



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
February 21, 2019 6:00 p.m.

1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

A. January 24, 2019

4. PUBLIC REMARKS

5. COMMUNICATIONS

A. Received and on file

- Planning Commission/Transportation Commission letter to MDOT
- Commissioner Hudson – Redi-Ride Millage

6. COMMISSION DISCUSSION

A. Redi-Ride Millage

7. COMMISSION COMMENTS

8. NEXT MEETING DATE

A. March 21, 2019 Central Fire Station Community Room

B. Township Board Meeting March 5, 2019

9. ADJOURNMENT

Individuals with disabilities requiring auxiliary aids or services should contact the Township Manager Frank L. Walsh, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4258 - Ten Day Notice is Required.
Meeting Location: 5000 Okemos Road, Okemos, MI 48864 Central Fire St.

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DRAFT

CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION (MTC)
MEETING MINUTES OF JANUARY 24, 2019

PRESENT: Chair Hackbarth (6:10p.m.), Vice-Chair Potter, Commissioners Deschaine (6:15p.m.), Hudson, Vagnozzi and Lovell.

ABSENT: Commissioner Kolbasa

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

1. Call Meeting to Order

Vice-Chair Potter called the meeting to order at 6:05 p.m.

2. Approval of Agenda

Commissioner Vagnozzi moved to approve the agenda.

Seconded by Commissioner Hudson.

VOICE VOTE: Motion carried unanimously.

3. Approval of Minutes

Commissioner Vagnozzi moved to approve the minutes of November 15, 2018 as written.

Seconded by Vice-Chair Potter.

VOICE VOTE: Motion carried unanimously.

4. Public Remarks

Planning Commission Representative Jerry Richards stated due to the new development proposed near the Grand River Avenue and Dobie Road intersection the Planning Commission had asked staff to send a letter to Michigan Department of Transportation (MDOT) requesting a study of left turns at the intersection. Commissioner Richards indicated the Planning Commission was concerned with the delay for vehicles making a left turn at the intersection.

Commissioner Vagnozzi moved the Transportation Commission support the Planning Commission request for the study and sign the letter being sent to MDOT.

Seconded by Vice-Chair Potter.

VOICE VOTE: Motion carried unanimously.

5. Communication

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

6. Election of Chair and Vice-Chair

Vice-Chair Potter moved to elect Chris Hackbarth as Chair and Steve Vagnozzi as Vice-Chair.

Seconded by Commissioner Deschaine.
VOICE VOTE: Motion carried unanimously.

7. Commission Discussion

Chair Hackbarth welcomed Bob Lovell to the Commission.

Commissioner Deschaine updated the Commissioners on the Local Road Millage. The Township Board had discussed the Transportation Commission's recommendation at its meeting on January 22, 2019. The Board will continue discussion on the millage at its meeting on February 5, 2019. The 2018 Citizen Survey results will also be presented at that meeting. There was a question in the survey if residents would support an increase in the Local Road Millage.

A. Redi-Ride Millage

Chair Hackbarth gave an update on the changes to Redi-Ride in 2018 which included a revised service agreement with CATA, expanded service areas and two grants that allowed for expanded hours in the morning and evening. The Township Board is looking for a recommendation from the Transportation Commission on the millage.

- The last collection for the millage is winter taxes 2018.
- There is a need for some type of Redi-Ride service.
- The Commission's recommendation could include the type service and the number and type of vehicles.
- Clarify that the language of millage is exclusive for Redi-Ride and not used to support fixed routes.
- Consider a shorter length of time for the millage possibly 5 years instead of the current 10 years.
- Consider increasing millage rate from the current .2 (2/10) mill.
- Include funding in the millage for the extended hours grants which expire in 2 years.
- Use the term "transportation service provider" in the millage.
- Wording in the millage should state same day service (door to door).
- Let the current millage expire and start over.
- A new operating agreement will be needed with the provider.
- Mobile access should be provided for scheduling and tracking rides.

8. Commission Comments

Chris Hackbarth reported that Smart Growth America and the National Complete Streets Coalition had recently released data that pedestrian deaths have increased despite the adoption of complete streets policies. Michigan ranked 19th in the number of pedestrian deaths. The highest of any other northern state.

Vice-Chair Potter stressed the importance of meeting with MDOT to discuss improvements to Grand River Avenue. He would like to have this issue as a future agenda item.

Vice-Chair Potter asked if the recent traffic accident on Grand River Avenue had been at the Meridian Road intersection. Chief Plaga responded the accident had been east of the intersection in Williamstown Township. Vice-Chair Potter stated one of the reasons to have a meeting with MDOT would be to discuss the need for a signal at either the VanAtta Road or Meridian Road intersection with Grand River Avenue.

Vice-Chair Potter indicated the Township Corridor Improvement Authority was working with Consumers Energy on locations for street lights on Grand River Avenue. He would like the Transportation Commission to write a letter of support for the lighting improvements.

Vice-Chair Potter mentioned that he and Township staff had attended a meeting with the Ingham County Road Department and their consultant regarding the Okemos Road Bridge replacement. There will be a public meeting at the end of February or in March to present the alternative designs.

9. Next Meeting Dates

Transportation Commission's next meeting is February 21, 2019 at the Central Fire Station Community Room.

Township Board's next meeting is February 5, 2019.

10. Adjournment

Chair Hackbarth called for a motion to adjourn the meeting.

Commissioner Deschaine moved to adjourn the meeting.

Seconded by Commissioner Vagnozzi.

VOICE VOTE: Motion carried unanimously.

Meeting adjourned at 8:15p.m.

CHARTER TOWNSHIP OF MERIDIAN

Ronald J. Styka
Brett Dreyfus
Phil Deschaine
Frank L. Walsh

Supervisor
Clerk
Treasurer
Manager



Courtney Wisinski
Patricia Herring Jackson
Dan Opsommer
Kathy Ann Sundland

Trustee
Trustee
Trustee
Trustee

January 31, 2019

Lawrence Thelen
Lansing TSC (MDOT)
2700 Port Lansing Road
Lansing, MI 48906

Re: Grand River Avenue/Central Park Drive Intersection

Dear Mr. Thelen:

At its recent meetings both the Planning Commission and the Transportation Commission of the Charter Township of Meridian discussed the Grand River Avenue/Central Park Drive intersection. Both groups have voiced concerns regarding the northbound and southbound left turn movements on Central Park Drive/Dobie Road to eastbound and westbound Grand River Avenue and believe a study of the intersection should be conducted to ascertain the safety of the intersection in its existing condition and what improvements, if any, may be necessary to improve the safety and traffic flow at this location.

There is interest in hearing from you regarding whether this intersection warrants a signalized light for left turn movements. Feedback from residents seems to indicate the level of service (LOS) for automobiles attempting to turn left is poor. Drivers often have to wait through at least two series of traffic signal changes prior to being able to safely complete a left turn movement onto Grand River Avenue.

Both the Planning and Transportation Commissions are interested in working with the Michigan Department of Transportation (MDOT) to study the intersection of concern and identify appropriate improvements to enhance the functionality and safety of the intersection.

If you could please follow up with Peter Menser, Principal Planner for Meridian Township at (517) 853-4576 or email at menser@meridian.mi.us and he can relay your response to our committee volunteers.

Sincerely,

John Scott Craig
Planning Commission Chair

Chris Hackbarth
Transportation Commission Chair

Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Monday, February 18, 2019 9:45 PM
To: Mark Kieselbach
Cc: Ronald Styka
Subject: For the TC packet: Transportation Commission millage prospective
Attachments: 2016.07.13 CATA RediRide Millage Opinion.pdf; ingham county millage.docx

Dear Transportation Commission and Township Board,

After serving on both the Redi-ride committee and the Transportation Commission along with experience as a transit user using all CATA services for the past 26 years I want to provide you with some materials and insights regarding the upcoming Redi-ride millage.

In September of 2015, a room filled with concerned citizens came to the township requesting that Redi-ride be improved. The issues for residents included:

1. Hours of operation: Currently this issue has been addressed with a fare increase and a set of grants that will last three years.
2. Scheduling challenges: Given the popularity of the service scheduling a ride four hours in advance has become impossible. One must schedule days in advance to obtain a ride. An issue that still exists four years after the September meeting.
3. The specific cost of the ride. Cost per mile, per trip, ETC. What is the township paying exactly?
4. School students dominating the service from 2:00 until 4:00 when school busing could be available. Another issue that continues to plague the system.
5. Users of the system unable to schedule rides for Monday on Sunday. So, if you want a ride for Monday you have to schedule two days prior.
6. Service efficiencies suggestions to allow crossing township boundaries to improve efficiencies. This item addressed by Transportation Commission with five locations now served by Redi-ride to improve user experience and make the service more cost effective for the community by reducing ride durations. Though no ability by CATA to fill in ride requests when another customer cancels the day of the scheduled ride. This leaves buses unused and driver time idle and thus wasted.
7. Long rides for passengers as much as 40-minute rides as this is a shared ride service. Some of this has been addressed by the five new service locations.
8. Achieving "same day" service as citizens thought they would receive when supporting the Redi-ride millage. That "same day" service was what the 1999 millage was marketed as, over what it has become "first come first served."

The 2015 meeting brought these issues to the attention of township officials including our current township supervisor and the Redi-ride committee was formed to discuss possible solutions. The committee also included other township board members, citizens and a CATA staff member as well as the director of transportation at the Okemos school district. The need to expand hours, solutions for school transportation, cost of the ride and the need to review the millage all continued to be topics covered. Despite meeting for many months tackling these issues seemed insurmountable. In the summer of 2016, many citizen voices came to the township requesting that a new millage be put forward to the voters. The citizens ask that the township consider increasing the millage and changing the millage

language to include “transportation provider” rather than listing CATA as the single transportation service. Many serving on the Redi-ride Committee at that time recognized that “Transportation provider” would reflect the millage language in use at Ingham County for the SpecTran service and give the township ultimate flexibility in developing a responsive transportation service. Some on the Redi-ride committee expressed concern that CATA and the township were operating under an outdated letter of agreement rather than under a specific contract with accountability measures. These requests came with opposition from some citizens who were led to believe if we created a new millage they were at risk of losing their transportation service. Simultaneously, CATA staff members and bus operators saw our interest in changing the millage language as a direct threat to their unquestioned guarantee for their continued operations. These worries were overdone as we all wanted to see transportation in the township be successful whether CATA or another service provider operated the service. Ultimately, we wanted best outcomes for the users and if this could not happen, we should reserve the right to engage a more progressive service provider. The defining moment that prevented improvements to the service at that time is found in the attached letter from the township’s attorney. The township board at that time took advisement by the attorney that changing the terminology to “transportation provider” would alter the millage that voters agreed upon and decided against a new millage. Although the township board did recognize the need to continue the conversation based on citizen concerns regarding the need to improve

Redi-Ride and thus formed the Transportation Commission.

Over the next few weeks the township board will be reviewing a recommendation offered by the Transportation Commission regarding the upcoming Redi-ride millage. After 20 years of personal experience on Redi-Ride, serving on both the Redi-ride Committee and the Transportation Commission I believe that for this transportation to be success and viable as a sustainable transportation option the following items need to be considered.

1. The township Redi-ride millage include the term “transportation provider or transportation system.” This is not to say that the current provider CATA would not be providing the services. This wording would allow for flexibility and creativity in providing transportation to their citizens. Again, this is reflective of the county millage for paratransit/SpecTran. We also know that in these changing times of technology that mobility management is becoming the future as well as other alternative options for transportation such as Uber and Lyft. By using the terminology “Transportation provider” we prevent any legal concerns regarding the ability for the township to use funding for various forms of transportation for their citizens or make changes if quality becomes an issue.
2. Achieving “same day” service in the new millage: When those of us who depend on public transportation voted for Redi-ride over 20 years ago we believed we were getting something different than SpecTran. The service sounded promising call four hours in advance to get a ride rather than with SpecTran that requires one to call the day before by 5:00PM. This all sounded exciting and innovative. However, we quickly learned that as a result of the popularity of the program one must call days in advance to obtain a ride. As time went on the program became disappointing for an idea that had such promise. Although some users came forward with written complaints about quality the concerns just fell through the cracks with CATA saying that is the townships problem and the township indicating that they had never heard one complaint though correspondence did occur to both entities. Ultimately, Redi-Ride became something less than Ready for many users.
3. Innovating Transportation in the township: The upcoming millage has the opportunity for our township to be a leader in being innovative in transportation. Throughout my time serving on the TC I have shared many articles regarding innovation happening in “same day” door-to-door services across the country. Given that our township was the first Redi-ride service in the county, I encourage the township leadership to see the upcoming millage as an opportunity to implement a pilot project for “same day” service using the newest of technologies to deliver a quality product to their citizens.
4. Technology upgrades: Currently a rider has to wait 15 minutes from the time their ride is scheduled to learn of their ride’s whereabouts. The technology exists via Smart Phones to change this entire process and take away the uncertainty for the rider. The need to improve the rider experience needs to be explored along with funding for technology to alert users when the ride is outside waiting. So often users of the system, persons with

disabilities and senior citizens, endure harsh weather conditions as they do not want to miss their ride and be left behind. This can all be address with technology upgrades.

5. What happens after the current grants that are supporting the increased service hours run out? Unfortunately, when these same Grants were obtained for another community when the grants funding came to an end so did many employment opportunities for those relying on the service. Does the next millage need increased funding to ensure that such challenges will not be faced by our community?

Ultimately, if we are to either renew, continue or expand the millage, it should include expectations of flexibility to become a progressive and leading option rather than one based on historically promising yet constrained dynamics for the user.

Regards,

Karla Hudson

STEPHEN O. SCHULTZ

sschultz@fsbrlaw.com
517.381.3151 direct
517.381.3171 fax
517.974.2251 cell



July 13, 2016

Via Email and Hand Delivery

Frank Walsh, Township Manager
Charter Township of Meridian
5151 Marsh Road
Okemos MI, 48864

Dear Manager Walsh:

Re: Redi-Ride Millage Renewal

The Township's *ad hoc* Redi-Ride Committee has asked for our opinion regarding several questions about the Redi-Ride service currently provided by the Capital Area Transportation Authority (CATA) based on authorized millage language. Additional correspondence we received from the Township after receiving the initial request indicates that the two questions raised by the Committee are: (1) Can the authorized millage currently in place be renewed for 10 more years?; and (2) Can the authorized millage language be revised, replaced or amended to use the phrase "transportation provided," as opposed to the current reference to CATA?

In answering the questions raised by the Committee, we note there are two separate and distinct obligations to discuss. The obligations that arise under adoption of the current millage, and the second related question of the Township's contractual obligation to CATA. Based on the answer to these questions, several additional questions arise, which we briefly explore below for completeness.

It is our opinion that several options are available to the Committee, but further research would be required after the Committee determines a proposed direction to discern all of the risk associated with some of the options. In preparation of this opinion, a search of Township records and a request for records from CATA did not reveal any contracts between CATA and the Township nor any other records regarding the origin or development of the millage language that was adopted in the Township. Even so, we are able to answer the Committee's questions generally, and can provide any subsequent opinion based on any direction from the Committee.

The ballot language at issue was first adopted in 2000 and the first agreement with CATA for the Redi-Ride service is dated February 21, 2000. There have been no subsequent agreements or contracts between CATA and the Township. The current millage was adopted in 2009 and it expires in December, 2018. The 2009 millage ballot language read:

Shall the limitation on the amount of taxes which may be assessed against all property in the Charter Township of Meridian, Ingham County, Michigan, be increased by .2 (2/10) mills (\$.20 on each \$1000 of taxable valuation) for a period of 10 years, 2009 thru 2018 inclusive to renew and restore the previously approved .2 mills for Expanded CATA Service to Increase Frequency of Current Routes and Provide Redi Ride Service for Meridian residents, which has been reduced by required millage rollbacks in recent years to .194 mills, with the estimate of revenue to be disbursed to Meridian Township, if approved and levied in the 2009 calendar year, to be approximately \$343,905?

Based upon this language and background, we address the following questions:

1. CAN THE AUTHORIZED MILLAGE CURRENTLY IN PLACE BE RENEWED IN ADVANCE OF ITS EXPIRATION FOR 10 MORE YEARS?

Yes. The General Property Tax Act addresses imposing new millages, increasing existing millages, or renewing existing millages. See MCL 211.24f(1). Each proposal that authorizes a millage must state whether it is a renewal or a new additional millage. MCL 211.24f(2)(e). The current millage language as written can be renewed without issue.

2. MAY THE TOWNSHIP AMEND THE CURRENT MILLAGE REGARDING THE REFERENCE TO THE SERVICE PROVIDER?

No. There is no statutorily prescribed means to amend existing millage language. Each proposal that authorizes a millage must state whether it is a renewal or a new additional millage. MCL 211.24f(2)(e). Once voted, the ballot language may not be changed except by a new ballot proposal. If a new ballot proposal contains language that is changed from a reference to "CATA" to a reference to a "transportation provider," the millage proposal will be seen as a new millage. This means that the current millage under which the Township is collecting funds for the Redi-Ride system cannot be amended directly without a new vote.

This raises several additional issues that we address for completeness.

3. DOES THE CURRENT MILLAGE REQUIRE THAT TAX FUNDS COLLECTED BE USED ONLY FOR A "CATA" SERVICE, AS OPPOSED TO A "TRANSPORTATION PROVIDER"?

State law requires that when submitting a proposal on the ballot to authorize a millage rate, the ballot must contain "[a] clear statement of the purpose for the millage." MCL 211.24f(2)(d). A municipality is required to use millage funds *for the specifically approved purpose*. *City of South Haven v Van Buren Co Bd of Comm'rs*, 478 Mich 518, 532; 734 NW2d 533 (2007). Indeed, a court may not order "funds to be used for a purpose not approved by the voters." *Id.* at 533.

Under State law, the Township must look to the stated purpose of the millage in determining how a voted millage may be used. From the ballot language, it *appears* that the stated purpose of the millage is to provide “Expanded CATA Service to Increase Frequency of Current Routes and Provide Redi Ride Service for Meridian residents.” We say *appears* because based on this millage language, there are several arguments that could be made regarding the true meaning and purpose for which the millage funds must be used.

First, one may argue that the specific inclusion of a reference to an “Expanded CATA Service” requires use of the millage funds only for a Redi-Ride service provided by CATA. Absent some “legislative” history that supports a different reference, the plain language of the ballot proposal would appear to support this conclusion. This is the more conservative interpretation to make as CATA is directly referenced in the ballot language.

Second, one may argue that the ballot language contemplated the use of the voted millage for a CATA-type service; that the intention was not to specifically obligate the Township to use the millage funds only on a service provided by CATA. This interpretation is akin to using the term “CATA” and “Redi-Ride” as generic terms, not unlike those who use “Kleenex” in common parlance. If a person requests a Kleenex tissue paper, must only that brand be provided or would a reasonable person understand the request to for a tissue regardless of its manufacturer? This interpretation would mean that there is no direct obligation to use the millage funds to pay for a service that can only be provided by CATA.

We must note several risks with this interpretation, however. The first is that we have been provided with no history, correspondence, Board minutes or other documentation that would support a conclusion that the term “CATA” was intended as a reference to a generic transportation provider, though the term “Redi-Ride” is used in common parlance by both the public and private sector transportation providers. The second is that, in the mid-Michigan area, the term CATA appears to be used only by the Capital Area Transportation Authority and is not used by other providers of any other service. Thus, a sound argument could be made that voters understood the reference to “CATA” to be that the service would be a CATA service when they voted on the ballot question. The courts have not directly addressed this issue, and thus there is no clear conclusion how a court may interpret the millage language in this circumstance.

Common parlance, the avoidance of potential litigation, and a conservative approach suggests that continuing to use the millage funds for the Redi-Ride service provided by CATA is fraught with the least peril.

4. MAY THE TOWNSHIP REACH THE SAME RESULT BY PASSING A NEW MILLAGE WITHOUT AMENDING THE CURRENT MILLAGE?

Yes, in part. For the sake of argument, if one assumes that the current millage must be used for a Redi-Ride service provided by CATA, the Township could put forward a *new* millage to provide

for curb-to-curb transportation services without any mention of a specific provider. The language likely could be substantially similar to that of the current millage, only replacing CATA with reference to a generic service provider. This approach would follow the standard millage adoption procedure. The Township would be able to place the new millage on the November ballot, and levy the millage, though it would also retain the right to levy the current CATA Redi-Ride millage.

If the Township adopted a new millage, those funds could be used for whatever purpose is expressed in the ballot language. It could be broadly drafted to allow for any transportation service or be tailored to any curb-to-curb transportation service.

We note, however, that *both* the current millage *and* the new millage will be authorized at the same time. The Township could publicly state that it will not collect the CATA-based millage, but this approach does not eliminate or void the current authorized millage. This may present some risk if the voters do not trust the Township to decline to collect the current millage.

Under this approach, there is also a related issue as to whether a party can *force* the Township to collect the current millage. If approved in November, the Township would have *two authorized transportation millages*. The Township's preferred route could be to only collect one of the two authorized millages. There is a possibility, however, that CATA could attempt to compel collection of the original millage. In a case decided by the Michigan Supreme Court in 1975, the Court found that a millage passed for the purpose of funding a community college must be levied and placed on the tax roll. See *Delta College v Saginaw Co Bd of Comm'rs*, 395 Mich 562; 236 NW2d 425 (1975) (holding county Board of Commissioners had no discretion to refuse to spread an authorized levy). That action was brought by the party directly benefiting from the millage. The actual statute relied on in the *Delta College* case—MCL 211.37—is not applicable to the Township, however, so there is an argument that the decision in that case can be distinguished from the Township's situation here.

Assuming that the holding in the *Delta College* case could apply, however, CATA would have to show that it is the specific transportation provider for which the current millage was adopted. It may then have standing to file a mandamus action to compel collection of the authorized levy. Further legal analysis would be required to assess the potential success of such a claim and any risk to the Township. For instance, the obligation to levy the millage does not necessarily impart an obligation on the Township to spend the millage funds on a service provided by CATA. Rather, it may be the case that the Township could hold onto the funds and at some time in the future provide a refund. Thus, an action by CATA may be of little legal effect, though it would certainly create a good deal of uncertainty.

Another related issue is whether a member of the public who supports CATA service would have standing to bring an action to compel collection of the millage funds. It is our opinion that a Township resident would not have such a right to bring an action similar to that discussed in the

Delta College case, but this issue would require additional legal analysis. We raise this issue at this time, however, for consideration by the Committee as a potential risk.

5. DOES THE CURRENT MILLAGE CREATE A CONTRACT OBLIGATION TO CATA?

No. The adoption of the millage obligation is not a contractual obligation. We understand that the Township entered into an operating agreement with CATA in February 2000 after the millage was initially approved. Thus, the specific obligations regarding the provision of transportation services was addressed outside of the millage approval. It also appears that approval of the millage and approval of the agreement were not even concurrent with each other. Finally, the millage was extended and increased in 2009, but no new agreements with CATA were reached afterward. Even assuming the ballot language creates an obligation that the Township select CATA as the service provider, the exact nature of the services and how they will be implemented and executed remains a separate issue. Those contract obligations, whatever they may be, are not imposed by the millage.

6. WHAT ARE THE CURRENT CONTRACT OBLIGATIONS TO CATA?

We understand that the Township had an initial agreement in 2000 with CATA to provide the Redi-Ride service. Yet, that original agreement appears to have expired with the original millage and has not been formally renewed for an additional term. Current service appears to be provided based only on concurrent actions by CATA and the Township to continue service for an indefinite term. If there has been no formal renewal or execution of a written agreement, then the Township and CATA obligations to each other can be found only in whatever verbal or written exchanges or understandings they have had over the past 6 years. We have not conducted an exhaustive review of the parties' communications, minutes or other exchanges to determine whether such may have created an expressed or implied contract between the parties. We can do so if requested, but viewed that as being outside of your request at this time.

RECOMMENDATION AND CONCLUSION

In summary, the current obligations of the Township are unclear. A detailed review of the millage ballot language and the understandings between the Township and CATA may be required. In answering the Committee's questions and the additional issues that arose in providing a complete response, however, it is our best opinion that:

- (1) The current millage, with the same ballot language, may be extended in 2016 to provide for an extended term.
- (2) If the Township decides to change the language of the ballot proposal from that of a simple extension, by either changing the amount of millage from that *currently* being collected or by changing the nature of the service provider, such a request would constitute a *new* millage if approved.
- (3) Adopting a new millage would not eliminate the Township's legal authority to collect the currently approved millage.

Mr. Frank Walsh
July 14, 2016
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(4) If the Township chose to decline to levy and collect the current millage, such a decision could be challenged, but we cannot predict the outcome of such a challenge.

We hope that this addresses the Committee's questions. If you or the Committee have additional questions or if you have additional facts of which we were not aware that might affect our conclusions, please advise and we will look at them promptly.

Very truly yours,

FAHEY SCHULTZ BURZYCH RHODES PLC

A handwritten signature in black ink, appearing to read "Stephen O. Schultz". The signature is written in a cursive, flowing style with some loops and flourishes.

Stephen O. Schultz

INGHAM COUNTY
PUBLIC TRANSPORTATION SYSTEM FOR
ELDERLY AND DISABLED MILLAGE QUESTION

For the purpose of reauthorizing funding for a transportation system to be used primarily by elderly and disabled persons in Ingham County at the same combined total millage level previously approved by the voters in 2010 and 2012, shall the constitutional limitation upon the total amount of taxes which may be assessed in one (1) year upon all property within the County of Ingham, Michigan, be increased by up to 60/100 (.60) of one mill, \$.60 per thousand dollars of state taxable valuation for a period of five years (2016-2020) inclusive? If approved and levied in full, this Millage will raise an estimated additional \$4,096,250 for the transportation system in the first calendar year of the levy based on state taxable valuation.

YES [] NO []

RESOLUTION

At a regular meeting of the Meridian Transportation Commission of the Charter Township of Meridian, Ingham County, Michigan, held at the Central Fire Station, in said Township on the 21st day of February, 2019 at 6:00pm., Local Time.

PRESENT: _____

ABSENT: _____

The following resolution was offered by _____
and supported by _____

WHEREAS, Township residents have supported the Redi-Ride Millage since its initial approval in 1999; and

WHEREAS, The Redi-Rid Millage was last renewed in 2009 and the funding .2 (2/10) mills will expire December 31, 2019; and

WHEREAS, Residents have continued to support a millage for this type service and there is a continuing need for the service Redi-Ride provides; and

WHEREAS, In 2018 the Township negotiated a new Redi-Ride Service Agreement with CATA, received grants to expand the hours of service from 7:30am to 6:30pm Monday through Friday and enlarged the service boundary to include five (5) new locations; and

WHEREAS, The current Redi-Ride service provided by CATA uses ADA and FTA compliant vehicles able to serve all Meridian residents.

NOW, THEREFORE, BE IT RESOLVED THE MERIDIAN TOWNSHIP TRANSPORTATION COMMISSION HEREBY RECOMMENDS THE TOWNSHIP BOARD:

1. Renew the previously authorized .2 mills to maintain Redi-Ride service.
2. Evaluate any potential need for a millage rate above the current .2 (2/10) mill that may be needed to ensure the necessary funding to maintain the service expansions currently funded through grants which will expire in 2022.
3. Consider a shorter length of time for the millage, possibly five (5) years instead of the current ten (10) years to allow for changing transit options, services, and technological innovations.
4. Provide for updated ballot language that removes obsolete provisions from the previous proposal that referenced additional support for fixed route service and states the transportation service provider will provide a door to door Redi-Ride transit service accessible to all Meridian residents.

BE IT FURTHER RESOLVED THE MERIDIAN TOWNSHIP TRANSPORTATION COMMISSION HEREBY RECOMMENDS THE TOWNSHIP BOARD:

1. Negotiate a new Service Agreement with the transportation provider if the millage renewal is successful.

**Meridian Transportation Commission
Redi-Ride Millage
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- 2. Provide for a regular review and/or update of the service agreement to ensure accountability and reflect changing service needs.

- 3. Include provisions within the Service Agreement that outline enhanced communication between the provider and the township, quality control for the type of service provided, accountability in addressing requests or complaints of riders, and new technology service offerings such as mobile access for scheduling and tracking rides.

ADOPTED: YEAS: _____

NAYS: _____

STATE OF MICHIGAN)

)ss

COUNTY OF INGHAM)

I, the undersigned, the duly qualified and acting Chair of the Transportation Commission of the Charter Township of Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and complete copy of a resolution adopted at a regular meeting of the Meridian Transportation Commission on the 21st day of February, 2019.

Chris Hackbarth
Meridian Transportation Commission Chairperson

Riley Millard

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Tuesday, February 12, 2019 5:33 PM
To: Board
Cc: hudson.kc@live.com
Subject: For Next Board Packet - CATA & Redi Ride

Dear Board,

Just writing with a couple of items. First, I wanted to let you know I was able to bring to CATA an opportunity to apply for a Michigan Mobility Challenge Grant through MDOT called the Looking Bus. CATA was chosen to receive funding for this grant. CATA will be the very first transportation authority in the country to promote better fixed route bus service to folks who are blind or visually impaired by testing this service beginning approximately in April.

The Looking Bus tags bus stops so they can be easily located by blind and visually impaired smart phone users and drivers are alerted they are waiting at a stop. Riders can make a reservation at a stop from which they want to travel and also tell the system where they wish to get off the bus as well.

One of the biggest challenges for those who are blind is locating bus stops and then relying on the driver to remember the stop where they wish to deboard the bus. It is also a challenge for sight impaired folks when a bus stop has more than one bus serving it. All of this will become easier for the rider using the Looking Bus. This is an exciting innovation and CATA will be testing this service on routes #1, #24 and MSU campus #30 routes.

Last week they invited several folks to a focus group to discuss aspects of this service with riders and potential riders who might be willing to try it out. I am very proud of CATA for taking this important step to help people who are blind and visually impaired have better access to fixed route service. It could open up a lot more spontaneous travel options in our region for those who have vision deficits.

On another note. I can't forget about Meridian Redi Ride. I am extremely disappointed Karla Hudson is the only Commissioner on the Meridian Transportation Commission who actually uses the services of CATA. The current appointment of another non-user seems to make the hope of fixing issues confronting riders who use Redi Ride impossible. It has been proven to me automobile drivers cannot understand or empathize with people who have to schedule their transit in advance in order to conduct their daily lives.

You can't walk in these shoes if you don't! The male members of the Commission, which comprise all of the other members, understand roads because they drive on them. They become very animated and know exactly what to do in order to improve them. Redi Ride is foreign to them, and Karla Hudson is the only person who can explain the service and how it should run.

The lack of diversity on this Commission seems to promise another millage with the same old service. Frankly, I don't want to pay for this service any longer in its current configuration. It duplicates Spectran for over half its users, except for the price. And it is usually more difficult to book than Spectran because it often requires scheduling days ahead, especially if you need a ride in the afternoon. I believe we need to make it a truly same day service as it was promised to us in the beginning. Then it would be more convenient and be different from Spectran which requires making an appointment at least a day ahead. There are just too many other possibilities to improve the service and make it easier to use by cooperating with CATA to learn of important options and break-throughs in door to door transit, then to continue down the same old road. Commissioner Hudson has tried to educate the other Commissioners as to these possibilities, but only one or two other Commissioners seem to get it.

Riders are depending on Commissioner Hudson and me to make this service work better for them. But our mission seems likely to fail.

Go bravely,

Donna Rose, Meridian Township CATA Board Representative 6207 Cobblers Dr.
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