

**CAPITAL AREA TRANSPORTATION AUTHORITY  
LOCAL ADVISORY COMMITTEE  
MEETING MINUTES  
WEDNESDAY, June 5, 2019 - 3:30 p.m. CATA BOARD ROOM**

**MEMBERS PRESENT** Kellie Blackwell Pat Cannon  
Lillie Mae Flannery George Hanley  
J.J. Jackson Diana Paiz Engle  
Geneva Smith Deb Wiese (Chair)

**ABSENT MEMBERS** Kevin Brown

**CATA BOARD MEMBER** Doug Lecato

**CATA PERSONNEL** Craig Frazier Brad Funkhouser  
Roger Garza Andrew Brieschke  
Sean Gleason Bethany Berdes  
Michelle Willis

**GUESTS** John King, Michael Klein, Timothy Sparks (Transdev), Deb Parish,  
Gloria Banks

**CALL TO ORDER**

Chair Wiese called the meeting to order at 3:31 p.m.

**PUBLIC COMMENTS**

No public comments.

**APPROVAL OF JUNE AGENDA**

J.J. Jackson motioned to approve the June agenda. Geneva Smith seconded the motion. It passed unanimously.

**APPROVAL OF APRIL MINUTES**

J.J. Jackson motioned to approve the April minutes. Geneva Smith seconded the motion. It passed unanimously.

**LAC CHAIR COMMENTS**

No comments except Chair Wiese thanked the CATA staff for the tour and that she liked the straps.

**BOARD LIAISON REPORT – Doug Lecato**

April 17, 2019 Board Meeting – CATA Admin Office

- I. Board approved the 2018 Annual report and directed staff to distribute it to the governing bodies of CATA.
- II. Board approved the acquisition of two 35-foot buses from Columbus, Ohio (COTA), in the total amount of \$17,341.93. These buses are rated for 12 years and continue to have value and will assist in meeting the demand with the recent expansion of service.

III. Board approved CATA's revised Other Post-Employee Benefits (OPEB) corrective action plan. This is a requirement by the State of Michigan. It will be a solution that CATA & ATU will need to collaborate on and CATA expects to reach 40% funding of the liability within 30 years.

IV. Board approved that CATA negotiate and execute up to a three-year contract with Lansing Board of Water & Light for the Greenwise Energy program in the amount of \$32,202 per year that would start on June 1, 2019. This will help CATA obtain 100% renewable energy for its facilities in the greater Lansing area.

#### May 15, 2019 Board Meeting – CATA Admin Office

I. Board approved the transfer of Two Trolley Buses to Central Midlands Regional Transit Authority, AKA (The Comet) in Columbia, SC at a cost to them in the amount of \$25,607.41.

II. Board approved new security services contract with Charlesbrook Protection Services for a one-year term with four one-year options. The estimated one-year cost is \$407k and the estimated total five-year cost of \$2.1mil.

III. Board approved the recommendation of the Local Advisory Committee to appoint Kellie Blackwell and Kevin Brown as new members of the CATA LAC for a three-year term through May 31, 2022.

IV. Board approved the amended Redi-Ride agreement with Meridian Township that includes: Start date: 5/15/19, CATA will provide Red-Ride service through December 31, 2024, Fares as follows: \$2.50 regular one-way and \$1.25 discounted one-way for eligible riders, CATA will provide reports on a quarterly basis, CATA will implement new technology for scheduling and tracking rides within 12months, CATA will also be providing additional capacity for weekdays and Saturday service, and legal counsel will be changed to Murphy & Spagnuolo, PC.

#### Additional Board Activity

I. Next Board Meeting: Wednesday, June 19, 2019 at 4pm EST at CATA Admin Office.

#### **CATA CEO REPORT**

Vice-Chair, Doug Lecato, served on the APTA Commission and has been asked to be on the Board as a representative. This is a huge honor. Congratulations to Doug Lecato.

Brad Funkhouser was invited to do a presentation at the Tri-County Regional Planning department by his counterpart in Clinton transit. He has given Gail Watkins a tour of CATA followed by Representative Angela Witwer and Eaton County Chairman Terence Augustine. This presentation led to a call for a summer sit down to see how they could coordinate service better.

MDOT was looking to do some projects with autonomous vehicles. CATA has received a letter from the MSU Acting President, Satish Udpa, to consider them. We have put in a quick application to join a consortium to start testing autonomous vehicles on the MSU campus. It is a very long process, a multi-year vehicle testing. It would not put any labor union personnel out of work. There are different levels of autonomous vehicles so we would always have a driver on the bus. This fits with our strategic plan and we are moving ahead. All testing will occur on campus. They are a contracted service outside of our millage area. They requested it and it is a safe place to test it and get approval quickly. It is outside of the municipal environment, the pedestrians are different. We are dealing with a different government structure. It will be easier to test on campus.

Meridian was successful in staying on the ballot for renewal during the August election. Has a meeting with two township managers to discuss some plans. He sees a great relationship ahead and many of the problems and struggles are behind us. Meridian Township pulls in just under .2 mils and they give that to CATA and we in turn provide as much service as we can. Until Brad Funkhouser took over, CATA was putting about \$150k of CATA money in order to put more service on the street. We are also suggesting a substantial increase in service. Meridian Township has three transit millages and we should have enough transit for everyone.

Diana Engle asked Brad Funkhouser if it matters to him or not if the millage passes at the election on August 6<sup>th</sup>. It is a different relationship now. Brad Funkhouser has decided that it is a township service that they need to decide on. We have been out there educating and helping people and going to the Public Transportation Commission. Public comment and dissent is good. It is the lifeblood of a local community. CATA does not attend these meetings. CATA hopes it passes. Brad Funkhouser believes it will pass. It is up to the voters. Diana Engle asked how she can help to get it to pass. Facts on the ground instead versus of emotions have been extraordinarily effective. He would like to arm this group with the facts i.e. on time performance, number of complaints... we will give all of the info people need. People are entitled to their opinion and vote no. He is trying to separate facts from emotion.

Diana Engle asked if there was a cheat sheet and Brad Funkhouser says that he has one that he will share.

George Hanley asked what is going on with the phone specifically option 3. Craig Frazier said that Sean Gleason is aware of it and CATA is working on it.

#### **CATA DIRECTOR OF OPERATIONS/PARATRANSIT REPORT**

Roger has nothing to share except that Sean Gleason is here to talk about the LookingBus project.

Sean Gleason begins talking about myspectran.org. The tech side is ready, the business side is not. The service area boundary had never been properly defined or enforced. It was up to the call taker whether or not the ¾ mile boundary was beyond our fixed service or not. The software wants to know what the boundary is for this service. When we looked at enforcing the boundary we realized about 5% would be ineligible to get the rides as they had before. There were 417 riders who would not be able to use SpecTran under this new software program.

Brad Funkhouser wanted to make sure that nobody loses service when we enforce the boundary. Do we expand the boundary even if we do not have authorization? So we looked at other agencies and we are not the only one facing these issues. We are proposing to grandfather those 417 people into the new boundary and set forth this boundary for all new riders.

Sean Gleason reiterates that the word mobility for CATA means *what options does the rider have that are spontaneous*. This is a stepping stone to a better service. CATA can be more flexible in how we deliver service. This is about getting from point A to point B whenever you want to.

Sean Gleason asks the LAC committee to be the first participants for the system. In exchange for their help CATA will give them first access to the website. Also, the mobile app will follow shortly after and will be here in about two months. We want to deliver an experience like using Uber and Lyft. We will help you with the process. You'll get the CATA geek squad.

Deb Wiese asked if Sean Gleason will be setting up training opportunities for the group. People will participate as they are able.

Brad Funkhouser said that he sees the committee as the facilitators to testing this and to get it going. There will be bugs but we want to load it, test it and get it off the ground.

Deb Wiese asked if CATA had decided on what the dates would be for grandfathering riders/boundary. Sean Gleason would like it to be effective the start of the fiscal year, October 1, 2019, but we are thinking of rebranding myspectran and it will have a new name and website since it will include Redi-Ride service as well. We will have to have public meetings and public notice. We need to test it beforehand though before anything can happen.

The next topic is the LookingBus project. Kellie Blackwell asked if it will give the tracking of when you expect it to arrive. Sean Gleason said yes that it will be able to be tracked and that there will be direct communication with the driver as well.

CATA is about 90% finished putting the hardware onto the buses. On the software side of things, we have a test version of the app on iOS but it is not available yet in the app store. In two to three weeks a notification will go out and we want to invite you to come back and see the progress. Sensors will be installed in the next two to three weeks for a soft launch which will be in a month or so.

Deb Wiese asked if the rider would be able to identify the stops. Sean Gleason said that the developer is working on what is called “explorer mode” right now and it will come shortly after we launch.

#### **OLD BUSINESS**

None

#### **NEW BUSINESS**

None

#### **PUBLIC COMMENTS**

Deb Parish said she was sorry that she could not view the bus and was wondering how shorter people could reach the straps since she cannot and she is 5’ 11”. She also inquired if there were any more spots available on the board and that she would also like to be a part of the test group. Chair Wiese told her there are open spots and that she needs to submit an application.

J.J. Jackson wants to congratulate Transdev on their one-year anniversary. Something dangerous happened and he thought the driver should have gotten off the bus and helped the passenger. He also made a comment to the driver at the time.

Diana Engle said the IVR phone system confirmation and cancellation line still does not give a window, only an actual time. This has been reported before. She is always running late. If you could fix it so that it would give a window. J.J. Jackson likes the window for Redi-Ride because if it gives a specific time it means it is Spec-Tran.

George Hanley asked to be excused since his ride had arrived.

Chair Wiese would like to re-visit the phone system as “Old Business” at the next meeting.

**ADJOURNMENT**

J.J. Jackson motioned to adjourn and Diana Engle seconded the motion. It passed unanimously.

Chair Wiese adjourned the meeting at 5:11 p.m.

Respectfully submitted,

Bethany Berdes  
Operations Secretary