

CAPITAL AREA TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS' MEETING

WEDNESDAY, SEPTEMBER 16, 2026
4:00 P.M. – 511 SOUTH WASHINGTON AVENUE, LANSING, MI 48933
(FORMER GREYHOUND BUS STATION)

AGENDA

I. CALL TO ORDER

II. PUBLIC COMMENTS ON AGENDA ITEMS

*Members of the public are welcome to speak to the Board on any agenda subject. Anyone wishing to comment on any matter **not** on the agenda may do so immediately prior to adjournment.*

III. CHAIR'S COMMENTS

IV. CHIEF EXECUTIVE OFFICER'S REPORT

V. ACTION ITEMS – PROPOSED CONSENT AGENDA

A. APPROVAL OF MINUTES OF AUGUST 19, 2026, BOARD MEETING

B. TREASURER'S REPORT FOR JULY 2026

1. Interim Income Statement
2. Cash Summary
3. Investments
4. Fifth Third Investment Account Reconciliation

C. CATA BOARD MEETING SCHEDULE FOR FISCAL YEAR 2027

PROPOSED MOTION: That the proposed CATA Board Meeting Schedule for Fiscal Year 2027 be adopted as presented.

D. LEGAL COUNSEL RECOMMENDATION

PROPOSED MOTION: That the CATA Board of Directors approve the following law firms to represent CATA during Fiscal Year 2027: Murphy & Spagnuolo, P.C.; Miller, Canfield, Paddock, and Stone, P.L.C.; and Butzel Long, P.C..

- E. FOURTEENTH AMENDMENT TO THE AGREEMENT WITH INGHAM COUNTY TO PROVIDE FUNDING FOR CATA RURAL AND SPEC-TRAN SERVICES

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute Amendment No. 14 to the Agreement between the County of Ingham and Capital Area Transportation Authority for October 1, 2026, through September 30, 2033, and a scope of services for October 1, 2026, through September 30, 2027, on such other terms and conditions as the Board Chair and the Chief Executive Officer deem necessary.

- F. CELLULAR SERVICES FOR FISCAL YEAR 2027

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute the expenditure of up to \$180,000 to Verizon and/or AT&T/FirstNet for cellular service and ancillaries during the Fiscal Year 2027 budget period, on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

- G. BUS SHELTERS AND AMENITIES

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute a contract with Tolar Manufacturing Company, Inc. at a cost not to exceed \$2,000,000 for a five-year period on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

- H. CATA SERVICE MONITORING REPORT – FISCAL YEAR 2026

PROPOSED MOTION: That the CATA Board of Directors is aware of its Title VI responsibility to monitor and report on service and has considered and approves the CATA Service Monitoring Report – Fiscal Year 2026 and authorizes staff to submit this Report with CATA's Fiscal Year 2026 Title VI Program Update.

VI. ACTION ITEMS – PROPOSED DISCUSSION AGENDA

A. RENOVATION OF 511 SOUTH WASHINGTON AVENUE

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute a contract with Gordon Construction Services, Inc., for the CATA Renovation 511 South Washington Avenue. The contract includes the base bid of \$2,245,000 plus \$20,000 for the base bid bond, \$126,000 for Alternate #2 plus \$1,260 for Alternate #2 bid bond, and a 10% contingency reserve of \$239,226, for a total not to exceed amount of \$2,631,486 of state funds on such other terms and conditions as the Board Chair and the Chief Executive Officer deem necessary.

VII. PRESENTATION - CATA'S ROAD AHEAD: COMPREHENSIVE OPERATIONS ANALYSIS (COA) UPDATE

- Elias Fischer, AICP, Senior Transit Planner, AECOM
- Ann Marie Kerby, AICP, Senior Planning Manager, C2G

VIII. OLD BUSINESS

IX. NEW BUSINESS

A. ELECTION OF OFFICERS

PROPOSED MOTION: That the CATA Board of Directors approves the recommendation of the Nominating Committee and elects the following Board members to the offices set opposite their names, effective October 1, 2026, for a one (1) year term expiring September 30, 2027, pursuant to Board Policy #400, Section 1.03:

Nathan Triplett	-	Chairperson
Shanna Draheim	-	Vice Chairperson
Phil Deschaine	-	Secretary/Treasurer

X. PUBLIC COMMENT

Members of the public are welcome to speak to the Board on any CATA subject.

XI. ADJOURNMENT

CAPITAL AREA TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS' MEETING

WEDNESDAY, AUGUST 19, 2026
4:00 P.M. – 511 SOUTH WASHINGTON AVENUE, LANSING, MI 48933
(FORMER GREYHOUND BUS STATION)

<u>PRESENT:</u> Nathan Triplett, Chair	Eric Tans
Phil Deschaine, Secretary/Treasurer	Chelsea Dowler
John Prush	Ed Rodgers
Derek Melot	Kellie Blackwell
Mark Grebner	Steve Vagnozzi

CALL TO ORDER:

Chair Triplett called the meeting to order at 4:00 p.m.

ROLL CALL: Kellie Blackwell, Phil Deschaine, Chelsea Dowler, Mark Grebner, Derek Melot, John Prush, Ed Rodgers, Eric Tans, Nathan Triplett and Steve Vagnozzi were all present.

ABSENT: Shanna Draheim, Vice Chair

Chair Triplett welcomed everyone to the Board meeting held at 511 S. Washington Avenue (former Greyhound Bus Station). He also mentioned that the meeting is being held on Zoom for those who wish to view the Board meeting virtually.

PUBLIC COMMENTS:

None

PUBLIC HEARING

On August 19, 2026, at 4:02 p.m., Chair Triplett opened the public hearing regarding CATA's proposed FY 2027 Budget and proposed 2026 Property Tax Levy.

Notice of this hearing was published on the CATA website on July 17, 2026; posted at CATA's Administrative Building, 511 S. Washington Avenue, the downtown CATA Transportation Center (CTC), MSU-CTC and the Capital Area Multimodal Gateway on July 17, 2026; distributed through CATA's social-media networks on Facebook, Instagram, LinkedIn and X (formerly Twitter) @rideCATA on July 18, July 24, July 31, August 6, August 12, August 17, and August 19, 2026, at various times; mailed via United States Postal Service to 174 private agencies, human services organizations, and organizations that prioritize disadvantaged and underserved populations on July 17, 2026; emailed to 80 private agencies, human services organizations, and organizations that prioritize disadvantaged and underserved populations on July 17, 2026; emailed on July 17, 2026, to the Cities of Lansing and East Lansing; and the Townships of Delhi, Lansing and Meridian; emailed to the Ingham County Board of Commissioners and Michigan State University on July 17,

2026; published in the Lansing State Journal on July 19, 2026, and August 1, 2026, as well as the Lansing State Journal online at lsj.com on July 19, 2026, through August 19, 2026; published in the Lansing City Pulse on July 22, 2026, and July 29, 2026, as well as online at lansingcitypulse.com on July 22, 2026, through August 22, 2026; published in The Chronicle in its August 1, 2026, and August 15, 2026, issues as well as online at the chroniclenews.com on August 1, 2026, through August 31, 2026; published in the New Citizens Press in its August 11, 2026, through August 24, 2026, issue.

Chair Triplett stated that the proposed FY 2027 Budget would establish an operating budget of \$64,998,945. The proposed 2026 Property Tax Levy of 3.007 mills is to support the operating budget.

Chair Triplett asked if Bradley Funkhouser, Chief Executive Officer, and/or Staff had received any comments.

Bradley Funkhouser stated that CATA has not received any public comment related to the proposed FY 2027 Budget or proposed 2026 Property Tax Levy. Mr. Funkhouser reported that CATA has received over 800 comments on the Comprehensive Operation Analysis (COA), approximately 14 emails and 22 public meeting attendees commented on the proposed August 24, 2026, service changes, and over 110 comments were received through Listening Bus sessions. He stated that all comments have been taken into consideration.

Chair Triplett then opened the meeting for public comment regarding the proposed FY 2027 Budget or the proposed 2026 Property Tax Levy. Chair Triplett stated he would call on those who wish to make comments and asked them to state their name and address for the record. Comments would be limited to five (5) minutes.

PUBLIC COMMENT:

Dusk Blakenship commented on the importance of public transportation and voiced his disapproval over cutting service. He expressed his hope that the public will continue to engage and support the community and businesses downtown.

Chair Triplett closed the Public Hearing on CATA's proposed FY 2027 Budget and 2026 Property Tax Levy at 4:08 p.m.

CHAIR'S COMMENTS:

Chair Triplett requested a motion to excuse Shanna Draheim.

MOTION:

Chelsea Dowler motioned to excuse Shanna Draheim and Steve Vagnozzi supported the motion.

VOTE: The motion carried unanimously.

Chair Triplett shared that Jack Schmitt is no longer on the CATA Board of Directors and the East Lansing City Council has appointed Julie Rojewski as his replacement.

CHIEF EXECUTIVE OFFICER'S REPORT

Roundtable Discussion

Bradley Funkhouser stated that on Thursday, August 13, 2026, he attended the roundtable discussion with U.S. Secretary of Transportation, Sean Duffy. The event was hosted by the Fly Lansing team at the Capital Region International Airport. Mr. Funkhouser stated that the main topic was funding, safety and incorporating transit.

Committee of the Whole

Bradley Funkhouser stated that on Monday, August 10, 2026, he and Andrew Brieschke, Deputy CEO, attended the Lansing City Council, Committee of the Whole meeting, to give an annual update on CATA's service changes. Mr. Funkhouser reported that they took part in an extensive Q & A session where many of the questions revolved around public involvement and how CATA responds to the public comments they receive.

Canadian National (CN) Train

Bradley Funkhouser stated that on Tuesday, August 18, 2026, the American 250 Hometown Whistle Stop Tour stopped at the Capital Area Multimodal Gateway. Mr. Funkhouser noted that CATA representatives were in attendance along with Board member, Steve Vagnozzi. The event was to commemorate America's 250th Anniversary and honor MSU as a leading university.

Michigan State University (MSU) Service

Bradley Funkhouser stated that CATA is getting ready for MSU to be back in session. He explained that Fall service will begin on August 24, 2026.

Michigan Public Transit Association (MPTA) 2026 Conference

Bradley Funkhouser stated that the Michigan Public Transportation Association (MPTA) Conference took place on Monday, August 17, 2026, where once again funding was the focus. He thanked Andrew Brieschke, Deputy CEO, for attending on behalf of CATA.

ACTION ITEMS – PROPOSED CONSENT AGENDA

- A. APPROVAL OF MINUTES OF JULY 2026, BOARD MEETING
- B. TREASURER'S REPORT FOR JUNE 2026
 - 1. Interim Income Statement
 - 2. Cash Summary
 - 3. Investments
 - 4. Fifth Third Investment Account Reconciliation

C. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) 2027 TARGETS

PROPOSED MOTION: That the CATA Board of Directors approves the Public Transportation Agency Safety Plan 2027 Safety Performance Targets to meet compliance with the FTA.

D. RENEWAL OF APPOINTMENT TO LOCAL ADVISORY COUNCIL

PROPOSED MOTION: That the CATA Board of Directors approves the recommendation of the Local Advisory Council to reappoint George Hanley to a three-year term through August 2029.

E. EXTENSION OF STUDENT HOUSING TRANSIT SERVICES AGREEMENT (ADDENDUM 21)

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute Addendum 21 to the Student Housing Transit Services Agreement for the period from August 1, 2026, through July 31, 2027, for extended public transit services, on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

Mark Grebner requested to move item E to discussion.

MOTION:

Mark Grebner motioned to approve the Consent Agenda with item E, Extension of Student Housing Transit Services Agreement (Addendum 21) moved to the Discussion Agenda. Steve Vagnozzi supported the motion.

VOTE: The motion carried unanimously.

ACTION ITEM - DISCUSSION AGENDA

A. EXTENSION OF STUDENT HOUSING TRANSIT SERVICES AGREEMENT (ADDENDUM 21)

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute Addendum 21 to the Student Housing Transit Services Agreement for the period from August 1, 2026, through July 31, 2027, for extended public transit services, on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

MOTION:

Mark Grebner motioned to approve Discussion Item A, Extension of Student Housing Transit Services Agreement (Addendum 21), and Eric Tans supported the motion.

DISCUSSION:

Mark Grebner inquired about the contract process for the Student Housing Transit Services Agreement (Addendum 21).

Bradley Funkhouser stated that this is an annual contract where CATA negotiates with apartment owners/managers and agrees on the terms of the agreement in August. Mr. Funkhouser noted that he has suggested that contract negotiations begin earlier in the year.

Mark Grebner inquired whether the terms of the agreement are based on the number of beds and if CATA issues bus passes to the apartment owners/managers who then give them to their residents.

Bradley Funkhouser deferred to Andrew Brieschke, Deputy CEO, for more details.

Andrew Brieschke stated that this is a long-standing Agreement that has been in place since 2002. Mr. Brieschke explained that Addendum 20 expired on July 31, 2026, and CATA is proposing Addendum 21 to continue the service for one year through July 31, 2027. He further explained that CATA reaches out to owners/managers early in the summer and confirms the number of bed counts for each apartment.

Mark Grebner inquired about how the cost is calculated.

Andrew Brieschke explained that the cost is calculated by the number of beds and the number of the service hours planned for the year. He noted that there are a number of people that use Route 26 that do not reside in the apartments. Mr. Brieschke stated that the contract brings in approximately \$499,000 per year.

Mark Grebner inquired whether CATA charges a higher dollar fare for those that are outside of the service area.

Andrew Brieschke confirmed that CATA does charge a slightly higher fare for those that live outside the service area.

Phil Deschaine inquired whether those that use the service are primarily students and if MSU staff members are included.

Andrew Brieschke stated that anyone living in the apartments can receive passes. Mr. Brieschke explained that all “30” Routes are free for students, MSU faculty, and staff on campus. Students who live off campus usually purchase semester passes if they plan on using other routes in the system.

Chelsea Dowler inquired about Route 26 service in the summer versus when classes are back in session.

Andrew Brieschke confirmed that route in the summer runs every 45 minutes compared to 7 to 10 minutes during peak times when classes are back in session.

Ed Rodgers inquired whether CATA provided passes for any student including Lansing Community College (LCC) students.

Andrew Brieschke stated that CATA does not differentiate between schools and students are able to buy various types of passes at the discounted rate.

VOTE: The motion carried unanimously.

B. GRAND AVENUE BUS LANE

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute a contract with E.T. MacKenzie Company, Michigan, for the Grand Avenue Bus Lane. The contract includes the base bid of \$685,981, a bid bond of \$6,500, and a 10% contingency reserve of \$69,248.10, for a total price not to exceed \$761,729.10 of federal and state grant funds, on such other terms and conditions as the Board Chair and the Chief Executive Officer deem necessary.

MOTION:

Phill Deschaine motioned to approve Discussion Item B, Grand Avenue Bus Lane, and Mark Grebner supported the motion.

DISCUSSION:

Bradley Funkhouser stated that this item pertains to fixing the façade of the CTC along Grand Avenue. He then deferred to Norm VanAlstine, Facilities Manager, for more details.

Norm VanAlstine stated that parking at the CTC has been an issue for a long time. He explained that CATA will coordinate with the new city hall. Improvements will begin this fall.

Bradley Funkhouser stated that he has been in touch with Mayor Schor to discuss the increased traffic between the two buildings. Mr. Funkhouser noted the changing of Grand Avenue to two lanes and improving Lenawee Street to help with bus parking along the side of the street. He then thanked Mr. VanAlstine for his work on this project.

Mark Grebner inquired whether there was a sketch showcasing the updates.

Norm VanAlstine stated that he does not have a sketch of the proposed updates at this time.

Steve Vagnozzi inquired whether it was common for CATA to receive only one (1) bid for a project such as this.

Norm VanAlstine explained that it is uncommon for CATA to receive only one (1) bid; however, some contractors were too busy or did not have the materials to place their bid.

Bradley Funkhouser explained the legal process when issuing a bid. He also shared that CATA will also be using state and federal grant funds for this project.

Chair Triplett commented on the buses being able to park on the street and CATA improving the streetscape along Grand Avenue.

VOTE: The motion carried unanimously.

C. CATA RURAL SERVICE FARE STRUCTURE MODIFICATION

PROPOSED MOTION: That the CATA Board of Directors authorize implementation of the proposed CATA Rural Service fare structure modifications, effective with the Fall 2026 service changes, on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

MOTION:

Ed Rodgers motioned to approve Discussion Item C, CATA Rural Service Fare Structure Modification, and Kellie Blackwell supported the motion.

DISCUSSION:

Bradley Funkhouser deferred to Andrew Brieschke for more details.

Andrew Brieschke stated that CATA's Rural Service (CRS) is funded by the Ingham County Special Transportation millage and the CRS fare is based on the distance of the trip. Specifically, the base fare on CRS for trips that are under 10 miles cost \$2.25 while trips over 10 miles cost \$3.25. Mr. Brieschke explained that after consideration and seeing that the vast majority of trips on CRS are under 10 miles, Staff recommend eliminating the additional cost based on distance and recommend a \$2.25 base fare for all CRS trips regardless of distance.

VOTE: The motion carried unanimously.

D. CONNECTOR FARE MODIFICATION

PROPOSED MOTION: That the CATA Board of Directors authorize implementation of the proposed fare modifications for the Mason Connector and Williamston/Webberville Connector services, effective with the Fall 2026 service changes, on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

MOTION:

Phil Deschaine motioned to approve Discussion Item D, Connector Fare Modification, and Steve Vagnozzi supported the motion.

DISCUSSION:

Andrew Brieschke stated that this fare modification only refers to the Mason Connector and the Williamston/Webberville Connector service. He explained that connector service operates like a fixed-route. Mr. Brieschke noted that through the public meetings, many existing riders expressed their need for the Connectors, but they do not want to pay the higher fare. He further explained that CATA is proposing to reduce the Connector fare to \$1.25, the same as the fare on the Limiteds.

Derek Melot inquired about how the reduction will affect CATA's budget.

Andrew Brieschke stated that with the proposed fare reductions, CATA will lose approximately \$2,100 from the Mason Connector, \$900 from the Williamston/Webberville Connector, and \$5,700 from CRS.

Derek Melot summarized the loss to approximately \$9,000 from fare modifications.

Andrew Brieschke confirmed that CATA will lose approximately \$9,000 from fare modifications

Bradley Funkhouser noted that the loss in fares does not take into account the savings from wage and operation expenses.

Phil Deschaine expressed his approval for the fare modifications and simplifying the process.

Mark Grebner also expressed his approval.

Chair Triplett commended Mr. Funkhouser and Mr. Brieschke on how CATA has handled public comment.

VOTE: Motion carried unanimously.

E. 2026 PROPERTY TAX LEVY

PROPOSED MOTION: That the CATA Board of Directors authorizes the levy of ad valorem property taxes for the year 2026 of 3.007 mills. The Board of Directors further directs staff to file the required Form L-4029 with the appropriate jurisdictions.

MOTION:

Derek Melot motioned to approve Discussion Item E, 2026 Property Tax Levy, and Chelsea Dowler supported the motion.

DISCUSSION:

Phil Deschaine inquired about CATA's millage being renewed.

Bradley Funkhouser stated that CATA's millage was renewed in 2024 and the next time it will be on the ballot is in 2030.

Mark Grebner commented on the high millage rate that CATA receives and the high support from the community. Mr. Grebner stated that CATA Staff and the CATA Board have an obligation to honor their trust.

VOTE: The motion carried unanimously.

E. FISCAL YEAR 2027 BUDGET APPROVAL

PROPOSED MOTION: That the CATA Board of Directors, as its general appropriations act, adopts the following resolutions:

1. The proposed Operating and Capital Budget for Fiscal Year 2027, upon which public hearing was held at a regular meeting of the Board on August 19, 2026, is adopted as the general appropriation of total revenues of the Authority to defray expenditures and meet the liabilities of the Authority for its Fiscal Year 2027 (October 1, 2026, through and including September 30, 2027).
2. In accordance with the Truth in Budgeting Act, the Board states that the Authority's levy for 2026 of 3.007 mills of ad valorem property taxes as provided for in the Budget and authorized by resolution adopted on August 19, 2026, are for the purpose of defraying the expenditures and meeting the liabilities of the Authority in providing public transportation.
3. The CEO/Executive Director shall have authority within the overall budget to manage operations and the capital program, as well as to make transfers to and from invested funds, to facilitate daily operations and meet cash flow needs without further approval of the Board.

4. The annual goals and objectives and the organization charts as presented with the budget for Fiscal Year 2027 are approved.

MOTION:

Derek Melot motioned to approve Discussion Item F, Fiscal Year 2027 Budget Approval, and Chelsea Dowler supported the motion.

DISCUSSION:

Bradley Funkhouser commented on CATA's budget process. He then stated that Staff is present to answer any questions.

Mark Grebner expressed his role as a Board member and his obligation to keep CATA evolving. Mr. Grebner recognized CATA's improvements. He also hopes that CATA will keep improving at a faster pace and explore more options.

Steve Vagnozzi stated that CATA's Comprehensive Operational Analysis (COA) findings will play a big role in FY 2028. He noted that Board members will have more data to review.

Phil Descahine stated that he was not able to make it to either the COA public meetings or the Listening Bus opportunities and requested an overview.

Bradley Funkhouser stated that CATA has been changing service to become more efficient. He then deferred to Dustin Hagfors, Director of Planning and Development for an overview.

Dustin Hagfors stated that CATA did receive a lot of good feedback from the public pertaining to service changes. He explained that it was important for the public to be aware that this is only a discussion about proposed changes that may or may not occur.

Bradley Funkhouser stated that CATA has a big community following with a number of public members that share their comments on a regular basis.

Chair Triplett commented on approving the budget and thanked Staff and the Board for their comments. He noted that the budget represents preserving routes in the most efficient way.

VOTE: The motion carried unanimously.

OLD BUSINESS

None

NEW BUSINESS

Chair Triplett introduced the Nominating Committee Report. Chair Triplett stated that Policy No. 411 requires the Board of Directors to appoint the committee in July and present recommendations in August, hold an election in September, and for new officers to take seats in October. Chair Triplett thanked Derek Melot, Kellie Blackwell, and Steve Vagnozzi for serving on the committee.

Nominating Committee Chair Melot reported that committee members discussed nominations. They received requests from Nathan Triplett, Shanna Draheim, and Phil Deschaine. The Committee recommended that Nathan Triplett serve as Chair, Shanna Draheim as Vice Chair, and Phil Deschaine as Secretary/Treasurer. He also thanked Kellie Blackwell and Steve Vagnozzi for serving on the committee.

On behalf of the officers, Chair Triplett thanked Nominating Committee Chair Melot and the Board for their recommendation.

PUBLIC COMMENT

John Nolan, Sr. commented on an incident that occurred on Route 3 in July 2026 where he was arrested. He requested that CATA assist in speeding up his arraignment.

ADJOURNMENT

There being no further business, Chair Triplett adjourned the Board meeting at 4:59. p.m.

Respectfully Submitted,

Phil Deschaine
Secretary/Treasurer

Tina Orlando
Recording Secretary

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**Capital Area Transportation Authority
INTERIM INCOME STATEMENT
For The Month Ending July 31, 2026**

										% of Fiscal Year Completed	
										83%	
	July Actual	July Budget	Variance	% Variance		FY 2026 Actual YTD	FY 2026 Budget YTD	Variance	% Variance	FY 2026 BUDGET	% Annual Budget Revenues/Expense
REVENUES											
Farebox	\$ 226,983	\$ 242,400	\$ (15,417)	-6.4%		\$ 2,197,422	\$ 2,424,000	\$ (226,578)	-9.3%	\$ 2,908,800	75.5%
Contracted Services	\$ 55,439	\$ 376,500	\$ (321,061)	-85.3%		\$ 3,671,813	\$ 3,765,000	\$ (93,187)	-2.5%	\$ 4,518,000	81.3%
Property Tax	\$ 499,001	\$ 2,345,500	\$(1,846,499)	-78.7%		\$ 27,980,767	\$ 23,455,000	\$ 4,525,767	19.3%	\$ 28,146,000	99.4%
State Revenue	\$ 1,731,260	\$ 1,589,250	\$ 142,010	8.9%		\$ 18,598,197	\$ 15,892,500	\$ 2,705,697	17.0%	\$ 19,071,000	97.5%
Federal Revenue	\$ 79,412	\$ 142,500	\$ (63,088)	-44.3%		\$ 1,129,193	\$ 1,425,000	\$ (295,807)	-20.8%	\$ 1,710,000	66.0%
Other Revenue	\$ 95,481	\$ 164,700	\$ (69,219)	-42.0%		\$ 1,306,553	\$ 1,647,000	\$ (340,447)	-20.7%	\$ 1,976,400	66.1%
TOTAL REVENUES	\$ 2,687,576	\$ 4,860,850	\$(2,173,274)	-44.7%		\$ 54,883,945	\$ 48,608,500	\$ 6,275,445	12.9%	\$ 58,330,200	94.1%
EXPENSES											
Labor	\$ 2,039,772	\$ 2,165,816	\$ 126,044	5.8%		\$ 21,564,882	\$ 21,658,160	\$ 93,278	0.4%	\$ 25,989,800	83.0%
Fringe Benefits	\$ 2,071,147	\$ 1,509,101	\$ (562,046)	-37.2%		\$ 14,878,321	\$ 15,091,010	\$ 212,689	1.4%	\$ 14,424,990	103.1%
Services	\$ 391,750	\$ 502,683	\$ 110,933	22.1%		\$ 4,816,978	\$ 5,029,327	\$ 212,349	4.2%	\$ 6,035,200	79.8%
Materials & Supplies	\$ 455,062	\$ 496,461	\$ 41,399	8.3%		\$ 4,899,663	\$ 4,962,613	\$ 62,950	1.3%	\$ 5,955,040	82.3%
Utilities	\$ 56,179	\$ 85,555	\$ 29,376	34.3%		\$ 848,784	\$ 855,550	\$ 6,766	0.8%	\$ 1,026,660	82.7%
Casualty & Liability	\$ 143,840	\$ 120,000	\$ (23,840)	-19.9%		\$ 1,454,848	\$ 1,200,000	\$ (254,848)	-21.2%	\$ 1,440,000	101.0%
Purch. Transportation	\$ 1,114,098	\$ 1,152,666	\$ 38,568	3.3%		\$ 11,173,331	\$ 11,526,660	\$ 353,329	3.1%	\$ 13,832,000	80.8%
Miscellaneous	\$ 105,566	\$ 169,381	\$ 63,815	37.7%		\$ 1,210,656	\$ 1,694,011	\$ 483,355	28.5%	\$ 2,032,780	59.6%
TOTAL EXPENSES	6,377,414	6,201,663	(175,751)	-2.8%		60,847,463	62,017,331	1,169,868	1.9%	\$ 70,736,470	86.0%
NET INCOME (LOSS)	\$ (3,689,838)	\$ (1,340,813)	\$(2,349,025)			\$(5,963,518)	\$ (13,408,831)	\$ 7,445,313		\$ (12,406,270)	

Interim statements are subject to adjustments and year-end audit

**Capital Area Transportation Authority
Treasurer's Report
Cash Activity During the Month**

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07/01/2026-07/31/2026

Cash Balance - 07/01/2026	\$ 6,169,073
Disbursements	\$ (5,959,353)
Receipts	\$ 2,614,811
Adjustments	\$ -
Cash Balance - 07/31/2026	\$ 2,824,531

Disbursements:

Cash Disbursements Register	\$ (3,188,179)
Payroll	\$ (2,166,934)
Healthcare (BlueCross Blue Shield)	\$ (565,387)
Transfers To the ASU Claims Account	\$ (38,853)
Transfers To the Investment Account	\$ -
Total Cash Disbursements	\$ (5,959,353)

Receipts:

Cash Receipt Register	\$ 2,614,811
Transfers From the Investment Account	-
Total Cash Receipts	\$ 2,614,811

Adjustments:

Misc. Items	\$ -
Total Cash Adjustments	\$ -

Capital Area Transportation Authority
Treasurer's Report
Cash and Investment Balances & Interest Earned

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07/01/2026-07/31/2026

CASH & INVESTMENT BALANCES	PORTFOLIO BALANCE	% OF TOTAL
<u>CASH & CASH EQUIVALENTS</u>		
FIFTH THIRD BANK - General Account	2,824,531	7.15%
FIFTH THIRD BANK - ASU Claims Account	41,235	0.10%
FIFTH THIRD BANK - Savings	559,892	1.42%
MSUFCU CD and Savings	286,792	0.73%
CASE Credit Union CD and Savings	289,172	0.73%
<u>FIXED INCOME INVESTMENTS</u>		
FIFTH THIRD BANK	35,503,726	89.87%
TOTAL	\$ 39,505,348	100.00%

INTEREST EARNED	INTEREST
INCOME EARNED ON INVESTMENTS:	
FIFTH THIRD BANK (Net of Expenses/Accrued Interest)	\$ 93,161
OTHER BANKS	3,342
TOTAL	\$ 96,503
Monthly Average Rate of Return	0.2443%
Annual Average Rate of Return	2.931%

Interim statements are subject to adjustments and year-end audit

**Capital Area Transportation Authority
Treasurer's Report
Fifth Third Bank Investment Account Reconciliation**

(Page 4 of 4)

07/01/2026-07/31/2026

Market Value at the Beginning of the Period - 07/01/2026 **\$ 35,449,289**

Portfolio Activity:

<u>Transfers (To) or From General Checking</u>		-
<u>Net Income/(Loss) & Expenditures</u>		
Interest Earned	\$ 130,789	
Accrued Interest Paid	(35,190)	
Administrative Expenditures	(2,438)	
Total Net Income/Loss & Expenditures		93,161
<u>Realized Gains or (Loss) From Sales</u>		1,432
<u>Market Appreciation</u>		
End of Period	\$ (70,295)	
Beginning of Period	30,832	
Unrealized Gain/(Loss) from Market Appreciation		(39,463)
<u>Change in Value From Accrued Income</u>		
Previous Accrued Income (-)	\$ (209,408)	
Current Accrued Income (+)	208,715	
Net Change from Accrued Income		(693)

Market Value at the End of the Period - 07/31/2026 **\$35,503,726**

Interim statements are subject to adjustments and year-end audit .

NOTE:

The Fifth Third Bank Investment Account includes investments in the Federated Government Obligations Fund, Institutional Shares, considered as cash equivalents with a stable market value, and short term fixed income investments in federal and Michigan municipal securities that have market values that may fluctuate prior to redemption or early call dates.

SCHEDULE FOR FISCAL YEAR 2027

Under CATA's Articles of Incorporation, Article IV, Section 6, and Policy #400, Bylaws, Section 2.02, the Board, at its annual organization meeting, is to establish the times and places of its regular meetings.

In the Board meeting schedule presented below, all CATA Board meetings will be held on the third Wednesday of each month at 4:00 p.m. at 511 South Washington Avenue, Lansing, Michigan 48933 (Former Greyhound Bus Station), unless specifically scheduled otherwise.

Fiscal Year 2027 CATA Board Meeting Schedule

Wednesday, October 21, 2026
Wednesday, November 18, 2026
Wednesday, December 16, 2026

Wednesday, January 20, 2027 - The Board meeting will be held at 4:00 p.m. at 511 South Washington Avenue, Lansing, Michigan 48933 (Former Greyhound Bus Station). Board Retreat following Board meeting at the same location.

Wednesday, February 17, 2027
Wednesday, March 17, 2027
Wednesday, April 21, 2027
Wednesday, May 19, 2027
Wednesday, June 16, 2027
Wednesday, July 21, 2027
Wednesday, August 18, 2027
Wednesday, September 15, 2027

PROPOSED MOTION: That the proposed CATA Board Meeting Schedule for Fiscal Year 2027 be adopted as presented.

ACTION ITEM – LEGAL COUNSEL RECOMMENDATION

Board Policy #405 states that the Board of Directors shall approve, at the annual organization meeting, a recommended list of law firms that will provide legal counsel to CATA in the coming fiscal year. Here is the list of firms being recommended for Fiscal Year 2027:

Murphy & Spagnuolo, P.C., is the firm working on several issues of insurance and security litigation and environmental issues. This firm has also begun assisting with other legal matters including labor relations, disciplinary matters, procurement and FTA and MDOT contracting matters. This firm also advises us on millage election requirements, as needed. We recommend this firm as a resource for millage-related questions.

Miller, Canfield, Paddock, and Stone, P.L.C., is the firm assisting us with various legal matters including labor relations, disciplinary matters, FTA, and MDOT-related work.

Butzel Long, P.C., is a firm working on several areas related to CATA's defined benefit retirement plans, including revisions to the plan documents and benefits administration.

Staff strongly recommends that the Board approve CATA's continued relationship with all three (3) law firms. We have been very impressed with the quality of work they have done for us over the years, which has been the key to preventing further litigation. Each firm has done their part to make sure we cover all our bases.

PROPOSED MOTION: That the CATA Board of Directors approve the following law firms to represent CATA during Fiscal Year 2027: Murphy & Spagnuolo, P.C.; Miller, Canfield, Paddock, and Stone, P.L.C.; and Butzel Long, P.C..

ACTION ITEM – FOURTEENTH AMENDMENT TO THE AGREEMENT WITH INGHAM COUNTY TO PROVIDE FUNDING FOR CATA RURAL AND SPEC-TRAN SERVICES

CATA has been providing CATA Rural Services and county-wide paratransit service for seniors and persons with disabilities in Ingham County for decades. A major source of funding for these services has been a millage levied by the County of Ingham in the amount of 0.60 mills. To apply this funding, the County and CATA have entered into a series of base contracts with annual amendments for the scope of services. The current term will expire September 30, 2026.

Ingham County has proposed Amendment No. 14, Scope of Services for October 1, 2026, through September 30, 2027, which includes continued Spec-Tran service at a minimum level of what was in effect on October 1, 1988, and CATA Rural Service of at least 79 hours per day, which also includes the Mason Connector and the Williamston-Webberville Connector. CATA's services will exceed the minimum contract levels for Spec-Tran and all CATA Rural Services. Amendment No. 14 also extends the term of the base Agreement that will commence on October 1, 2026, through September 30, 2033.

Ingham County is projecting tax revenue of \$6,125,669 in Fiscal Year 2027 from the Special Transportation Millage which is allocated at \$2,302,266 for CATA Rural Services and \$3,823,403 for Spec-Tran services.

Amendment No. 14 was taken to the Ingham County Human Services Committee on September 14, 2026, and will be taken to the Finance Committee on September 16, 2026, before going to the full Board of Commissioners on September 22, 2026, for their consideration.

Staff recommends that the Board adopt the proposed motion set forth below:

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute Amendment No. 14 to the Agreement between the County of Ingham and Capital Area Transportation Authority to establish a new term for the base contract from October 1, 2026, through September 30, 2033, and a scope of services for October 1, 2026, through September 30, 2027, on such other terms and conditions as the Board Chair and the Chief Executive Officer deem necessary.

ACTION ITEM–CELLULAR SERVICES FOR FISCAL YEAR 2027

CATA has hundreds of devices that rely on cellular service, including smart phones used by Staff, on-board tablets for paratransit buses, and fixed-route modems. Based upon competitive published pricing, CATA will continue to choose to procure services from Verizon or AT&T/FirstNet.

CATA anticipates spending approximately \$180,000 of operating funds per year on cellular service during Fiscal Year 2027, which was approved for the Fiscal Year 2027 budget. Staff is requesting Board approval to purchase from these companies, based upon their currently published price lists.

Staff recommends that the Board adopt the proposed motion set forth below.

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute the expenditure of up to \$180,000 to Verizon and/or AT&T/FirstNet for cellular service and ancillaries during the Fiscal Year 2027 budget period, on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

ACTION ITEM – BUS SHELTERS AND AMENITIES

CATA is committed to improving the rider experience, and one way to achieve this goal is through the expansion and replacement of bus shelters throughout the region. Upgraded and additional bus shelters will provide passengers with safer, more comfortable, and accessible waiting areas while improving the overall quality and reliability of transit services.

CATA issued a Request for Proposal (RFP), 2026-165, Bus Shelters and Amenities on June 9, 2026. Proposals were due by 11:00 a.m., on July 23, 2026. The RFP was distributed to seven (7) vendors, posted online at Transit Talent and on CATA's website.

The following firms submitted a proposal:

Tolar Manufacturing Company, Inc., California
SELS USA LLC, North Carolina
Duo-Gard Industries, Inc., Michigan
Brasco International, Inc., Michigan
LNI Custom Manufacturing, Inc., California
MODSTREET, Colorado

Following a comprehensive review of the proposals, staff selected Tolar Manufacturing Company based on the evaluation criteria outlined in the RFP, which included: 1) Technical 2) Experience and Qualifications 3) Price/Cost and 4) Proposal Quality.

Tolar Manufacturing Company has proven experience with building bus shelters and amenities for bus agencies around the country, including previous projects for CATA. Their response was well received amongst the review panel as they were thorough with their response and provided a strong selection of references. Of the six (6) proposals received, they were also the most affordable option and, combined with the strong proposal, were the clear choice for this project.

The other proposals received were competitive, but SELS USA LLC, Duo-Gard Industries, Inc., and MODSTREET were not selected ultimately because of price while Brasco International, Inc., and LNI Custom Manufacturing, Inc. were not clear on what shelter style was being proposed. We also took comments from references in mind when considering which firm will provide the best product to fit CATA's needs.

Below are tables that summarize each vendor's proposed costs.

Tolar Manufacturing Company, Inc.

A. Shelter Kit - 6' X 12'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	Tolar Model 47665-00/01	90	\$ 10,867.00	\$ 978,030.00
Bench	Tolar Model 27001-121	90	\$ 634.00	\$ 57,060.00
Trash Receptacle	Tolar Model 35708-121	90	\$ 847.00	\$ 76,230.00
Bike Rack	Tolar Model 14814-121	90	\$ 182.00	\$ 16,380.00

Ad Box	Included in Shelter	90		
Estimated Shipping Cost:				\$ 81,000.00
GRAND TOTAL:				\$ 1,208,700.00
Estimate Lead Time:				20 Weeks
YEAR 1				
Description		Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)		90	\$ 1,975.00	\$ 177,750.00
Solar USB Port (Optional)		90	\$ 732.00	\$ 65,880.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	Tolar Model 47667-00/01	10	\$ 14,200.00	\$ 142,000.00
Bench	Tolar Model 27001-121	10	\$ 634.00	\$ 6,340.00
Trash Receptacle	Tolar Model 35708-121	10	\$ 847.00	\$ 8,470.00
Bike Rack	Tolar Model 14814-121	10	\$ 182.00	\$ 1,820.00
Ad Box	Included in Shelter	10		
Estimated Shipping Cost:				\$ 9,000.00
GRAND TOTAL:				\$ 167,630.00
Estimate Lead Time:				20 Weeks

YEAR 1				
Description		Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)		10	\$ 1,975.00	\$ 19,750.00
Solar USB Port (Optional)		10	\$ 732.00	\$ 7,320.00

NOTES TO PRICING:

1. Pricing is firm and fixed for the first year. Pricing for each following year of the contract period is to be adjusted based on annual percentage change in the Producer Price Index (PPI Series WPS107: Metals and Metal Products: Fabricated Structural Metal Products).
2. Shipping cost is estimated at \$9,000.00 per full flatbed truckload of 10 units. Freight cost is invoiced at actual cost, passed through without mark up, to provide a cost savings for our customers. Client provides forklift and labor for unloading at destination as necessary.
3. In addition to the product models specifically identified in the cost form or contract documents, Tolar Manufacturing Company provides a standard 10% discount from retail pricing on Tolar products for all government contract customers. This discount applies to all Tolar products including standard and custom designed shelter models, transit passenger amenities, and parts. Product pricing is available by formal quotation, which includes estimates of freight and any related charges at the time of order.

SELS USA LLC

A. Shelter Kit - 6' X 12'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	Crane612	90	\$ 12,950.00	\$ 1,165,500.00
Bench	T-Bench-Gm5	90	\$ 1,095.00	\$ 98,550.00
Trash Receptacle	TC-GM-36C	90	\$ 1,140.00	\$ 102,600.00
Bike Rack	3532 Circular	90	\$ 540.00	\$ 48,600.00
Ad Box	DS-Adv-Box60	90	\$ 1,050.00	\$ 94,500.00
Estimated Shipping Cost:				

GRAND TOTAL:	\$1,509,750.00
Estimate Lead Time:	

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	90	\$ 1,675.00	\$ 150,750.00
Solar USB Port (Optional)	90	\$ 375.00	\$ 33,750.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	Crane620	10	\$ 21,620.00	\$ 216,200.00
Bench	T-Bench-Gm5	10	\$ 1,095.00	\$ 10,950.00
Trash Receptacle	TC-GM-36C	10	\$ 1,140.00	\$ 11,400.00
Bike Rack	3532 Circular	10	\$ 540.00	\$ 5,400.00
Ad Box	DS-Adv-Box60	10	\$ 1,050.00	\$ 10,500.00
Estimated Shipping Cost:				
GRAND TOTAL:				\$ 254,450.00
Estimate Lead Time:				

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	10	\$ 2,512.50	\$ 25,125.00
Solar USB Port (Optional)	10	\$ 375.00	\$ 3,750.00

SELS USA LLC offers optional installation service on a fixed price per unit, as an alternative to CATA's own installation crews. Installation pricing below is quoted per unit and is separate from, and not included in, the shelter and amenity pricing submitted under Attachment D.			
Description	Name & Model No.	Basis	Installation Price
Shelter Installation — 6' x 12'	6' x 12' Crane612	Per Shelter	\$3,900.00
Shelter Installation — 6' x 20'	6' x 20' Crane620	Per Shelter	\$5,900.00
Bench Installation T-Bench	T-Bench-Gm5	Per unit	\$350.00
Trash Receptacle Installation	TC-GM-36C	Per unit	\$350.00
Bike Rack Installation	3532 Circular	Per unit	\$300.00
Notes • Installation pricing is optional and applies only to orders where CATA elects SELS's installation service. • Prices are held fixed for the first year of the contract; increases in years two (2) through five (5) are limited to the Producer Price Index (PPI), consistent with Attachment D. • Amenity installation pricing (bench, trash receptacle, bike rack) applies regardless of which shelter size the amenity is installed with.			

Duo-Gard Industries, Inc.

A. Shelter Kit - 6' X 12'				
Grand-Gard - Barrel Vault Roof				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	Grand-Gard	90	\$ 13,331.00	\$ 1,199,790.00
Bench	Hoop	90	\$ 592.00	\$ 53,280.00
Trash Receptacle	TB3 - Post Mount	90	\$ 1,384.00	\$ 124,560.00
Bike Rack	Surface Mount - Hoop	90	\$ 227.00	\$ 20,430.00
Ad Box	Grand / Smart-Gard	90	\$ 1,227.00	\$ 110,430.00
Estimated Shipping Cost:				\$ 2,500.00
GRAND TOTAL:				\$ 1,510,990.00
Estimate Lead Time:				14-16 Weeks

YEAR 1				
Description		Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)		90	\$ 1,970.00	\$ 177,300.00
Solar USB Port (Optional)		90	\$ 275.00	\$ 24,750.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	Grand-Gard	10	\$ 17,820.00	\$ 178,200.00
Bench	Hoop	10	\$ 592.00	\$ 5,920.00
Trash Receptacle	TB3 - Post Mount	10	\$ 1,384.00	\$ 13,840.00
Bike Rack	Surface Mount - Hoop	10	\$ 227.00	\$ 2,270.00
Ad Box	Grand / Smart-Gard	10	\$ 1,227.00	\$ 12,270.00
Estimated Shipping Cost:				\$ 1,100.00
GRAND TOTAL:				\$ 213,600.00
Estimate Lead Time:				14-16 Weeks

YEAR 1				
Description		Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)		10	\$ 1,970.00	\$ 19,700.00
Solar USB Port (Optional)		10	\$ 275.00	\$ 2,750.00

A. Shelter Kit - 6' X 12'				
Smart-Gard - Arched or Single Slope Roof				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	Smart-Gard	90	\$ 14,721.00	\$ 1,324,890.00
Bench	Hoop	90	\$ 592.00	\$ 53,280.00
Trash Receptacle	TB3 - Post Mount	90	\$ 1,384.00	\$ 124,560.00
Bike Rack	Surface Mount - Hoop	90	\$ 227.00	\$ 20,430.00
Ad Box	Grand / Smart-Gard	90	\$ 1,227.00	\$ 110,430.00
Estimated Shipping Cost:				\$ 2,500.00
GRAND TOTAL:				\$ 1,633,590.00
Estimate Lead Time:				14-16 Weeks

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	90	\$ 1,970.00	\$ 177,300.00
Solar USB Port (Optional)	90	\$ 275.00	\$ 24,750.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	Smart-Gard	10	\$ 18,730.00	\$ 187,300.00
Bench	Hoop	10	\$ 592.00	\$ 5,920.00
Trash Receptacle	TB3 - Post Mount	10	\$ 1,384.00	\$ 13,840.00
Bike Rack	Surface Mount - Hoop	10	\$ 227.00	\$ 2,270.00
Ad Box	Grand / Smart-Gard	10	\$ 1,227.00	\$ 12,270.00
Estimated Shipping Cost:				\$ 1,100.00
GRAND TOTAL:				\$ 222,700.00
Estimate Lead Time:				14-16 Weeks

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	10	\$ 1,970.00	\$ 19,700.00
Solar USB Port (Optional)	10	\$ 275.00	\$ 2,750.00

Brasco International, Inc.

A. Shelter Kit - 6' X 12'				
Brasco Eclipse				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	EC-0512-F-O-AR-AC-TG	90	\$ 12,750.00	\$ 1,147,500.00
Bench	BE-EC-6-H-2-2-0	90	\$ 875.00	\$ 78,750.00
Trash Receptacle	TR017	90	\$ 850.00	\$ 76,500.00
Bike Rack	BRU-03	90	\$ 475.00	\$ 42,750.00
Ad Box	Ad Box	90	\$ 1,750.00	\$ 157,500.00
Estimated Shipping Cost:				Included
GRAND TOTAL:				\$1,503,000.00
Estimate Lead Time:				30 Weeks

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	90	\$ 1,675.00	\$ 150,750.00
Solar USB Port (Optional)	90	\$ 850.00	\$ 76,500.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	EC-0520-F-O-AR-AC-TG	10	\$ 22,475.00	\$ 224,750.00
Bench	BE-EC-6-H-2-2-0	10	\$ 875.00	\$ 8,750.00
Trash Receptacle	TR017	10	\$ 850.00	\$ 8,500.00
Bike Rack	BRU-03	10	\$ 475.00	\$ 4,750.00
Ad Box	Ad Box	10	\$ 1,750.00	\$ 17,500.00

Estimated Shipping Cost:	Included
GRAND TOTAL:	\$ 264,250.00
Estimate Lead Time:	30 Weeks

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	10	\$ 1,675.00	\$ 16,750.00
Solar USB Port (Optional)	10	\$ 850.00	\$ 8,500.00

LNI Custom Manufacturing, Inc.

A. Shelter Kit - 6' X 12'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	Oasis Bus Shelters	90	\$ 11,000.00	\$ 990,000.00
Bench	Classic BPNB6	90	\$ 900.00	\$ 81,000.00
Trash Receptacle	Classic TRPB2	90	\$ 1,050.00	\$ 94,500.00
Bike Rack	Oasis BRU7	90	\$ 250.00	\$ 22,500.00
Ad Box	LNIADPSW9	90	\$ 850.00	\$ 76,500.00
Estimated Shipping Cost:				\$ 25,000.00
GRAND TOTAL:				\$1,289,500.00
Estimate Lead Time:				12-14 Weeks

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	90	\$ 1,000.00	\$ 90,000.00
Solar USB Port (Optional)	90	\$ 250.00	\$ 22,500.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	Oasis Bus Shelters	10	\$ 13,000.00	\$ 130,000.00
Bench	Classic BPNB6	10	\$ 900.00	\$ 9,000.00
Trash Receptacle	Classic TRPB2	10	\$ 1,050.00	\$ 10,500.00
Bike Rack	Oasis BRU7	10	\$ 250.00	\$ 2,500.00
Ad Box	LNIADPSW9	10	\$ 850.00	\$ 8,500.00
Estimated Shipping Cost:				\$ 10,000.00
GRAND TOTAL:				\$ 170,500.00
Estimate Lead Time:				12-14 Weeks

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	10	\$ 1,800.00	\$ 18,000.00
Solar USB Port (Optional)	10	\$ 250.00	\$ 2,500.00

MODSTREET

A. Shelter Kit - 6' X 12'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 12")	Includes structural	90	\$ 22,931.00	\$ 2,063,790.00
Bench		90	\$ 1,109.00	\$ 99,810.00
Trash Receptacle	Includes plastic barrel	90	\$ 1,435.00	\$ 129,150.00
Bike Rack		90	\$ 232.00	\$ 20,880.00
Ad Box	Additional price per shelter	90	\$ 465.00	\$ 41,850.00
Note: Polycarb for shelter is gray, IV-resistant finish				
Estimated Shipping Cost:				\$ 14,000.00
GRAND TOTAL:				\$ 2,369,480.00
Estimate Lead Time:				2-3 Months (20 units)
YEAR 1				
Description		Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)		90	\$ 923.00	\$ 83,070.00
Solar USB Port (Optional)		90	\$ 2,589.00	\$ 233,010.00
Combined Solar Light Kit + USB Port		90	\$ 3,257.00	\$ 293,130.00

B. Shelter Kit - 6' X 20'				
YEAR 1				
Description	Name & Model No.	Est. Qty	Price/Ea.	Total
Shelter (6' X 20")	Includes structural	10	\$ 35,816.00	\$ 358,160.00
Bench		10	\$ 1,109.00	\$ 11,090.00
Trash Receptacle	Includes plastic barrel	10	\$ 1,435.00	\$ 14,350.00
Bike Rack		10	\$ 232.00	\$ 2,320.00
Ad Box	Additional price per shelter	10	\$ 465.00	\$ 4,650.00
Note: Polycarb for shelter is gray, IV-resistant finish				
Estimated Shipping Cost:				\$ 10,000.00
GRAND TOTAL:				\$ 390,570.00
Estimate Lead Time:				2 Mos (5 units)

YEAR 1			
Description	Est. Qty	Price/Ea.	Total
Solar Light Kit (Optional)	10	\$ 923.00	\$ 9,230.00
Solar USB Port (Optional)	10	\$ 2,589.00	\$ 25,890.00
Combined Solar Light Kit + USB Port	10	\$ 3,257.00	\$ 32,570.00

NOTE: Discounts available on order of 15 units or more

Grant funding will be used to support and finance the project.

Staff recommends that the Board adopt the proposed motion set forth below.

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute a contract with Tolar Manufacturing Company, Inc. at a cost not to exceed \$2,000,000 for a five-year period on such other terms and conditions as the Board Chair and Chief Executive Officer deem necessary.

ACTION ITEM – CATA SERVICE MONITORING REPORT - FISCAL YEAR 2026

Every three years, CATA is required to submit an update on its Title VI Program to the Federal Transit Administration. This triennial update is due in October 2026.

The Title VI Program Update must include an exhibit showing the Board's awareness, consideration, and approval of updates to the Service Monitoring Report. The Service Monitoring Report, which is attached for review, has been updated as follows:

- Service area demographics have been revised based upon American Community Survey data collected in 2023 and customer survey data collected in 2025.
- The system-wide service analysis has been revised based upon census data and current CATA system reports collected since the last report in 2023.

Staff recommends that the Board of Directors adopt the following proposed motion.

PROPOSED MOTION: That the CATA Board of Directors is aware of its Title VI responsibility to monitor and report on service and has considered and approves the CATA Service Monitoring Report - Fiscal Year 2026 and authorizes staff to submit this Report with CATA's Fiscal Year 2026 Title VI Program Update.

CATA Service Monitoring Report

FY 2026

INTRODUCTION

The Federal Transit Administration (FTA) Title VI guidelines require federal funding recipients to adopt system-wide standards and policies to guard against discriminatory service design and operations decisions. The FTA requires transit providers to evaluate impacts of proposed fare and major service changes, monitor compliance with service standards regularly and report results to the FTA as part of the Title VI Program update every three years. The primary purpose of this Title VI Service Monitoring Report is to document CATA's analysis of the level and quality of service provided to minority and low-income populations compared to the level and quality of service provided to non-minority and non-low-income populations.

There are six specific areas for which the FTA requires agencies to adopt service standards and policies. They are the following:

1. Vehicle load
2. Vehicle headway
3. On-time performance
4. Service availability
5. Distribution of transit amenities
6. Vehicle assignment

This report explains CATA's service standards and policies and compares the rate of compliance with these service measures between minority routes and non-minority routes, and between low-income routes and non-low-income routes.

SYSTEM-WIDE SERVICE STANDARDS AND POLICIES

CATA uses the following system-wide service standards and policies to evaluate transit service:

1. *Vehicle Load*

Since 2002, CATA's Title VI service standard for fixed routes has been a vehicle load ratio of 1.1 (i.e. 1.1 x vehicle seats or 44 per each 40-passenger vehicle).

2. *Vehicle Headway*

CATA determines route headways based on demand for service and ridership potential, while also taking into account the availability of resources. During the week, a minimum of 60-minute headway is preferred. CATA has multiple routes that operate at frequencies greater than 60 minutes during off-peak times and on weekends.

3. *On-Time Performance*

On-time performance can be affected by many factors – traffic congestion, detours, accidents that obstruct traffic, weather, passenger loads due to special events, to name a few. CATA's definition for on-time is 0 minutes early to 5 minutes late, with scheduling practices in place to specifically minimize early arrivals/departures. CATA strives for 80% of all buses to be at their timepoints on time.

4. *Service Availability/Transit Access*

CATA's standard for fixed route transit access is to provide fixed-route service to the most densely populated sections of the service area and to provide on-demand service in the less-populated sections.

5. *Distribution of Transit Amenities*

The two main amenities provided by CATA at bus stops include passenger shelters and benches. The standard guideline is that a shelter should be installed at any stop where the average daily boardings exceed 50 and a bench be installed where boardings exceeds 10, daily.

6. *Vehicle Assignment*

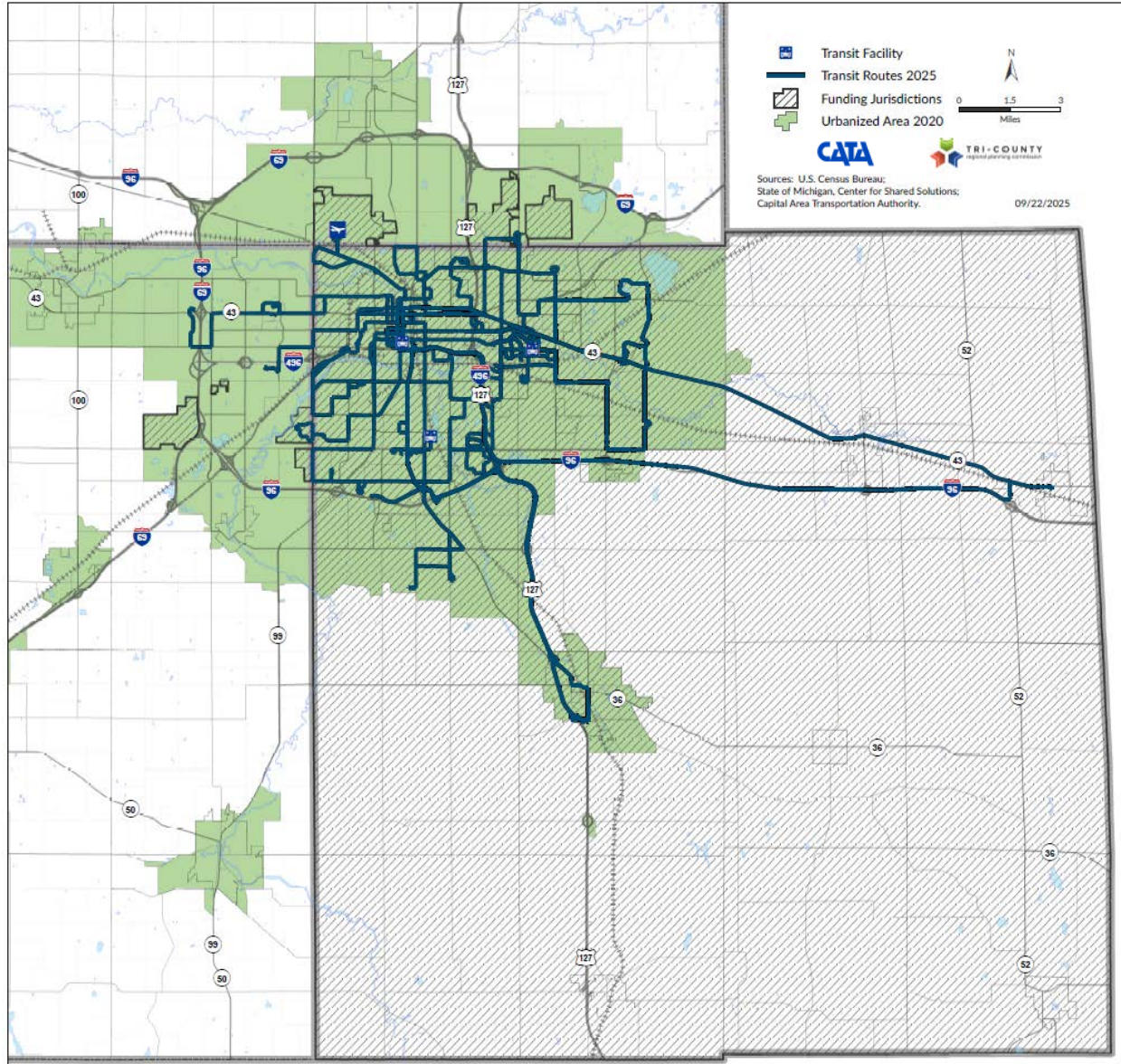
Hybrid and other low-emission buses are distributed throughout the system rather than concentrated in any area. This daily random assignment of vehicles (by age and condition) ensures equitable distribution across the system. Sixty-foot articulated buses are assigned to routes that require the greatest capacity. The primary intention of bus assignment is to provide equitable service throughout CATA's service area.

SERVICE AREA DEMOGRAPHICS

CATA provided over 9 million rides in Fiscal Year 2025. Overall ridership has been increasing since the COVID-19 pandemic but has not yet returned to pre-pandemic levels. The CATA service area is comprised of three counties – Ingham, Eaton, and Clinton. Service is currently funded through a voter-approved property tax millage in the five member jurisdictions of City of Lansing, City of East Lansing, Meridian Township, Delhi Township, and Lansing Township, plus adjoining census tracts that contain, intersect, or border a CATA fixed route. Map 1 illustrates the 2026 CATA service area, the combined boundaries of CATA’s funding jurisdictions, and CATA’s regular fixed routes.

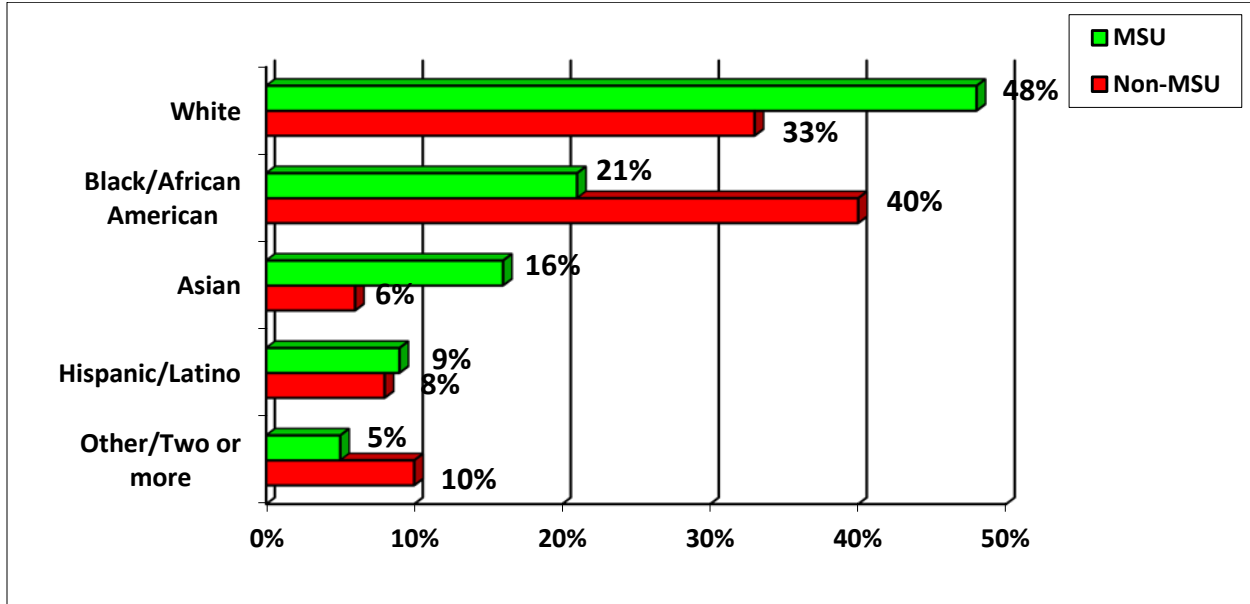
Map 1 – CATA Service Area

SERVICE AREA BASEMAP CATA SERVICE AREA



The 2023 American Community Survey (ACS) describes the following racial breakdown within the CATA service area: 64% White, 13% Black or African American, 9% Hispanic, 7% Asian, and 6% identifying with more than 1 racial grouping. The demographic profile of CATA's riders conversely, is shown in Figure 1, as informed by a comprehensive CATA customer survey, completed in 2025. To ensure CATA has the most accurate picture of riders in its service area, the survey noted the difference between MSU routes and non-MSU routes.

Figure 1 – Race Breakdown for CATA Ridership (source: CATA's 2025 Passenger Survey and Report)



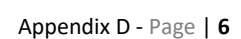
Customers were asked about travel patterns. Top destinations for customers on non-MSU routes, ranked from highest to lowest percentages cited, included:

- Home (31%)
- Work/employment related activities (21%)
- Shopping (20%)
- College/university (9%)
- Social/recreational/entertainment (8%)
- Other (5%)
- Medical services/appointments (4%)
- Middle school/high school (2%)

Top destinations for customers on MSU routes, ranked from highest to lowest percentages cited, included:

- College/university (66%)
- Home (18%)
- Work/employment related activities (5%)
- Shopping (4%)

Map 2 – Trip Generators



There are an estimated 290,287 people in CATA’s service area. Of those, 104,893, 36.13%, are minority populations and 69,236, 26.26%, are low-income populations (150% of poverty line based on household size). Table 1 displays minority population and low-income data for each census tract in CATA’s service area. Census tracts highlighted in green exceed the service area average for both minority population and low-income population. Yellow cells indicate populations higher than the service area average for either minority or low-income. Map 3 displays minority populations and Map 4 displays low-income populations. Data is based on 2023 American Community Survey Estimates.

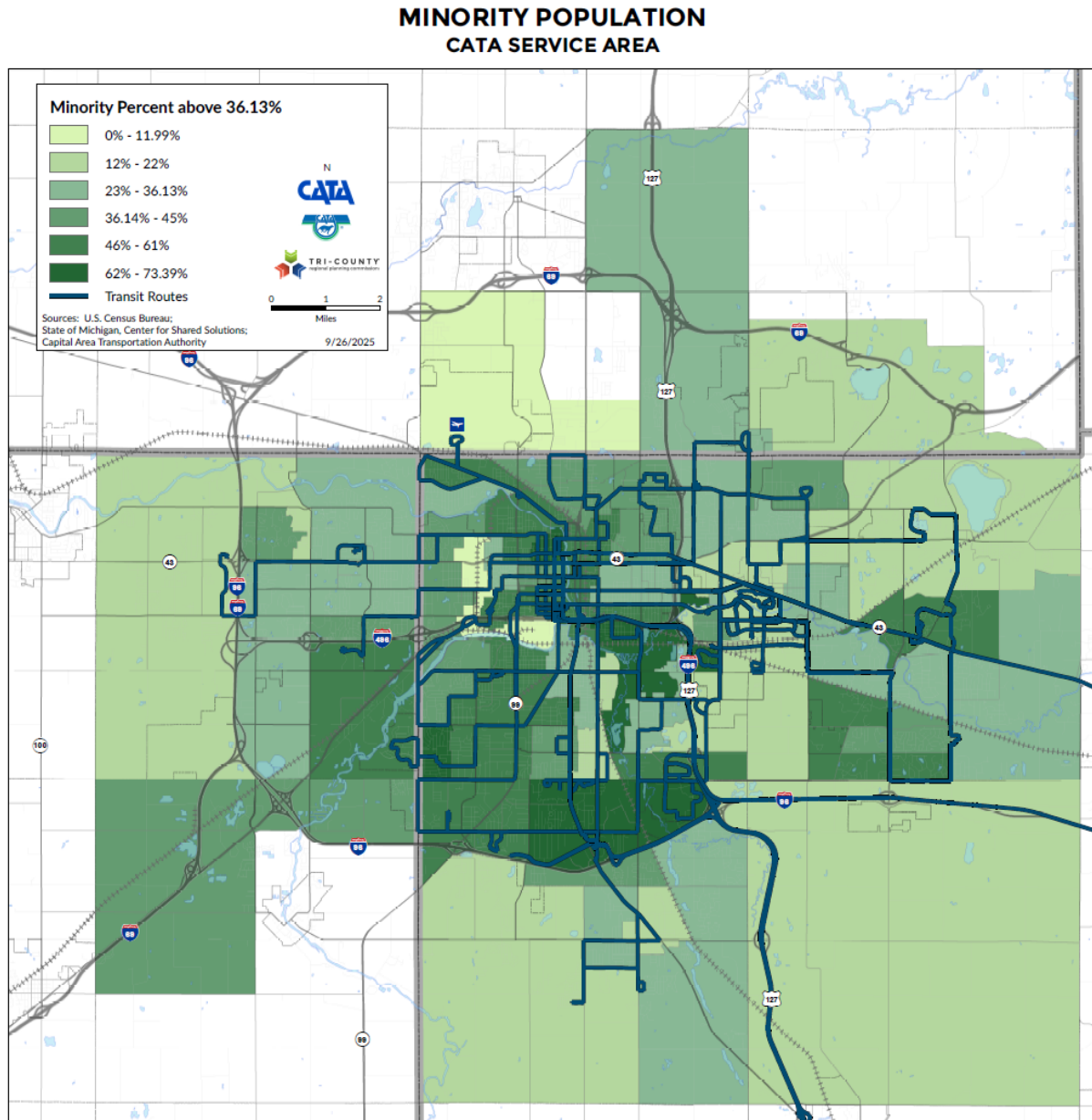
Table 1 – Census Tract Data for Minority and Low-Income Populations in the CATA service area

Census Tract	Total Population	Total Minority	Minority %	Total Population (Reporting Income Level)	Total Low Income	Below Low Income %
26037010104	4,014	988	24.61%	4004	589	14.71%
26037010203	1,096	51	4.65%	1096	318	29.01%
26037010204	2,356	190	8.06%	2356	158	6.71%
26037011105	2,591	396	15.28%	2548	240	9.42%
26037011106	4,167	848	20.35%	4072	946	23.23%
26037011200	2,931	844	28.80%	2879	2,304	80.03%
26045020101	3,445	1,013	29.40%	3445	210	6.10%
26045020102	2,872	986	34.33%	2851	520	18.24%
26045020103	3,630	1,292	35.59%	3513	931	26.50%
26045020104	3,309	1,169	35.33%	3309	694	20.97%
26045020201	2,598	1,161	44.69%	2598	288	11.09%
26045020202	4,429	2,462	55.59%	4429	1,216	27.46%
26045020302	7,439	1,302	17.50%	7413	473	6.38%
26045020303	3,338	882	26.42%	3338	419	12.55%
26045020305	996	123	12.35%	973	78	8.02%
26045020306	3,985	1,779	44.64%	3922	534	13.62%
26045021401	4,225	1,841	43.57%	4211	681	16.17%
26065000100	1,910	831	43.51%	1910	300	15.71%
26065000400	2,678	913	34.09%	2678	675	25.21%
26065000600	2,011	728	36.20%	1984	780	39.31%
26065000700	2,968	1,889	63.65%	2937	1,621	55.19%
26065000800	2,977	1,495	50.22%	2933	1,388	47.32%
26065001000	2,319	599	25.83%	2297	652	28.38%
26065001200	2,132	1,178	55.25%	2132	1,047	49.11%
26065001703	4,197	1,763	42.01%	4197	545	12.99%
26065002000	2,597	905	34.85%	2594	1,129	43.52%
26065002101	2,096	1,437	68.56%	2083	415	19.92%

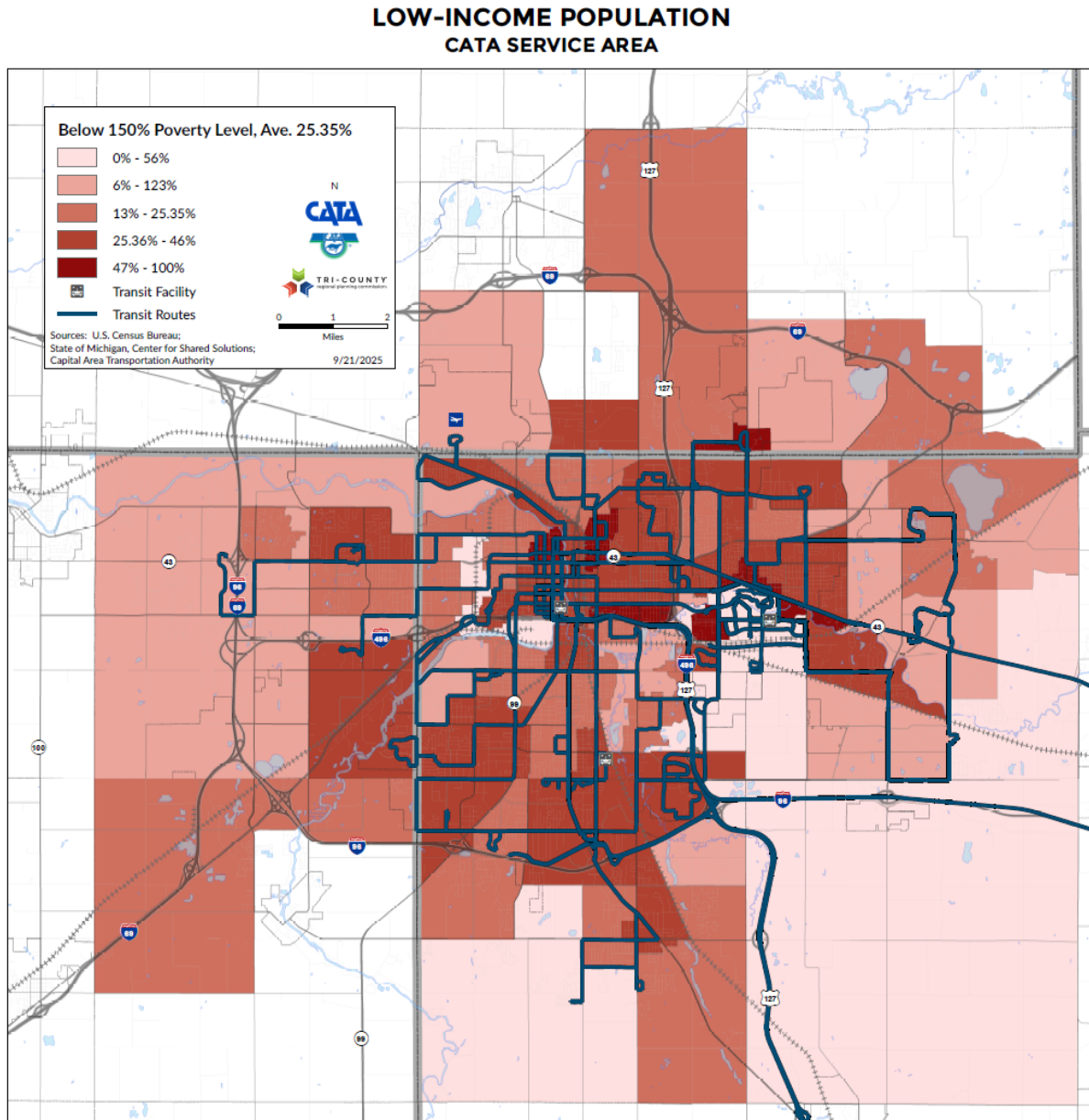
26065002200	1,573	317	20.15%	1543	338	21.91%
26065002300	3,074	848	27.59%	3063	611	19.95%
26065002600	1,972	1,062	53.85%	1972	409	20.74%
26065002700	2,997	1,312	43.78%	2933	662	22.57%
26065002800	2,326	533	22.91%	2291	582	25.40%
26065002901	3,497	1,149	32.86%	3497	765	21.88%
26065002902	3,741	2,196	58.70%	3741	1,430	38.23%
26065003103	5,997	2,275	37.94%	5965	1,619	27.14%
26065003200	2,046	811	39.64%	2038	476	23.36%
26065003301	3,073	1,783	58.02%	3055	1,204	39.41%
26065003302	1,965	555	28.24%	1959	166	8.47%
26065003400	2,394	919	38.39%	2372	323	13.62%
26065003500	2,709	1,117	41.23%	2709	525	19.38%
26065003601	4,164	3,056	73.39%	4100	1,573	38.37%
26065003602	3,360	1,895	56.40%	3356	1,183	35.25%
26065003700	4,351	2,333	53.62%	4351	1,494	34.34%
26065003801	3,842	1,351	35.16%	3830	507	13.24%
26065003802	3,347	1,167	34.87%	3347	851	25.43%
26065003901	2,404	807	33.57%	2322	380	16.37%
26065003902	3,932	817	20.78%	3688	1,728	46.85%
26065004000	4,235	558	13.18%	4116	1,561	37.93%
26065004100	4,809	848	17.63%	3967	3,257	82.10%
26065004301	4,330	1,253	28.94%	4319	1,784	41.31%
26065004302	2,367	842	35.57%	2252	1,910	84.81%
26065004402	338	243	71.89%	338	147	43.49%
26065004403	2,457	987	40.17%	2001	1,117	55.82%
26065004490	3,277	886	27.04%	0	0	0.00%
26065004491	1,235	382	30.93%	0	0	0.00%
26065004492	3,373	824	24.43%	0	0	0.00%
26065004493	1,464	504	34.43%	6	6	100.00%
26065004494	3,001	901	30.02%	0	0	0.00%
26065004500	3,632	1,331	36.65%	3632	1,357	37.36%
26065004600	4,144	812	19.59%	4140	288	6.96%
26065004700	3,004	476	15.85%	2984	462	15.48%
26065004801	4,151	931	22.43%	4097	888	21.67%
26065004802	3,236	574	17.74%	3236	307	9.49%
26065004902	4,875	1,383	28.37%	4855	2,095	43.15%
26065004903	2,560	1,409	55.04%	2486	190	7.64%
26065004904	4,968	1,772	35.67%	4947	528	10.67%
26065005002	4,133	1,254	30.34%	3903	135	3.46%
26065005003	4,286	2,489	58.07%	4286	330	7.70%

26065005004	4,068	1,516	37.27%	4054	473	11.67%
26065005100	3,159	1,483	46.95%	3159	1,297	41.06%
26065005201	5,382	2,704	50.24%	5325	1,337	25.11%
26065005202	4,045	819	20.25%	4025	584	14.51%
26065005303	4,441	2,828	63.68%	4441	1,723	38.80%
26065005304	3,171	2,026	63.89%	3059	1,360	44.46%
26065005305	3,682	884	24.01%	3673	345	9.39%
26065005306	3,068	1,166	38.01%	3068	911	29.69%
26065005401	3,174	857	27.00%	3174	431	13.58%
26065005402	3,312	624	18.84%	3304	935	28.30%
26065005501	5,976	1,109	18.56%	5880	226	3.84%
26065005502	6,887	2,399	34.83%	6706	1,657	24.71%
26065005600	2,904	502	17.29%	2899	149	5.14%
26065006500	3,208	1,062	33.10%	3205	890	27.77%
26065006600	3,113	1,767	56.76%	3052	1,324	43.38%
26065006700	4,287	2,160	50.38%	4226	1,633	38.64%
26065006800	3,412	1,818	53.28%	3362	793	23.59%
26065007000	6,148	2,910	47.33%	6001	824	13.73%
26065980000	843	189	22.42%	0	0	0.00%
26065980100	62	43	69.35%	62	5	8.06%
26065980200	0	0	0.00%	0	0	0.00%
	290,287	104,893	36.13%	273,074	69,236	25.35%
Tracts that are above the average % of minority AND below 150%			Service Area Average %			Service Area Average %

Map 3 – Minority Populations in CATA’s Service Area



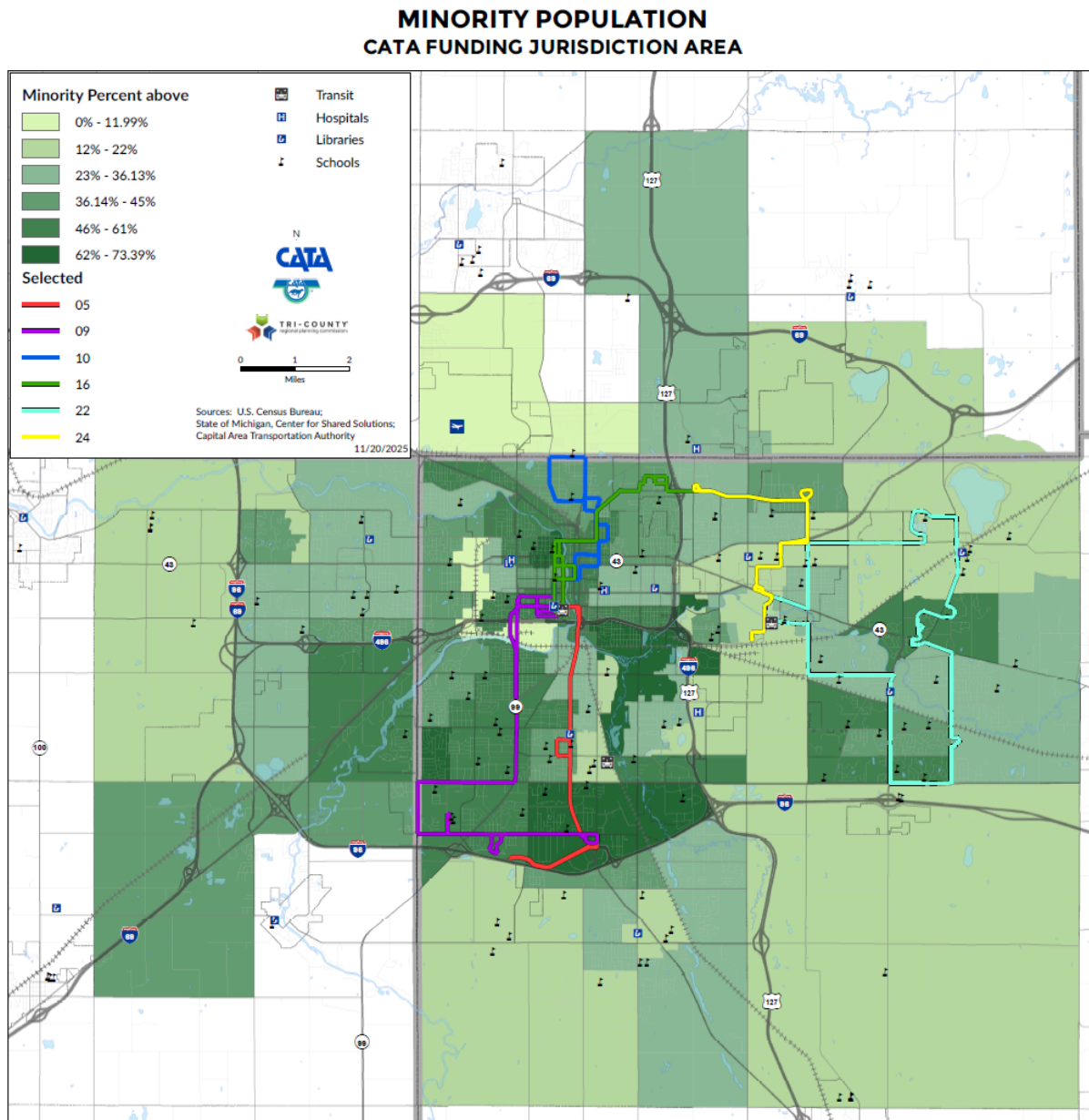
Map 4 – Low-Income Populations in CATA’s Service Area



SYSTEM-WIDE SERVICE ANALYSIS

CATA operates 30 fixed routes in its service area. Six fixed routes were selected as a sample for analysis. Three of the routes selected intersect relatively few Title VI tracts and three of them primarily serve Title VI tracts. The sample routes are displayed in Map 5.

Map 5: Sample Routes



The minority population in census tracts intersected or bordered by Routes 5, 9, 10, and 16 exceed the 36.13% service area average. Generally, the sample routes selected provide a good cross-section of CATA’s service area population, with minority populations ranging from 28-51%. Table 2 shows the characteristics of the populations served by each route in greater detail.

Table 2: Minority Population Served by Sample Routes

Route	Type	Total Population	Minority Population	*Minority %
5	Title VI	37,319	16,750	44.89%
9	Title VI	51,549	26,346	51.11%
10	Title VI	25,478	11,676	45.83%
16	Title VI	29,726	13,298	44.73%
22	Non-Title VI	54,511	16,614	30.48%
24	Non-Title VI	39,611	11,239	28.38%

Note: Route area included a 0.75-mile buffer

***CATA Service Area Minority Percent= 36.13%**

Vehicle Load

Since 2002, CATA’s Title VI service standard has been a vehicle load ratio of 1.1 (i.e. 1.1 x vehicle seats or 44, per 40-foot vehicle). Table 3 below displays the passengers per vehicle trip for each sample fixed route service in CATA’s fiscal year 2025. The system-wide passengers per vehicle trip is 13.4 for fiscal year 2025.

All routes are below the standard of 44 passengers per vehicle trip. Additionally, there is no obvious difference between performance of Title VI routes and other routes considered in this analysis.

Table 3: Passengers per Vehicle Trip for Sample Routes

Route	Type	Passengers per Vehicle Trip
5	Title VI	16.75
9	Title VI	15.9
10	Title VI	6.97
16	Title VI	8.14
22	Non-Title VI	6.29
24	Non-Title VI	7.31

Vehicle Headway

CATA determines route headways based on demand for service and ridership potential, while also taking into account the availability of resources. During the week, a minimum of 60-minute headway is preferred. CATA has multiple routes that operate at frequencies greater than 60 minutes during off-peak times and on weekends.

Table 4 displays vehicle headways for the sample routes. All routes in this analysis operate at frequencies in line with CATA’s current service standards. There is no apparent discrepancy between Title VI routes and Non-Title VI routes.

Table 4: Weekday Vehicle Headways for Sample Routes

Route	Type	Am Peak	Mid-Day Peak	PM Peak	Evening
5	Title VI	20	20	20	30
9	Title VI	30	30	30	30
10	Title VI	25	50	25	45
16	Title VI	30	30	30	30
22	Non-Title VI	35	35	35	70
24	Non-Title VI	35	35	35	60

On-Time Performance

Table 5 displays on-time performance for the sample routes. All routes in this analysis have the goal of 80% on-time at all time-points. There is no apparent discrepancy between Title VI routes and others.

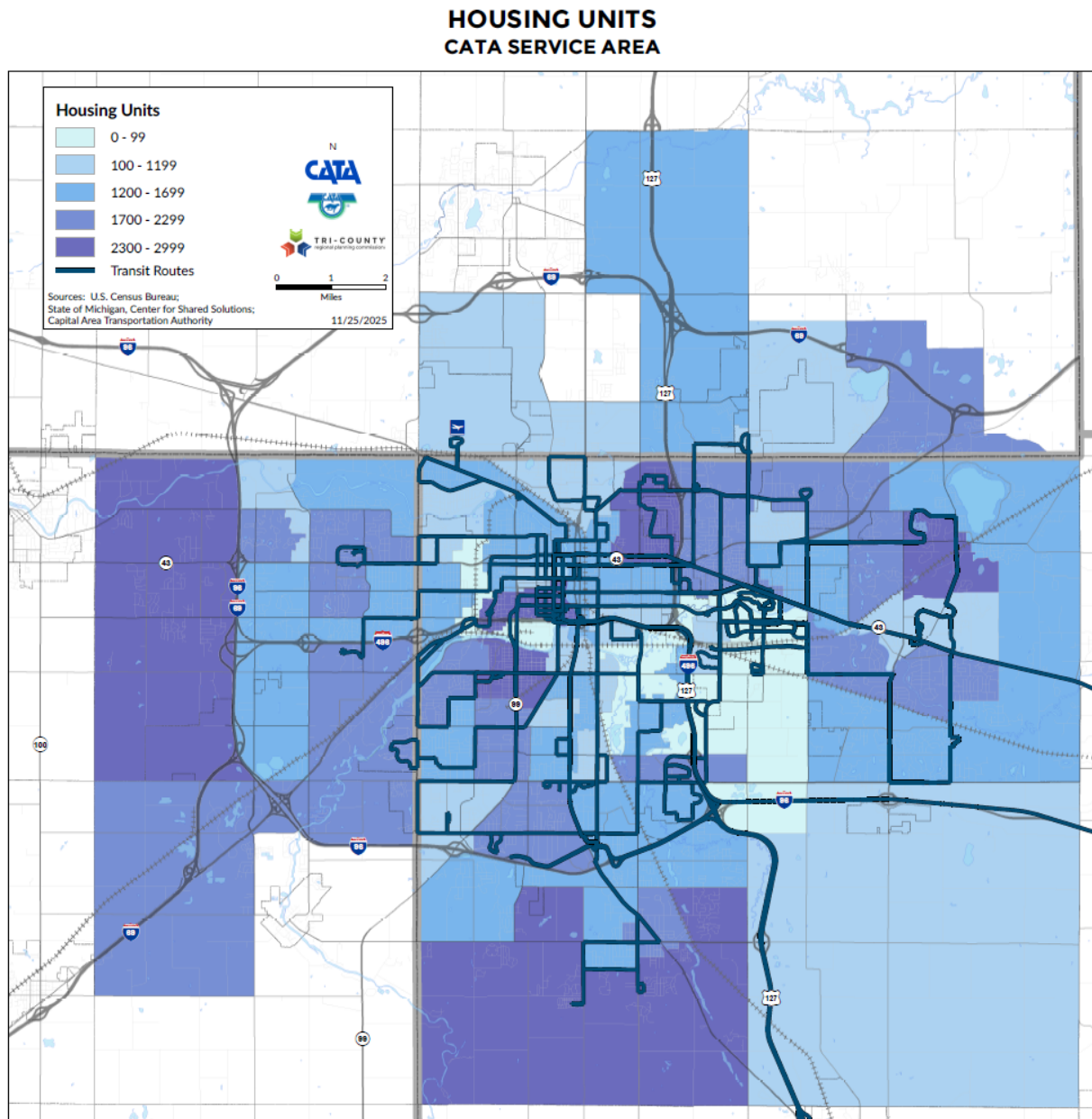
Table 5: On-Time Performance for Sample Routes

Route	Type	Late	Early	On-Time
5	Title VI	11.02%	4.47%	84.51%
9	Title VI	23.65%	4.50%	71.85%
10	Title VI	14.60%	3.38%	82.01%
16	Title VI	11.67%	2.65%	85.68%
22	Non-Title VI	14.00%	3.76%	82.24%
24	Non-Title VI	11.79%	4.38%	83.83%

Service Availability/Transit Access

Map 6 shows the fixed routes relative to 2023 American Community Survey housing data. The areas with the most housing units within the funding jurisdictions are all well served by CATA fixed route service, including the sample routes.

Map 6: Housing Units



Distribution of Transit Amenities

The two main amenities provided by CATA at bus stops include passenger shelters and benches. The standard guideline is that a shelter should be installed at any stop where the average daily boardings exceed 50 and a bench be installed where boardings exceed 10 daily. However, shelter installation is sometimes not possible when the stop is on private property, the dimensions of the proposed location are not large enough to accommodate a shelter, or criminal activity in the area makes having a shelter undesirable to the surrounding community or law enforcement. In these instances, CATA works with community members and affected parties to foster a discussion about potential solutions that lead toward installation of amenities.

In order to measure CATA's adherence to the standard, passenger count information for the sample routes from January to May of 2026 was compiled. Table 6 below shows whether a shelter is in place at stops on the sample routes with average daily boardings above 50.

Table 6: Distribution of Transit Amenities on Sample Routes

Route	Type	Stop ID	Average Daily Ons	Shelter
5	Title VI	CATA Trans Center	623	Yes
5	Title VI	Meijer S Penn BC East Side	145	Yes
5	Title VI	Meijer S Penn BC West Side	207	Yes
9	Title VI	CATA Trans Center	422	Yes
9	Title VI	Meijer S Penn BC West Side	179	Yes
9	Title VI	NBD Waverly before Jolly	50	Yes
10	Title VI	CATA Trans Center	167	Yes
16	Title VI	CATA Trans Center	266	Yes
16	Title VI	Meijer Lake Lansing Boarding Center (East Side)	110	Yes
16	Title VI	SBD High past Lake Lansing	50	Yes
16	Title VI	WBD @ Wal Mart	74	Yes
22	Non-Title VI	Meridian Mall	50	Yes
22	Non-Title VI	Rt 22 WBD at Meijer	50	Yes
24	Non-Title VI	Meijer Lake Lansing Boarding center (west side)	60	Yes
24	Non-Title VI	NBD MAC past Albert	50	Yes

Vehicle Assignment

Hybrid and other low-emission buses are distributed throughout the system rather than concentrated in any area. This daily random assignment of vehicles (by age and condition) ensures equitable distribution across the system. Sixty-foot articulated buses are assigned to routes that require the greatest capacity. The primary intention of bus assignment is to provide equitable service throughout CATA's service area.

ACTION ITEM – RENOVATION OF 511 SOUTH WASHINGTON AVENUE

CATA is planning renovations and upgrades to the building located at 511 S. Washington Avenue, the former Greyhound Bus Station. Constructed in 1950, the facility requires renovations to maintain it in a state of good repair. The proposed project includes improvements to the flooring, restrooms, breakroom, boardroom, doors, roofing, HVAC, concrete and asphalt surfaces and the addition of customer resource center. These improvements were identified through a facility assessment and are intended to address the facility's ongoing maintenance and infrastructure needs.

An Invitation for Bids (IFB) for CATA Renovation of 511 South Washington Avenue was issued on July 27, 2026. A non-mandatory pre-bid meeting was conducted on August 3, 2026. The IFB was distributed to eight (8) vendors and posted online at Lansing Builders Exchange, Transit Talent and on CATA's website. Sealed bids were due by 9:00 a.m. on August 31, 2026, and opened publicly at CATA's Administration Building. Two firms met the submission and deadline requirements.

<u>Firm</u>	<u>Base Bid</u>
Nielson Commercial Construction Company, Michigan	\$2,200,000
Gordon Construction Services, Inc., Michigan	\$2,245,000

Nielson Commercial Construction Company was the apparent low bidder. However, after reviewing the federal forms, it was noted that Nielson Commercial Construction Company, Appendix I document – Buy America Certification, had a signature on the form noting that they cannot comply with the requirements. Nielson Commercial Construction Company's bid was marked non-responsive and therefore not accepted.

Gordon Construction Services was read as the second lowest base bid with the amount of \$2,245,000. CATA Staff and our architect and engineering firm, Progressive AE, conducted a virtual post-bid interview and determined that Gordon Construction Services is the lowest responsive, responsible, and qualified bidder that meets the project specifications. CATA requested two Alternate bids. Alternate #1 was for the construction of an elevator addition and Alternate #2 was for parking lot resurfacing. The cost for Alternate #1 exceeded available grant funds. Therefore, the renovation will only include Alternate #2 to remove existing asphalt pavement and to provide a new compacted sub-base and asphalt paving in the amount of \$126,000.

Included in the total cost, a 10% contingency reserve equal to the total construction value in the amount of \$239,226, is included to address unforeseen costs that may arise during the construction phase.

\$2,245,000.00	Base Bid
\$20,000.00	Base Bid Bond
\$126,000.00	Alternate #2 (Remove Asphalt Pavement)
<u>\$1,260.00</u>	Alternate #2 Bid Bond
\$2,392,260.00	Total
<u>\$239,226.00</u>	Contingency
\$2,631,486.00	Grand Total

Any remaining grant funds will be dedicated to this property on additional facility improvements, IT infrastructure and related accessories, and security equipment.

Staff recommends that the Board adopt the proposed motion set forth below.

PROPOSED MOTION: That the CATA Board of Directors authorizes Board Chair, Nathan Triplett, and Chief Executive Officer, Bradley T. Funkhouser, to execute a contract with Gordon Construction Services, Inc., for the CATA Renovation 511 South Washington Avenue. The contract includes the base bid of \$2,245,000 plus \$20,000 for the base bid bond, \$126,000 for Alternate #2 plus \$1,260 for Alternate #2 bid bond, and a 10% contingency reserve of \$239,226, for a total not to exceed amount of \$2,631,486 of state funds on such other terms and conditions as the Board Chair and the Chief Executive Officer deem necessary.

INFORMATION ITEMS

SEPTEMBER 16, 2026

1. JULY RIDERSHIP REPORT
2. JULY RIDERSHIP GRAPH YEAR-TO-DATE
3. FUEL PURCHASE FOR AUGUST 2026
4. CATA ONE UPDATE

JULY 2026 RIDERSHIP REPORT

Total system rides – July	414,536
Average weekday system ridership	15,750
Average weekday system ridership change July 2026 to July 2025	+3.3%

July 2026 vs. July 2025

	Percentage Change	Ridership Change
Monthly total system ridership	+5.0%	+19,740
Monthly Urban Fixed-Route change	+4.4%	+14,090
Monthly MSU campus ridership change	-48.9%	-758
Monthly Spec-Tran ridership change	-1.6%	-306
Monthly Total Paratransit ridership change	+5.5%	+439

FY 2026 YEAR TO DATE RIDERSHIP

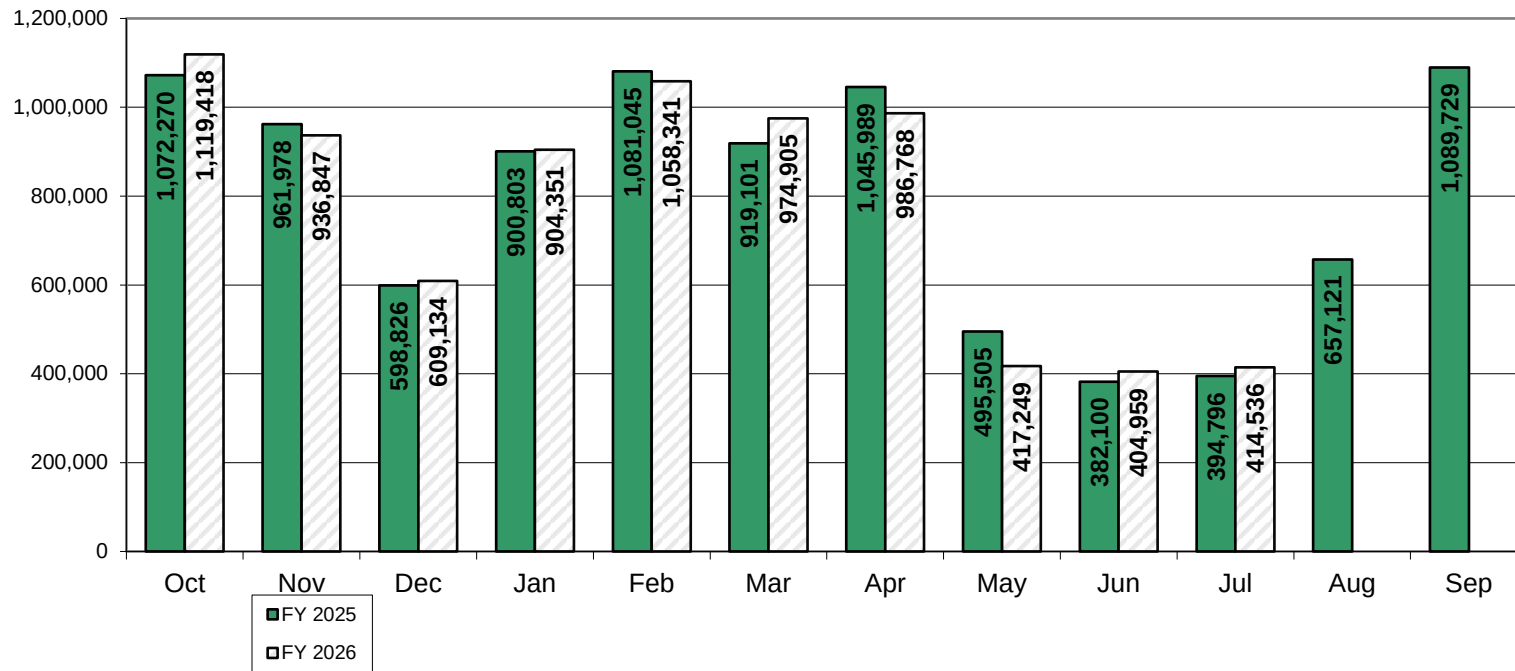
Total system rides – FY 2026:	7,826,508
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FY 2026 vs. FY 2025

	Percentage Change	Ridership Change
Total system rides change	-0.3%	-25,905
Year-to-Date Spec-Tran ridership change	+2.3%	+6,248
Year-to-Date Total Paratransit ridership change	+5.5%	+18,188

Notes: None.

CATA's Monthly Ridership: FY 2025 & FY 2026



INFORMATION ITEM - FUEL PURCHASE FOR AUGUST 2026

The following lists our prices for diesel fuel for August 2026

<u>Date of Delivery</u>	<u>Price Per Gallon</u>
08/03/2026	\$4.1255
08/07/2026	\$4.0142
08/12/2026	\$4.1985
08/19/2026	\$4.4580
08/24/2026	\$4.2725
08/28/2026	\$4.1920

FY 2026 Current average per gallon fuel cost	\$4.21
FY 2026 Budget per gallon fuel cost	\$2.35

CATA ONE – EMPLOYEE APPRECIATION CELEBRATION

On Thursday, August 13, 2026, CATA One celebrated CATA employees with a fun-filled Hawaiian-themed Employee Appreciation Celebration. The day was filled with great food, music, laughter, and plenty of opportunities for employees to come together and enjoy one another's company.

The celebration kicked off in the Maintenance Department with breakfast starting at 7:15 a.m., giving our maintenance team an opportunity to enjoy breakfast and fellowship before the workday got underway.

The all-employee luncheon followed from 11:00 a.m. to 5:00 p.m., providing employees across the organization with an opportunity to take a break, enjoy a delicious meal, listen to music, and participate in prize giveaways. A special highlight of the celebration was the ice cream sundae bar, where our CEO, Deputy CEO, and Directors were on hand to serve ice cream and add a little extra fun to the festivities.

It was a great day of appreciation, connection, and fun, and CATA One was proud to help celebrate the employees who contribute to CATA's success every day.

Respectfully submitted,

Marshea Brown
Chair, CATA One
Director of Human Resources

