions. He noted his intent is to divide the lot and build a home.
- Public
Leonard Provencher, 5824 Buena Parkway, Haslett, requested staff research if the rezoning adhered to the required ten (10) foot setback from the side property line and bring the results back to the Planning Commission.

Judy Linn, 5435 Van Atta, Okemos, believed the rezoning request would provide a good opportunity for infill.

Planning Commission discussion:

Commissioner Ianni indicated the rezoning request will bring the parcel into conformance with the Future Land Use Map.

Chair Scott-Craig stated the rezoning fits the area. He addressed the existing structures (garage and pole barn) currently on the property. He inquired of the applicant if there would be sufficient room to build the house given the need for setbacks.

Mr. Maniaci replied there will be sufficient space to not encroach on the setbacks when building the home.

Chair Scott-Craig inquired if there would be variances needed in order for the home to be built.

Mr. Maniaci responded it was his understanding the setback requirement for RAA is five (5) feet, which would not be an issue. If the setback requirement is ten (10) feet from each side, a variance for a few feet would need to be requested.

Chair Scott-Craig closed the public hearing at 7:48 P.M.

- B. Special Use Permit #16081 (Mid-Michigan Ponds), a request to work in the 100-year floodplain to improve a pond at 575 Piper Road, Haslett

Chair Scott-Craig opened the public hearing at 7:48 P.M.

- Summary of subject matter
Principal Planner Oranchak summarized the special use permit request as outlined in staff memorandum dated July 21, 2016.
- Applicant
Stephanie Jubb, Mid-Michigan Ponds, 6500 Howe Road, Bath, indicated the pond has been let go, became heavily populated with phragmites and have taken over the banks of the pond. She indicated the plan is excavate the shorelines, reslope the banks, dig out built up sediment until they hit the hard bottom, deepen the pond and install aeration to create a self-sustaining environment. Ms. Jubb stated it is their intent to excavate approximately two (2) feet around

CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION
REGULAR MEETING MINUTES

DRAFT

August 8, 2016
5151 Marsh Road, Okemos, MI 48864-1198
853-4000, Town Hall Room, 7:00 P.M.

PRESENT: Commissioners Cordill, DeGroff, Ianni, Jackson, Opsommer, Scott-Craig
ABSENT: Commissioners Honicky, Tenaglia, Van Coevering
STAFF: Principal Planner Oranchak

1. Call meeting to order

Chair Scott-Craig called the regular meeting to order at 7:06 P.M.

2. Approval of agenda

Commissioner DeGroff moved to approve the agenda. Seconded by Commissioner Jackson.

VOICE VOTE: Motion carried 6-0.

3. Approval of Minutes

Commissioner Jackson moved to approve the Work Session and Regular Meeting Minutes of July 25, 2016. Seconded by Commissioner Cordill.

VOICE VOTE: Motion carried 6-0.

4. Public Remarks

Chair Scott-Craig opened and closed the floor for public remarks.

5. Communications

- A. Meridian Energy Team; RE: Inclusion of Energy Efficiency and Renewable Energy Goals in the Master Plan Update
- B. James Linnemann, 1154 Teakwood Circle, Haslett; RE: Inclusion of Renewable Energy and Waste Management in the Master Plan Update as well as consideration of a large community solar system

6. Public hearings (None)

7. Unfinished Business

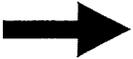
- A. Rezoning #16030 (Maniaci), a request to rezone 3690 Hulett Road, Okemos from RR (Rural Residential) to RAA (Single Family-Low Density)

Commissioner Ianni moved [and read into the record] **NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby recommends approval of Rezoning #16030 to rezone approximately .82 acre located at 3690 Hulett Road from RR (Rural Residential) to RAA (Single Family-Low Density).**

Seconded by Commissioner Jackson.

Planning Commission discussion:

- Rezoning is consistent with the surrounding area
- Rezoning will bring the parcel into conformity with the Future Land Use Map (FLUM)



- Project will contribute to a goal of infill development

ROLL CALL VOTE: YEAS: Commissioners Cordill, DeGroff, Ianni, Jackson, Opsommer,
Chair Scott-Craig

NAYS: None

Motion carried 6-0.

- B. Special Use Permit #16081 (Mid-Michigan Ponds), a request to work in the 100-year floodplain to improve a pond at 575 Piper Road, Haslett

Commissioner DeGroff moved [and read into the record] NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby approves Special Use Permit #16081 subject to the following conditions:

1. **Approval is subject to the plans and application materials submitted as part of Special Use Permit #16081, subject to revisions as required.**
2. **Prior to work taking place on the site, the applicant shall submit a detailed site plan showing the location of the 863.5 elevation on the site; that extracted materials removed from the pond are to be located above the elevation of 863.5 feet above mean sea level; and the length, height, and width of the extracted materials locations. The Director of Community Planning and Development shall review and approve the locations.**
3. **The applicant shall obtain a soil erosion and sedimentation control permit from the Department of Public Works & Engineering prior to any work taking place on the site. A copy of the permit shall be provided to the Department of Community Planning & Development.**
4. **The applicant shall obtain any other applicable permits, licenses, and approvals necessary to perform the proposed extraction. Copies of all permits, licenses, and approvals shall be submitted to the Department of Community Planning and Development.**
5. **In no case shall the impoundment capacity of the floodplain be reduced.**
6. **No work shall take place in regulated wetlands without first obtaining approval of a Wetland Use Permit from the Township.**

Seconded by Commissioner Ianni.

Planning Commission discussion:

- Request will control invasive species in the area
- Plant removal should not affect the floodplain

ROLL CALL VOTE: YEAS: Commissioners Cordill, DeGroff, Ianni, Jackson, Opsommer,
Chair Scott-Craig

NAYS: None

Motion carried 6-0.

8. **Other Business (None)**

9. **Township Board, Planning Commission officer, committee chair, and staff comment or reports**

MEMORANDUM

TO: Township Board

FROM: 
Mark Kieselbach
Director of Community Planning and Development

DATE: September 1, 2016

RE: Okemos Pointe Brownfield

The mixed use planned unit development and special use permit for the Okemos Pointe development was approved by the Township Board on June 7, 2016. The project consists of 19 apartment buildings and one mixed use building totaling not more than 394 apartment units, the conversion of an industrial building to commercial/retail and one existing commercial building. Approximately 41,200 square feet of commercial space and 426,600 square feet of residential housing was approved. The approximate 37 acre site is located north of Jolly Road and west of Jolly Oak Road.

The developer is proposing a brownfield plan for the development of the project. Information on the brownfield plan has been attached for the Board's review.

Attachments

1. Material on the brownfield plan.

Brownfield Project Approach
Elevation at Okemos Pointe – Meridian Charter Township, Michigan
As of September 2, 2016

Historical uses of the Property where the “Elevation at Okemos Pointe” project is proposed included metal welding and cutting/fabricating, storage of industrial waste related to manufacturing operations, molding and painting of plastic, multiple commercial trucking operations (storage of construction equipment and construction yard operations) including an on-site petroleum product storage (accumulation, transfer, and storage of waste oil, paint and solvents) and dispensing area (gasoline and diesel storage and fueling), a dairy cattle supply company, an industrial recycling company, an automobile manufacturing operation, and the placement and storage of fill material on the Property.

Because of these historical uses multiple environmental site assessments and geotechnical soil boring investigations were conducted which included soil sampling, temporary monitoring well installation and groundwater sampling, and soil gas sampling to evaluate the potential for environmental impacts. These studies revealed measured concentrations of metals and volatile organic compounds above the Part 201 generic residential criteria in soil and groundwater samples. Lastly, measured concentrations of volatile organic compounds are above the residential sub-slab soil gas screening levels in soil gas samples. Environmental impact was identified in subsurface fill material, which was observed at depths ranging to 10.5 feet below ground surface.

In addition to the Property being a “facility” (contaminated), over 160,000 tons of fill exist. To further investigate the fill, geotechnical investigations were conducted. These investigations found significant subsurface fill across the Property and a large portion is contaminated. The fill is unstable and non-indigenous. Subsurface fill material was encountered at depths ranging to 10.5 feet below ground surface. It is anticipated, based upon the site topography, that areas may exist with extensive fill beyond 10.5 feet below ground surface. Additionally, existing buildings (containing lead and asbestos that require proper abatement) and site improvements from past operations remain on the Property from surface concrete pavement, bollards and loading/storage areas, and former foundations and partial building remnants. The remaining site conditions and presence of fill may have been the impediment to redevelopment in the past.

The goal of the project is to reimburse the developer for its costs to address these Brownfield conditions by using Brownfield tax increment financing (TIF) to address contaminated soil, groundwater, and soil gas and the associated due care obligations. Removal or management of environmental impacts on the Property will improve site conditions that have historically prevented redevelopment of the Property, and allow the developer to proceed with the proposed redevelopment project. Removal of contaminated fill/debris and soil through excavation, trucking and disposal when needed to a Type II landfill will occur. Additionally, Brownfield TIF will support proper asbestos and lead-based paint abatement prior to full or partial building demolition. The existing site improvements will be removed as a part of the demolition activities through material management. Removal of fill materials will consist of on-site management and re-use, where feasible, and/or excavation, transportation and disposal at a licensed, Type II landfill. A large percentage of the excavated fill and debris areas will be replaced with imported, compacted engineered fill to “green” the Property and allow for construction by bring the Property back up to a buildable condition after remediation and demolition activities. In order to reduce costs, fill areas within the proposed building footprints and in the petroleum remediation area will only be removed. This approach will reduce material management from approximately 160,000 tons to 40,000 tons.

Property Tax and Brownfield Plan Summary (August 28, 2016)

Elevation at Okemos Pointe, Meridian Township

<i>Row</i>		As Is "No Development"	Brownfield Plan "08-09-16" 25% Pass-Through
1	Capital Investment (Estimated)	\$0	\$67,300,000
2	Current "Base" Taxable Value (2016)*	\$1,208,329	\$1,208,329
3	Future Taxable Value (2021 - After Development)	\$1,208,329	\$18,982,023
4	Eligible Activity Costs, includes 15% Contingency (Developer)	\$0	\$3,792,822
5	2.5% Interest (Developer)	\$0	\$584,344
6	LSRRF Capture, 5% of Eligible Activity Costs (Authority)	\$0	\$187,091
7	GRAND TOTAL BROWNFIELD PLAN	\$0	\$4,564,257
8	Duration of Brownfield Plan (Years)	0	12
9	Current "Base" Taxes Paid (2016)*	\$78,202	\$78,202
10	Future Annual Taxes Paid (2021 - After Development)	\$78,202	\$1,567,268
11	Eligible Activity Costs, includes 15% Contingency (Developer) Paid by Taxing Jurisdictions		
12	- Township	\$0	\$864,443
13	- County & Others	\$0	\$2,928,379
14	<i>Total</i>	\$0	\$3,792,822
15	During Brownfield Plan Capture Period (Annual - 1st Stabilized Year)		
16	- Taxes to All Taxing Jurisdictions (Annual)	\$78,202	\$781,686
17	- Taxes to Township (Annual)	\$9,473	\$46,975
18	During Brownfield Plan Capture Period (Life of Plan - 12 Years)		
19	- Taxes to All Taxing Jurisdictions (Life of Plan)	\$1,094,828	\$13,520,098
20	- Taxes to Township (Life of Plan)	\$132,622	\$1,637,741
21	After Brownfield Plan Capture Period Ends (2029)		
22	- Taxes to All Taxing Jurisdictions (Annual)	\$78,202	\$1,397,165
23	- Taxes to Township (Annual)	\$9,473	\$169,244

* Posted values from township website for 2016

ELEVATION AT OKEMOS POINTE - MERIDIAN CHARTER TOWNSHIP

Total Projected Taxes and Building Permit & Water/Sewer Revenue to be Paid to Meridian Charter Township

		Year	2016	2017	2018	2019	2020	2021
		BP Year Number	0	0	1	2	3	4
I	Annual Base Year Taxes Paid to Township on Existing Development		\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473
	<i>Cumulative Amount</i>		\$ 9,473	\$ 18,946	\$ 28,419	\$ 37,892	\$ 47,365	\$ 56,838
II	Annual 25% Tax Increment Pass-through Amount to Township on New Development ¹		\$ -	\$ -	\$ 15,131	\$ 15,371	\$ 15,614	\$ 37,502
	<i>Cumulative Amount</i>		\$ -	\$ -	\$ 15,131	\$ 30,502	\$ 46,116	\$ 83,618
III	Building Permit & Water/Sewer Connection Fees Revenue to Township on New Development (Phase 1 Only)		\$ -	\$ -	\$ 351,000	\$ -	\$ -	\$ -
	<i>Cumulative Amount</i>		\$ -	\$ -	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000
Annual Total			\$ 9,473	\$ 9,473	\$ 375,604	\$ 24,844	\$ 25,087	\$ 46,975
Cumulative Total			\$ 9,473	\$ 18,946	\$ 394,550	\$ 419,394	\$ 444,482	\$ 491,456

Notes

- 1 In the Final Year of the Brownfield Plan, the "25% Pass-through" amount includes any remaining funds not required for reimbursement to the Developer or allocated to the Local Site Remediation Redevelopment Fund (LSRRF).

Last Revised: 8/28/2016

2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
5	6	7	8	9	10	11	12	13	14
\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473
\$ 66,311	\$ 75,784	\$ 85,258	\$ 94,731	\$ 104,204	\$ 113,677	\$ 123,150	\$ 132,623	\$ 142,096	\$ 151,569
\$ 38,077	\$ 38,661	\$ 39,253	\$ 39,854	\$ 40,465	\$ 41,084	\$ 41,713	\$102,127	\$ 159,771	\$ 162,214
\$ 121,695	\$ 160,355	\$ 199,608	\$ 239,463	\$ 279,928	\$ 321,012	\$ 362,725	\$ 464,852	\$ 624,623	\$ 786,837
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000
\$ 47,550	\$ 48,134	\$ 48,726	\$ 49,328	\$ 49,938	\$ 50,558	\$ 51,186	\$111,600	\$ 169,244	\$ 171,687
\$ 539,006	\$ 587,140	\$ 635,866	\$ 685,193	\$ 735,131	\$ 785,689	\$ 836,875	\$ 948,475	\$ 1,117,719	\$ 1,289,406

2032	2033	2034	2035	2036	2037	2038	2039	2040
15	16	17	18	19	20	21	22	23
\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473
\$ 161,042	\$ 170,515	\$ 179,988	\$ 189,461	\$ 198,934	\$ 208,407	\$ 217,880	\$ 227,353	\$ 236,826
\$ 164,694	\$ 167,212	\$ 169,767	\$ 172,360	\$ 174,992	\$ 177,664	\$ 180,376	\$ 183,128	\$ 185,922
\$ 951,531	\$ 1,118,743	\$ 1,288,510	\$ 1,460,869	\$ 1,635,862	\$ 1,813,526	\$ 1,993,902	\$ 2,177,030	\$ 2,362,952
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000
\$ 174,167	\$ 176,685	\$ 179,240	\$ 181,833	\$ 184,465	\$ 187,137	\$ 189,849	\$ 192,601	\$ 195,395
\$ 1,463,573	\$ 1,640,258	\$ 1,819,498	\$ 2,001,331	\$ 2,185,796	\$ 2,372,933	\$ 2,562,782	\$ 2,755,383	\$ 2,950,779

2041	2042	2043	2044	2045	2046	2047	Total Revenue
24	25	26	27	28	29	30	
\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 9,473	\$ 303,138
\$ 246,299	\$ 255,773	\$ 265,246	\$ 274,719	\$ 284,192	\$ 293,665	\$ 303,138	-
\$ 188,758	\$ 191,636	\$ 194,558	\$ 197,523	\$ 200,533	\$ 203,587	\$ 206,688	\$ 3,746,235
\$ 2,551,710	\$ 2,743,346	\$ 2,937,904	\$ 3,135,427	\$ 3,335,960	\$ 3,539,547	\$ 3,746,235	-
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351,000
\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	\$ 351,000	-
\$ 198,231	\$ 201,109	\$ 204,031	\$ 206,996	\$ 210,006	\$ 213,061	\$ 216,161	\$ 4,400,373
\$ 3,149,010	\$ 3,350,119	\$ 3,554,150	\$ 3,761,146	\$ 3,971,151	\$ 4,184,212	\$ 4,400,373	-

MEMORANDUM

TO: Township Board

FROM: Frank L. Walsh
Frank L. Walsh, Township Manager

DATE: September 2, 2016

RE: **Transportation Commission**

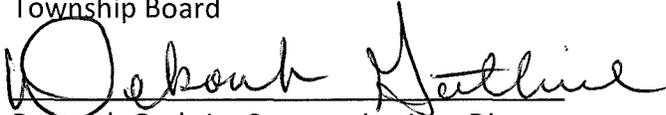
Over the past few months our community and the Township Board have had several conversations regarding the proposed Bus Rapid Transit, Redi-Ride, Capital Area Transportation Authority (CATA), and the general, overall expansion of public transportation. There are a multitude of opinions and cascading issues in preparing for the future of public transportation in Meridian Township. Several members of the public and board members have mentioned the need for a Transportation Commission to sort of the collective vision of our 42,454 residents. On Tuesday night, the governing body will be provided ample time to discuss the merits of forming such a Commission.

Some of the items that need to be vetted include the mission of the group, membership, timetable to bring recommendations to the Township Board, terms of office, scope of work, and what facet of public transportation is studied first. Who will chair the group? Will an elected official serve on the newly formed Commission? Moreover, is the Township Board in support of forming the group?

We look forward to your deliberation on Tuesday evening and will move forward accordingly.

MEMORANDUM

TO: Township Board

FROM: 
Deborah Guthrie, Communications Director

DATE: September 2, 2016

RE: **Distributed Antenna System (DAS) Recommendation**

The applicant, ACD.net is requesting entering a licensing agreement with Meridian Township for purposes of erecting 3 DAS poles along Central Park Drive and 3 Digital Antennae System (DAS) poles in the right of way (ROW) along Marsh Road between Times Square Drive and Grand River. Currently, there are no existing poles along Central Park Drive to attach DAS satellite nodes and existing poles along Marsh Road present difficulty for the applicant. A DAS system involves placement of cellular antennas on a supporting structure (the antenna and supporting structure are called nodes). The nodes are then connected by fiber optic lines to a hub – a structure off the right of way - that will contain electronic equipment.

The applicant originally filed a Metropolitan Extension Telecommunication Rights-of-Way Permit (METRO permit) with Meridian Township on August 25, 2014. The application included installing fiber underground and installing DAS poles above ground in the ROW. The system improves the coverage area for a carrier seeking to reduce dropped calls, increase the signal strength and improve the connectivity speed.

While the METRO Act allows for telecommunication companies to install fiber unground, the act (written in 2002) does not address placement of facilities used to provide wireless communications, such as the DAS nodes. Meridian Township reviewed the request with ACD.net and on October 14, 2014 approved only the underground portion of the request as allowed by the METRO Act. Since the time of the request, several meetings and discussions took place in regards to infrastructural requirements for this type of technology, structural aesthetics, environmental and how Meridian Township and ACD.net can come to terms of agreement to address these systems. The applicant offered to modify existing DAS aesthetic configurations to be consistent with the surrounding area and agreed to enter into a license agreement for use of the rights of way for the placement of the nodes.

The Township Board heard a presentation from the applicant on April 5, 2016 and referred the matter to the Communications Commission (CC) seeking the Commission's recommendation. On June 29, 2016 the CC held a special meeting to hear from the applicant. ACD.net gave a presentation to the CC who subsequently discussed the issues and made a recommendation to staff to move forward towards an amicable solution to allow for DAS technology while also maintaining the mission of the Township Board.

At the request of Meridian Township, on Friday, August 5th, Michigan Municipal League (MML), Michigan Township Association (MTA), Mid-Michigan Association of Counties (MAC) and County Road Association of Michigan (CRAM), along with CC Chair Walter Benenson and staff met to discuss key concerns with DAS systems across the state.

On Tuesday, August 23rd, Meridian Township staff and CC met to discuss current township ordinances regarding working in the right of way, issues of concern the Communications Commission has as it pertains to DAS, support on the part of the township regarding fostering future technology, and addressing the needs of the community members. The biggest area of concern was in regards to the request the above ground pole and terms of a licensing agreement.

On August 25, 2016 and August 31, 2016 staff and ACD.net were able to agree on the following terms to present before the board:

1. Pole Height 45 feet, including any height increases that would be permitted as a matter of right under law.
2. Pole Diameter: 2.5'
3. Pole Distance 500' apart (however, because this is a contract, it would not prevent other companies from seeking to place their own wireless poles in the same general area)
4. Pole Capacity
5. Pole Colocation Requirements
6. Pole Location Subject to review
7. Pole design – all equipment, including cabling, meters and so on would be internal to the pole structure, and the pole would be designed to look like some other structure. Design details remain to be worked out, although some designs we have seen are attached. One possible option is to install antennas in structures that would function as street lights, but we would need to work out details so that the lights are sensibly designed, placed and present no issues for the township.
8. This leaves open many issues that are important, such as the term of the contract, compensation for use of the rights of way, duties to remove in the event of street widening, and so on.
9. As proposed by ACD, it would have the right to place the DAS nodes and to add additional poles to the right of way even if a wireless provider could put antennas elsewhere and achieve similar coverage.

Township Board Options

This year, Meridian Township has received 3 additional requests to install wireless facilities in the rights of way, including applications from a company called "Mobilitie" that is seeking to place 120 foot towers in the township right of way. Once rights of way are opened to one provider, the township's ability to deny licenses to others may be affected. That means that the township may need to assume that, in the area where the poles are permitted at least, it might need to allow many more poles than proposed by ACD, at least absent some defensible policies that allows placements to be limited.

The Township Board may approve or deny the township entering into a license agreement with ACD.net for the 6 DAS poles they are requesting to install. If approved, staff and legal counsel will develop terms of a licensing agreement with ACD.net. If there are any particular terms or issues that concern the Board

at this stage, the Board could raise those now and provide guidance. Once licensing terms are agreed upon, the Board may wish to either have staff enter into an agreement or bring the agreement before the Board for final approval at a future meeting. This DAS Licensing Agreement will be used as a standard agreement for all companies seeking to install DAS poles. If the Board denies entering into a license agreement, staff may continue denying future requests unless applicants can show that the request must be approved as a matter of state or federal law. The basic federal standard is that unless the request is granted, a wireless provider will be prevented from providing services. Typically, the provider has to show there aren't other options for placement of wireless facilities. If the Board believes that before entering into or denying a request for access to the right of way to install new aboveground structures it should have information regarding the need and other options for placement of facilities, it may wish to commission an engineering analysis.

A third option would be to develop an overall policy for the township, or for this area of the township, and to grant or deny based on that policy. The Board could also direct us to come back with a specific set of policy choices for it to make that would guide the development of license agreements and for amendments to the Municipal Code, including the undergrounding ordinance. Of course, discussions could move forward on a license agreement while policies are being developed, with the understanding that the final agreement would depend on what the choices are that are made by the Board.

We caution that ACD could always attempt to sue the township while the policy is being developed, or any other company for that matter. Staff also cautions the board that absent of doing something, state legislatures may decide what is best for the township and litigation is more than likely as these requests will continue to be received. Finally, if action on the request is delayed, ACD could simply choose to install facilities in other communities, which may affect the adequacy of service along the roadway where the proposed facilities will be installed, and possibly within the mall (although engineers advise that the placement of antennas on the right of way is not the best engineering solution for serving the interior of the mall).

Attachments:

1. Staff Memorandum dated April 5, 2016
2. Township Board Minutes dated April 5, 2016
3. Map of Proposed DAS Install Sites
4. ACD Email Listing pole locations in Lansing and East Lansing dated September 1, 2016
5. Possible Types of Pole Options

MEMORANDUM

TO: Township Board

FROM: 
Derek N. Perry, Assistant Township Manager
Director of Public Works & Engineering

DATE: April 5, 2016

RE: ACD.net

ACD.net is a company located in Lansing, Michigan that specializes in telephone, broadband and fiber optics. They have completed several fiber optic projects throughout the State of Michigan (attached newspaper articles) and have approached the Township requesting permission to complete a fiber optic network system around the Meridian Mall that would utilize a Distributed Antenna System (DAS) or "small cell towers" (Exhibit A).

As the Township Board may recall, in 2002, the State of Michigan created Public Act 48 of 2002 (the METRO Act) that removed local jurisdictional control of telecommunication facilities in the municipalities right-of-way (ROW). In short, P.A. 48 of 2002 eliminated the right of a municipality to negotiate terms and conditions for the use of its citizens ROW and replaced it with a standardized permit and fee structure. Since 2002, all telecommunication providers installing and operating fiber optic facilities in Meridian Township have utilized the METRO Act permit.

What makes this telecommunication request unique is the desire of ACD.net to utilize the DAS system and place six micro cell towers around the Meridian Mall. According to the METRO Act, the DAS structures and their supporting appurtenances are not regulated under the permit and their installation and placement must be authorized by the local municipality. Authorization may occur either by franchise agreement, if placed in the Township ROW or by a Special Use Permit (SUP) on private property as regulated by the Zoning Ordinance.

On Tuesday evening, Ms. Doreen Murphy and Mr. Kevin Meeker of ACD.net will formally present their request to the Township Board. After receiving the presentation, Township staff would like direction on whether to proceed with negotiating placement of the DAS towers in the ROW or direct them to work with the private property owners along their proposed network using the SUP process as regulated by the Township Zoning Ordinance.

Assistant Township Manager/Director Perry summarized the proposed request as outlined in staff memorandum dated April 5, 2016.

Kevin Meeker and Doreen Murphy, ACD.net, 1800 N. Grand River Avenue, Lansing, availed themselves for questions by the Board. Mr. Meeker explained how the distributed antenna system (DAS) extends coverage to an area. Ms. Murphy explained ACD.net's desire is to place six (6) micro cell towers around Meridian Mall for their client, Verizon Wireless in order to have coverage for Meridian residents. She indicated ACD.net would own the poles, with lights (if desired), and would allow other carriers to locate on their DAS to eliminate multiple poles in the area.

Board and applicant discussion:

- Cable Communications Commission (CCC) has been looking at this issue for over a year
- Board member suggestion to have the CCC provide input
- Board member suggestion to have the communications counsel provide input
- History of ACD.net's business approach
- Proposal is in an area where utilities are buried underground, which is highly preferred
- Fiber optics can be buried underground, but the antenna must be above ground
- Concern with the proposed cell tower height of 40 feet
- Maximum building height allowed by ordinance in the Township is 35 feet
- Appropriateness of this request in the Grand River Corridor, in an area more difficult to serve than with traditional cell towers
- Applicant's concern with keeping Meridian Township "progressive" supposedly without adequate coverage in the mall area
- Board member concern only three (3) of the six (6) proposed antenna directly ring the mall while the remaining three (3) are one-quarter (¼) to one-half (½) mile away from the mall
- Applicant statement the three (3) antenna outside of the immediate mall area also capture the traffic traveling in and out of the mall
- "Macro" with which the towers communicate is located off of Marsh and Haslett Roads
- Board member belief the proposal is to cover the C-3 business district with antennas in the commercial core area of the Township, so it is misleading to call this a project just for the Meridian Mall
- Two (2) options available for authorization: franchise agreement in the Township right-of-way or by special use permit (SUP) through private property owners
- Concern over the appearance of poles with multiple carriers
- Board could dictate the appearance of the poles with multiple carriers in its approval
- Approval of the underground fiber optic network would be through the Metropolitan Extension Telecommunication Rights-of-Way Oversight (METRO) Act
- General range for towers is a 1,500 or 2,000 foot radius dependent upon the load
- Preference for these DAS towers over large cell towers
- Aesthetic drawback is the sporadic placement of antennas and towers

Trustee Scales moved to refer this issue to the Cable Communications Commission for review and recommendation back to the Board. Seconded by Treasurer Brixie.

Continued Board discussion:

- Concern any pole close to the curb is a traffic hazard
- Concern with the Township incurring extensive legal fees by having the telecommunications attorney review the proposal
- Suggestion to have a member of the planning staff participate in the review relative to the aesthetics

ROLL CALL VOTE: YEAS: Trustee Scales, Styka, Veenstra, Wilson, Treasurer Brixie, Clerk Dreyfus
 NAYS: None
 Motion carried 6-0.

Deborah Guthrie

From: Doreen M. Murphy <murphy.doreen@acd.net>
Sent: Thursday, September 01, 2016 4:14 PM
To: Deborah Guthrie
Cc: Kevin Schoen
Subject: RE: stuff needed

Hi Deborah,

Sorry for the delay.

Here is the list of poles which we have placed in East Lansing and Lansing.

6406 Westland Way	Lansing
5890 Millett Hwy.	Lansing
3387 S. Creyts Rd	Lansing
8111 Millett Hwy.	Lansing
6403 Central Circle	Lansing
8003 5/8 Davis Hwy.	Lansing
5698 Mall Dr. W.	Lansing
5211 Mall Dr. W.	Lansing
499 Mall Dr. S.	Lansing
107 Elmwood Rd.	Lansing
435 Elmwood Rd.	Lansing
203 N Sycamore St	Lansing
203 Seymour St	Lansing
209 Museum Dr	Lansing
613 Park Pl.	Lansing
402 Cherry St.	Lansing
203 S Butler Blvd	Lansing
345 Highland Ave	East Lansing
53 S Harrison Rd	East Lansing
713 Wildwood Dr	East Lansing
812 Oak St	East Lansing
125 Highland Ave	East Lansing
865 Cowley Ave	East Lansing
312 Delta St	East Lansing
1233 Jerome St.	Lansing
104 N. Hosmer St.	Lansing
135 Bingham St.	Lansing
106 S. Pennsylvania Ave. Lansing MI 48912	Lansing
115 Holmes St. Lansing MI 48912	Lansing
953 Alton St	East Lansing