



Interurban Transit Partnership

Board Members

Mayor Gary Carey, Chair

Charis Austin
Mayor Katie Favale

Rick Baker
Steven Gilbert
Robert Postema

Mayor Rosalynn Bliss
Andy Guy
Terry Schweitzer

David Bilardello, Vice-Chair

Mayor Stephen Kepley
Jack Hoffman
Paul Troost

Tracie Coffman
Mayor Steve Maas

BOARD OF DIRECTORS MEETING AGENDA BOARD RETREAT

Wednesday, February 21, 2024 – 3:00 p.m.

Grand Rapids Chamber of Commerce, 250 Monroe Ave NW #150

AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
1. PUBLIC COMMENT		
2. REAPPOINTMENT OF CHAIRPERSON AND VICE CHAIRPERSON Mayor Gary Carey, Chairperson Mr. Bilardello, Vice Chairperson		Voice Vote
3. MINUTES REVIEW – January 24, 2024	Mayor Carey	Approval
4. CEO’S REPORT	Deb Prato	Information
5. CEO EMPLOYMENT AGREEMENT EXTENSION	Mayor Carey	Approval
6. TRANSPORTATION FUNDING REFORM UPDATE	Jack Hoffman	Information
7. BOARD RETREAT		
a. McAlvey Merchant and Associates	Bill Jackson	Information
8. INFORMATION		
a. Paratransit Route Ridership – January 2024	Jason Prescott	Information
b. On-Demand – January 2024		
c. Fixed Route Ridership – January 2024	Jeffrey King	Information
d. Finance	Linda Medina	Information
1. Operating Statement – December 2023		
2. Professional Development and Travel Report – December 2023		
3. Grant Statement		
9. CHAIR’S REPORT	Mayor Carey	Information
10. ADJOURNMENT		

NEXT MEETING: March 27, 2024

MISSION: *To create, offer and continuously improve a flexible network of public transportation options and mobility solutions.*



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Mayor Steve Maas

BOARD OF DIRECTORS MEETING MINUTES

Wednesday, January 24, 2024 – 4:00 p.m.

Rapid Central Station Conference Room (250 Caser E Chavez SW)

ATTENDANCE:

Board Members Present:

Mayor Carey, David Bilardello, Mayor Kepley, Rick Baker, Robert Postema, Charis Austin, Tracie Coffman, Jack Hoffman, Paul Troost, Terry Schweitzer, Steven Gilbert

Board Members Absent:

Mayor Bliss, Mayor Maas, Mayor Favale, Andy Guy

Staff Attendees:

Steve Clapp, Kris Heald, Deron Kippen, Linda Medina, Nick Monoyios, James Nguyen, Deb Prato, Jason Prescott, Andy Prokopy, Steve Schipper, Mike Wieringa, Kevin Wisselink

Other Attendees:

Terry Lieffers, Alice Lieffers, David Bulkowski, Thomas Gilson, Gail Marsh, Melvin Turnbo, Chris Leasure, Debra Cooper, Larry Sawyer, Selma Hodzic (Network 180), Alisha Krueger (Network 180), Cassi Cooper, Tammy Dahn, Marion Bonneau, Max Dillivan, Jeffrey King, Adam Erber, Curtis Bolt, Wardell Frazier

Mayor Carey called the meeting to order at 4:03 p.m.

1. PUBLIC COMMENT

Mr. Terry Lieffers is a concerned parent of a GO!Bus user. He stated to the board that the service was unreliable. He understands that service pick-ups should happen plus or minus 30 minutes, however, he advised that does not happen all the time. If the service has started to improve, neither he nor his daughter Alice have seen evidence of that yet.

Ms. Alice Lieffers is a user of GO!Bus service. She wished to let the board know the service used to be better. She handed Ms. Heald two written complaints which are attached to these minutes.

2. MINUTES REVIEW – December 13, 2023

Chairman Carey entertained a motion to approve the meeting minutes from December 13, 2023. Ms. Coffman motioned to approve, and Mr. Hoffman supported it. The motion passed unanimously.

Chairman Carey noted that the offices of the Board Chair, and Board Vice Chair will be brought to the February Board Retreat meeting scheduled for February 21, 2024.

CEO'S REPORT

Ms. Prato started her comments by addressing the GO!Bus concerns of both Mr. Terry Lieffers and Ms. Alice Lieffers. Ms. Prato noted that The Rapid has made several changes and she hopes they will be seen by all Go!Bus users soon.

Mr. Terry Lieffers asked if he could address the board once again and asked if the area The Rapid is currently serving is going to be expanded. Ms. Prato replied, not currently. She also noted for the 2024 winter service, some of the non-productive routes were cut. Since then, The Rapid has been able to restore service on Routes 2, 5, 6, and 9 and fulfill service on DASH.

Ms. Prato extended well wishes for Mr. Max Dillivan who is resigning from The Rapid effective January 31, 2024, and is taking a new role with Mobile GR.

Mr. Dillivan expressed his thanks to the board and The Rapid team. He noted it has been a true honor to serve this board.

4. **CARDINAL INFRASTRUCTURE, LLC, - Mr. Carter McCoy**

Mr. Carter McCoy gave a high-level presentation on the trends in Public Transportation and Federal Funding Transit. Cardinal is one of a few transit-specific advocacy firms in Washington, DC. They represent several transit agencies, municipalities, and transportation authorities around the country. Cardinal works closely with industry groups such as APTA and the Bus Coalition to build coalitions and monitor trends. They also can work with members in rural and urban districts regardless of demographic makeup or political legacies.

What Cardinal does for The Rapid

- Facilitate and refine communication between Grand Rapids and FTA/DOT/Congress.
- Monitor industry trends to help gain knowledge and innovate as needed.
- Develop deeper connections between Michigan Senators and Representatives and The Rapid leadership.
- Grant application review, legislative and regulatory monitoring, and strategic planning.

Available Funding

- The Infrastructure Investment and Jobs Act (IIJA) provided \$109B for public transit over five (5) years.
- LowNo and Bus and Bus Facilities oversubscribed six to one.
- Opportunities for municipalities, counties, state DOTs, and transit agencies to work together. Safe Streets for All.
- The state of good repair backlog is massive. New Funding levels intend to address that while delivering improvements for future transportation infrastructure. IIJA set a new baseline. We need growth to support transit nationwide.

Federal Limitations

- Transit Formula Funding. Limitations on spending and no federal funding for operations. Capital Costs. Vehicle purchases, state of good repair maintenance, planning, engineering, and design of transit projects.
- Competitive Grants. The Rapid has been intentional about which grant programs they should apply for.
- Funds are specific to the project you applied for.

Workforce Trends

- Wages need to keep up with inflation and what other sectors can offer.
- Diesel mechanics are now software technicians. A different set of skills.
- Part-time bus operators have decreased by 35% since 2017.
- Partnership with technical colleges and high schools can pay dividends for the regional workforce.

MISSION: *To create, offer and continuously improve a flexible network of public transportation options and mobility solutions.*

Construction Trends

- Fewer bids are coming in for transportation projects. Agencies can't price shop or be as selective.
- Higher material costs and financing for projects
- Supply Chain. Lead times for materials and delays.
- Labor Availability. Companies/contractors are struggling to fill open positions.

Transit Initiatives

- Transit agencies across the nation are experiencing cost increases.
- Longer wait times and infrequent service push riders away, leading to less fare revenue.
- Main objectives are to improve reliability, expand service to new areas, and increase frequency.

Transit Oriented Development

- Housing and transportation costs are approximately 50% of an average American's annual expense.
- Efficient local land use planning can minimize this burden by planning for the growth of residential and businesses along a transit route.
- Build a sustainable tax base, attract workers, and promote land conservation for rural and suburban areas.

5. ACTION ITEMS

a. **FY 2024 Federal Transit Administration (FTA) Grant Application – Mr. Kevin Wisselink**

Mr. Wisselink requests approval from the Board to approve the FY 2024 Federal Transit Administration (FTA) grant application to allow the CEO or her designee to execute a grant contract on behalf of The Rapid Board.

Mayor Kepley wanted to know the cost. 780,000. What were they, 500,000-600,000?

Mr. Wisselink said the demand response has more than doubled.

Ms. Prato added buses 1.7, we would need at least 2. That is why we

Mr. Hoffman asked why fire trucks are doubling in cost. Mayor Kepley said they are handmade and highly specific for every city. The equipment is in the same location. We want to make them last 20 years. Doing things to keep the frames from rusting.

Chairman Mayor Carey entertained a motion to approve the Federal Transit Administration (FTA) Grant Contract. Ms. Coffman motioned to approve, and Mayor Kepley supported it. The motion passed unanimously.

b. **FY 2025 MDOT Grant Application – Mr. Kevin Wisselink**

Mr. Wisselink requests approval from the board to approve the FY 2025 Michigan Department of Transportation (MDOT) grant application and authorize the CEO or her designee to execute a grant contract on behalf of The Rapid.

Chairman Mayor Carey entertained a motion to approve the FY 2025 Michigan Department of Transportation (MDOT) grant application. Mr. Hoffman motioned to approve, and Mayor Kepley supported it. The motion passed unanimously.

c. **FY 2025 Specialized Services Grant Application – Mr. Kevin Wisselink**

Mr. Wisselink is requesting board approval for the submittal of the FY 2025 Specialized Services operating assistance grant application to MDOT and subsequent execution of a contract with MDOT for third-party operating assistance with the four recipient agencies: Kent County Community Action of the County of Kent, Kent County CMH Authority d/b/a Network 180, Hope Network and Senior Neighbors.

Chairman Mayor Carey entertained a motion to approve the submittal of the FY 2025 Specialized Services. Ms. Austin motioned to approve, and Mr. Gilbert supported it. The motion passed unanimously.

d. Rideshare Matching Software Contract, Agile Mile – Mr. Kevin Wisselink

Mr. Wisselink is requesting approval from the Board to enter into a three (3) year contract with Agile Mile for \$162,000 with the possibility of two (2) one (1) year extensions for the provision of Rideshare Matching Software.

Mayor Kepley asked if they make software for GO!Bus.

Mr. Wisselink replied, dispatch software.

Chairman Mayor Carey entertained a motion to approve the contract with Agile Mile for the provision of Rideshare Matching Software. Mr. Schweitzer motioned to approve, and Mr. Hoffman supported it. The motion passed unanimously.

e. Rapid Central Station Info Booth Renovation Contract, JKB Construction – Mr. Kevin Wisselink

Mr. Wisselink is requesting approval from the board to enter into a contract with JKB Construction for \$329,667 plus a 15% contingency of \$49,540, for a total project cost of \$379,117 for The Rapid Central Station Info Booth Renovation project.

Chairman Mayor Carey entertained a motion to approve the contract with JKB Construction for the renovation project at the Rapid Central Station Info Booth. Mr. Baker motioned to approve, and Mr. Bilardello supported it. The motion passed unanimously.

f. New Ford Transit Security Cameras Contract, Safe Fleet – Mr. Mike Wieringa

Mr. Wieringa is requesting approval from the Board to enter into a contract with Safe Fleet to purchase and install onboard Safe Fleet vehicles six (6) camera systems on twelve (12) new Electric Ford Transit demand response vehicles for \$111,776.

Chairman Mayor Carey entertained a motion to approve a contract with Safe Fleet for six (6) camera systems on twelve (12) new Electric Ford Transit Demand vehicles. Mr. Gilbert motioned to approve, and Mr. Postema supported it. The motion passed unanimously.

g. FY 22/23 Audit – Ms. Linda Medina

Ms. Medina is requesting Board approval for the Financial Statements and Single Audit Reports for the fiscal year ending September 30, 2023, and 2022. She also thanked her staff for all their hard work.

Mr. Hoffman thanked Ms. Medina and her team for a job well done.

Mr. Schweitzer wished to clarify that the plan is in good shape in terms of pension liabilities.

Ms. Medina replied, yes, the plan is in the 92% range that we are required to report to. A very favorable year.

Mayor Kepley thanked the staff for doubling the funds. He is pleased that it is working.

Mayor Carey noted the financials are so much clearer now than in the past and he thanked Ms. Medina for her leadership and a job well done.

Chairman Mayor Carey entertained a motion to approve the Financial Statements and the Single Audit reports for the fiscal year ending September 30, 2023, and 2022. Mayor Kepley motioned to approve, and Mr. Schweitzer supported it. The motion passed unanimously.

PERFORMANCE REPORTS

a. Paratransit Route Ridership – December 2023, Mr. Jason Prescott

Mr. Bilardello is pleased to see the improvements in on-time pick-ups and on-time drop-offs.

b. On-Demand – Mr. Jason Prescott

Mayor Kepley asked if we could add the 2019 numbers back to the report. He feels those numbers help remind us of what ridership was before Covid. We want to get back to pre-COVID numbers.

c. Fixed Route Ridership – December 2023, Mr. Max Dillivan

d. Financial Reports – Ms. Linda Medina

1. Operating Statement 2023
2. Professional Development and Travel Report
 - a. October 2023
 - b. November 2023
3. Grant Statement

7. CHAIR'S REPORT

Chairman Mayor Carey gave well wishes for Mr. Dillivan in his next endeavor. He also congratulated Ms. Prato and the staff on the transformation at Ellsworth. Well done.

8. ADJOURNMENT

The meeting was adjourned at 5:03 pm

The next meeting is scheduled for February 21, 2024, the Board Retreat

Respectfully submitted,



Kris Heald, Board Secretary

GoBus

It sometimes come really, really early, or really late or not at all.

GoBus on Demand app

A texting or call service when the GoBus is arriving or running late.

I told the lady driver that I forgot my tickets, and that I would be right back, but when I got back to the bus, the lady was gone and I never got on the bus and to my destination. I got left behind + I was so mad!! They need to wait for people longer until they come back or suggest a time that they need to be back by.

Gobus has come a half hour to an hour early before to pick me up from my drop-off location and bring me home. What happens if i'm not ready to go home at that time? Will I be left without another driver picking me up at my scheduled time? Gobus is my main and sometimes only transportation. What happens if I get a job and the gobus driver does this and I'm still on the clock at work? Will they come back later to pick me up at the scheduled pick up time?



Date: February 21, 2024
To: ITP Board
From: Mayor Gary Carey, Chairman of the Board
Subject: CEO EMPLOYMENT AGREEMENT EXTENSION

ACTION REQUESTED

Board approval is being requested to authorize the Board Chairman to extend the CEO's employment agreement for an additional one (1) year term in accordance with the terms of the existing CEO employment agreement.

INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 022124

Fiscal Year: 2023-2024

Moved and supported to adopt the following resolution:

Approval to extend the CEO's employment agreement for an additional one (1) year term in accordance with the terms of the existing CEO employment agreement.

BE IT RESOLVED that the additional one (1) year term has been approved for the CEO.

CERTIFICATE

The undersigned, duly qualified and acting secretary of the Interurban Transit Partnership Board, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Interurban Transit Partnership Board.

Kris Heald, Board Secretary

Date

To: Rapid Board and Management Team

From: Jack L. Hoffman, planning committee member

Subject: Transportation Funding Reform Update, Governor's State of the State address and Transportation Commission meeting of January 25, 2024

Date: February 9, 2024

Timing: My original target was a mileage and weight based user fee on commercial trucks, proportional to the damage to the system caused by the use, by July 1, 2025. For reasons explained below we should know in a couple of months whether that date remains feasible. Failing the 2025 date, probably the next window of opportunity would be July 1, 2027.

As far as the Rapid goes our millage extends to 2029 so if comprehensive transportation could double its current state allocations by 2027, with more to come as the vehicle user fee program expands, that should give us a strong base for the future. Equally, the strategic plan for funding reform involves motivating the transportation commission to stand on its own two feet, so to speak, relying on its own constitutional duty and power to establish transportation policy for the state transportation system as a whole. In other words, to build comprehensive transportation values into commission and department policy from the very start.

Transportation funding reform remains inevitable. The best strategic move for comprehensive transportation is to be in on the game at the very beginning and to participate in shaping the new paradigm and how it functions.

Recap: Governor Whitmer in her successful 2018 campaign famously coined the meme "fix the damn roads." Early on, while the legislature was divided, she made an effort to raise more road funding by raising the gas tax. She lived to tell the tale but vowed never to try that again and to find a new way.

In retrospect it was at this point that mileage and weight based user fees became inevitable. Given the economic reality that the roads must be fixed and the political reality that the funds to do this cannot be raised through taxes, user fees are the only long term solution. New technology makes this feasible. The successful Illinois plan is the model. There is no need for any pilot project on user fees on commercial trucks.

Around the end of 2020 the governor asked the Transportation Commission to use its own bonding authority to issue 3.5 billion in highway bonds secured by first priority on future proceeds of all fuel and registration taxes within the jurisdiction of the commission.

A couple of things to note here.

First, neither the governor nor the legislature could order the transportation commission to issue or not to issue highway bonds. This power lies solely within the jurisdiction of the commission and the bonds are secured solely by commission revenues.

Second, Act 51 of 1951 famously allocates proceeds of the gas and registration tax between the state, local governments, and comprehensive transportation. However, payment of bond principle and interest has priority before the allocation is made. The terms of the bonds require that the proceeds be used for state roads only. As a result, not only do highway bonds use tomorrow's gas and registration tax proceeds to pay today's expense, thereby robbing the future,

but also they take future gas and registration tax proceeds from local government and comprehensive transportation and give them to the state, robbing the cities.

Despite these obvious drawbacks, the Commission acquiesced to the governor's request and authorized the issue of the bonds.

Then came the elections of 2022. Governor Whitmer again campaigned on "fix the damn roads," acknowledging that bond debt issued by the transportation commission was not only a temporary fix. Again she won election and led her party to an unprecedented clean sweep of state offices.

This set the stage for a potential true reform of transportation funding in the non-election year of 2023. In June of 2023 the governor seemed to take some steps in this direction by appointing the bi-partisan Growing Michigan Together Council and charging them with reporting to her before the end of the year. Among other things, the governor tasked the council with reporting on the condition of highways and transportation funding. As late as November, 2023 the Governor described her hopes for the council: "We are undergoing an historic transformation from internal combustion engines to electric vehicles, something that every state in the country is going to grapple with. I think Michigan could show the world what a real solution looks like."

The Council issued its final report on December 14, 2023. On the condition of Michigan highways the report was scathing. "The portion of Michigan's National Highway System miles in poor condition ranks among the worst in the nation—47th according to a report by the Citizens Research Council." As to the future, the Council recommended: "The State needs to examine alternative dedicated funding sources to maintain Michigan's road infrastructure, including vehicle miles traveled fees."

This was the setting for the governor's state of the state speech on January 24, 2024. I wondered if the governor would pivot off the Council's report and call for the legislature and transportation commission to work together with her to execute a transportation user fee program to "show the world what a real solution looks like."

She did not. Instead, the governor pointed to the transportation commission borrowing 3.5 billion as the historic transformation and success she had promised. She asked for the commission to issue additional bonds to continue her success in fixing the damaged roads.

The records show there has been a shift in the governor's approach to transportation funding reform just within the last few months. To read the political tea leaves, I would guess that the governor's success in using social issues and economic stimulus to turn out voters for democrats has elevated her to more of a national role in the Biden campaign and her political preference would be to rest on those laurels and leave alone the sleeping bear of transportation funding.

For myself, I have been trying to convince the governor that this is too risky a strategy for her, especially in view of her own council's report one month ago. The tactic of declare success and move on pushes to the limit the meme that we live in a post truth world where facts do not matter. My own suggestion is that the governor communicate that the issue is too important for politics. Therefore she is taking it out of the political arena and leaving it in the hands of the bi-partisan Transportation Commission, which is where the constitution puts the authority anyway. She burnishes her bi-partisan credentials and gets credit for a stateswoman like approach to a serious economic issue of our time. In all likelihood given such a boost the commission and

director would establish and execute a transformative funding program which will save Michigan's transportation system, The governor gets the credit. If by chance things should go amiss, then the commission takes the fall, not the governor.

The morning after the governor's address I appeared at the joint meeting of the transportation commission and the aeronautics board and then again at the meeting of the transportation commission immediately thereafter. As it turned out I got two periods of public comment. The director of transportation and the commission chair both made comments on the governor's speech and responding to my comments so there was quite a bit of interaction on the issues.

The chairman began his comments thanking the governor for appointing him on December 31 to his 5th term three year term. He also thanked the governor for his appointment as chair after having served as acting chair for a year after the departure of his predecessor. He said he appreciated the governor's confidence in him. The chairman then acknowledged that after my comments at the prior meeting he had talked to the attorney general and the director and that they all agreed the commission should be doing more to establish transportation policy. To that end he had asked the director to schedule a policy planning retreat for the commissioners. But he cautioned not to expect any new policies on things like transportation funding for at least a year and probably two.

The director in his report acknowledged the governor's request for additional bond funding. Like the chairman, the director mentioned he had only recently been appointed director having served as acting director for quite a long time. He acknowledged that the director's function was to execute commission policy but he also pointed out that he served at the pleasure of the governor. Therefore, he would be recommending to the commission to issue the additional bonds and would prepare the necessary resolutions to be passed at the next meeting. I commented to the director and the commission that that was no solution. No one disagreed.

My assessment is that if the governor would communicate to the chairman and the director that the commission taking the lead on funding reform is ok with her, that is what she appointed them to do, then a user fee on commercial trucks could come on line in 2025. If it doesn't happen in 2025, then the economic realities will impose such a solution in 2027. For this to work for the governor in 2024 the chairman and the director will have to hear from her soon.

A flag showing the direction of the wind might be the survey of community attitudes on vehicle user fees posted by MDOT on its website on January 30, five days after the meeting.. The first responders got a ten dollar gift certificate. The response was large and continued even after the certificates ran out. I filled out the survey but did not get a gift certificate. I am still hoping for a community focus group appointment and the \$100 gift certificate.

I have some criticisms of the content, but for now I think the important point is that the department put this out without any public direction from either the governor or the legislature but on the commission's and director's own constitutional and statutory authority. So long as the commission continues down this road, transportation funding reform will occur. The transportation system, and not just roads, will be truly fixed.

My strategy is to continue to monitor the situation and intervene to move the solution forward by taking advantage of opportunities as they arise. Right now I'm focused on public

discussion and the April 18 Transportation Commission meeting where the bonding question will be decided.



Interurban Transit Partnership

DATE: February 21, 2024
TO: ITP Board
FROM: Jason Prescott
SUBJECT: JANUARY 2024 PARATRANSIT RIDERSHIP REPORT

Paratransit ridership information for January 2024, as compared to January 2023

	2024	2023	% Change
Total Paratransit Ridership	18,154	18,157	N/A
ADA Ridership	14,722	14,680	0.3%
Non-Disabled Senior (NDS) Ridership	142	87	63.2%
PASS Ridership	278	195	42.6%
Network 180	2,118	2,322	-8.8%

Ridership averages, as compared to 2023

	2024	2023	% Change
Weekday Ridership	648	644	0.6%
Saturday Ridership	218	202	7.9%
Sunday Ridership	165	202	-18.3%

Other Performance Measures

	2024	2023	% Change
On-Time Performance	93.00%	73.00%	27.4%
On-Time Drop-Off	94.00%	69.00%	36.2%
Average Cost Per Trip	\$46.42	\$37.03	25.4%

January 2024 Paratransit Ridership and Operating Statistics				
	2024	2023	Change	% Change
ADA				
Clients	1,202	1,228	(26)	-2.1%
Passenger Trips	14,722	14,680	42	0.3%
NDS				
Clients	15	13	2	15.4%
Passenger Trips	142	87	55	63.2%
PASS				
Clients	16	12	4	33.3%
Passenger Trips	278	195	83	42.6%
CONTRACTED				
Clients	0	0	0	#DIV/0!
Passenger Trips	0	0	0	#DIV/0!
RIDELINK				
Clients	297	294	3	1.0%
Passenger Trips (Performed by The Rapid)	894	873	21	2.4%
TOTALS				
Clients	1,530	1,547	(17)	-1.1%
Passenger Trips	16,036	15,835	201	1.3%
Average Weekday Ridership	648	644	4	0.6%
Average Saturday Ridership	218	202	16	7.9%
Average Sunday Ridership	165	202	(37)	-18.3%
All Ambulatory Passengers	13,228	12,827	401	3.1%
All Wheelchair Passengers	2,808	3,008	(200)	-6.6%
No - Shows	437	369	68	18.4%
Cancellations	508	929	(421)	-45.3%
Transdev				
Average Cost per Trip	\$46.42	\$37.03	\$9.39	25.4%
Riders per Hour	1.9	2.0	(0.1)	-5.0%
Accidents per Month	4.0	3.0	1	33.3%
Trip Denials	0	0	0	#DIV/0!
NTD Travel Time (minutes)	32	27	5	18.5%
NETWORK 180				
Passenger Trips	2,118	2,322	(204)	-8.8%
Average Weekday Ridership	101	105	(4)	-3.8%
TOTAL PASSENGER TRIPS	18,154	18,157	(3)	0.0%
Paratransit Service Quality Statistics: network 180 Excluded				
Complaints	2024	2023	% of Trips	% Change
Transdev Complaints	20	25	0.1%	-20.0%
On-Time Performance				
On-Time Compliance - Pick-up	93.00%	73.00%	20.0%	27.4%
On-Time Compliance - Drop-off	94.00%	69.00%	25.0%	36.2%



Interurban Transit Partnership

300 Ellsworth SW, Grand Rapids, Michigan 49503-4005 Ph 616 456 7514

Date: February 8, 2024

To: Board of Directors

From: Jason Prescott, Director, Paratransit, ADA and Mobility

Subject: Rapid Connect

OVERVIEW

Rapid Connect mobility-on-demand program report from Thursday, February 1 through Wednesday, February 7. The intent of these reports is to be distributed weekly on Friday mornings. The reports will always cover a five-day service period.

HISTORICAL CONTEXT

The Rapid Connect service was launched on January 3rd, 2022, in Walker and Kentwood to improve accessibility to public transportation within those two jurisdictions. The initial pilot (Jan-Mar) had a service operating on weekdays from 6 a.m. to 6 p.m. Presently the service operates until 10 p.m. on weekdays.

Sign-ups remain consistent from week to week. To date, 2,051 people have signed up to use this new service.

All training and testing trips taken by operators or Rapid employees have been omitted from all calculations included in this report.

CURRENT RIDERSHIP

Between Thursday, February 1, and Wednesday, February 7 (five-day service period), there were a total of 283 completed trips. All 283 trips were scheduled on-demand through the app.



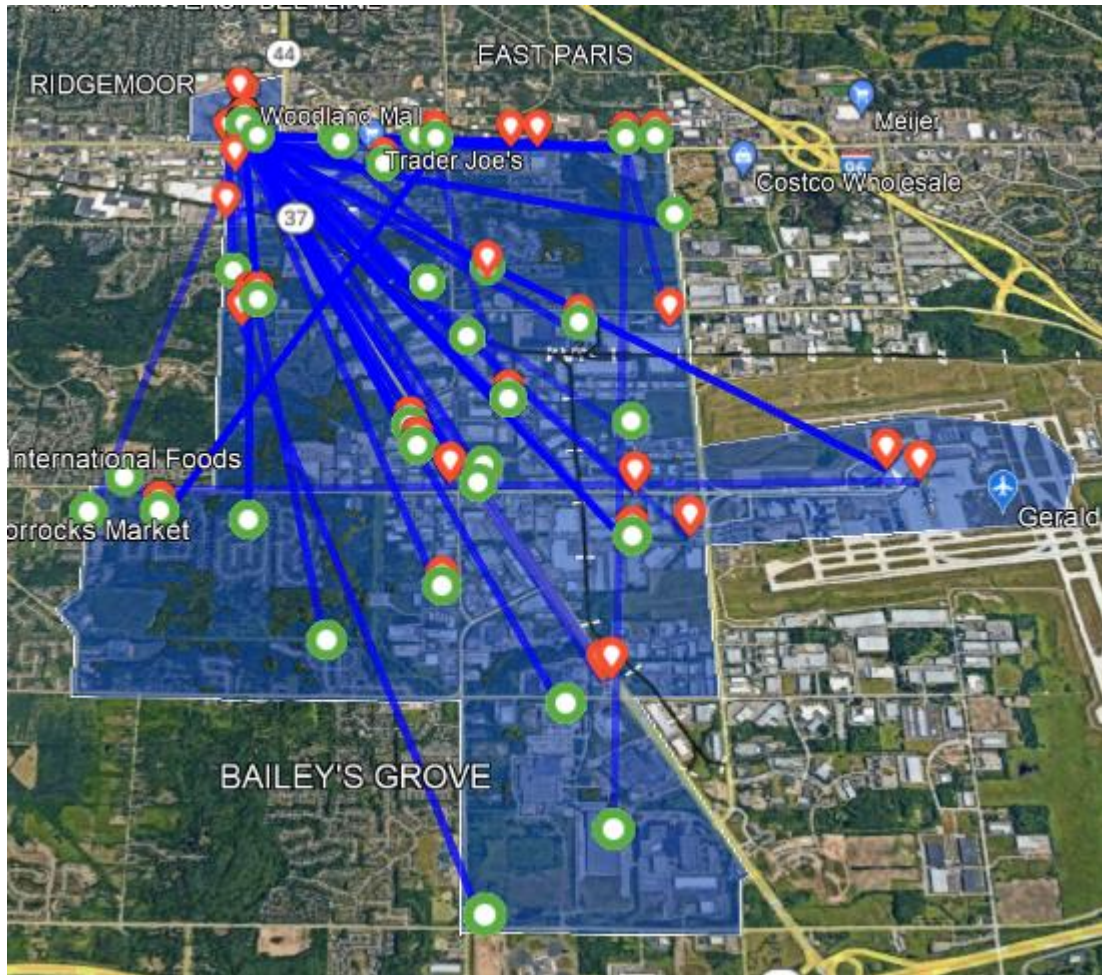
Interurban Transit Partnership

300 Ellsworth SW, Grand Rapids, Michigan 49503-4005 Ph 616 456 7514

There were 184 completed trips in Kentwood (65%), and 99 trips completed in Walker (35%). There were 51 individual riders in Kentwood and 19 in Walker that made up these trip counts for this week.

The average fare trip distance in Kentwood is 2.81 miles, and 2.85 miles in Walker. The fare trip distance is the distance between the pickup and drop-off points and does not consider other stops on the route.

The earliest trip in Kentwood for this five-day service period had a reported arrival time of 5:56 a.m. The latest trip was completed at 9:40 p.m.

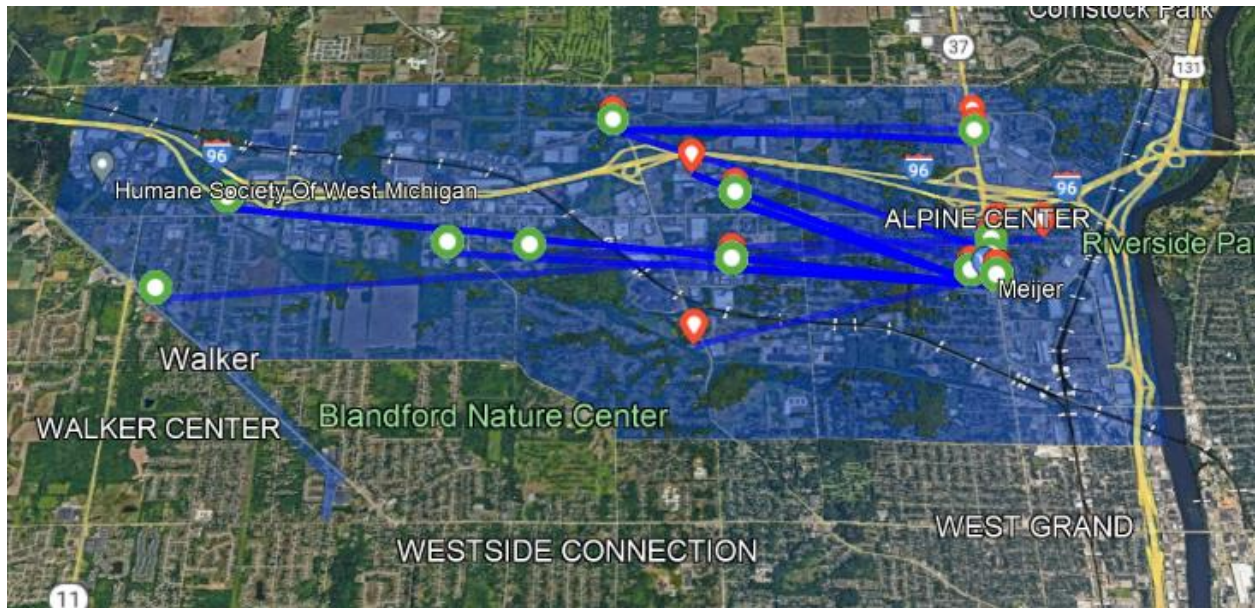




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The earliest trip in Walker for this five-day service period had a reported arrival time of 5:53 a.m. The latest trip was completed at 9:41 p.m.



4 Trips taken this week in the expanded zone.

3352 Alpine Ave NW

3248 Alpine Ave NW

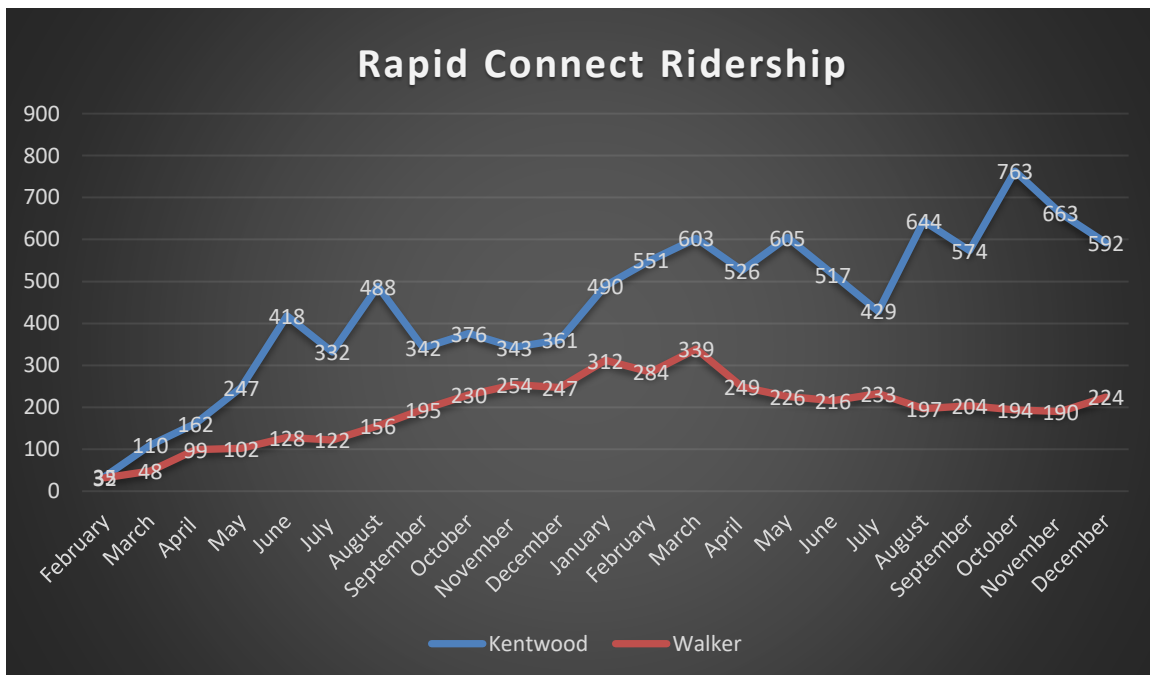
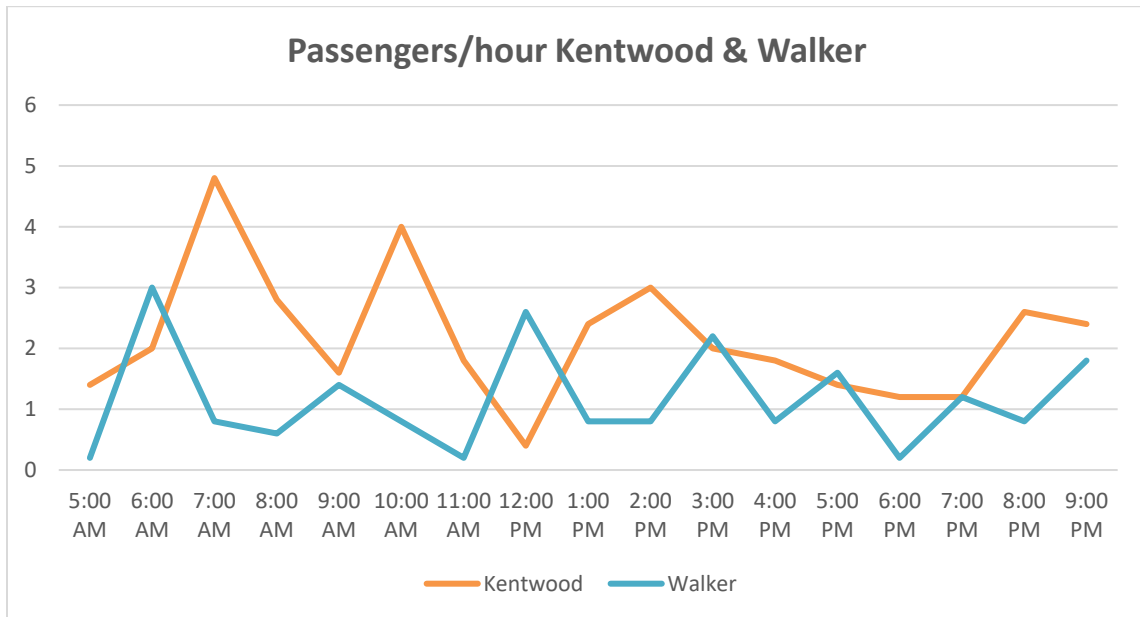
2189 Walker Ave NW

566 Lankamp



Interurban Transit Partnership

300 Ellsworth SW, Grand Rapids, Michigan 49503-4005 Ph 616 456 7514





Date: February 13, 2024
To: ITP Board
From: Jeffrey King – Community Relations Specialist
 Nick Monoyios – Director of Planning
Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – January 2024

OVERVIEW:

Overall, January 2024 ridership and productivity measures underperformed those of January 2023. This is likely due to a combination of the service adjustments implemented on January 2, 2024, along with the series of inclement snow days during the mid-month. The Laker Line accounted for most of the increase in Contracted Service ridership.

BACKGROUND INFORMATION

Monthly Ridership

	Jan 2024	Jan 2023	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	324,384	364,312	-11.0%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	185,122	172,943	7.0%
Total Monthly Fixed Route Ridership	509,506	537,255	-5.2%

Daily Average Ridership

	Jan 2024	Jan 2023	% Change
Weekday Total	20,959	22,144	-5.4%
Weekday Evening	2,964	2,778	6.7%
Saturday	8,013	8,597	-6.8%
Sunday	4,088	3,926	4.1%

Productivity Summary

	Jan 2024	Jan 2023	% Change
Average passengers per hour per route	12.9	13.2	2.3%
Average passengers per mile per route	0.95	0.97	-2.1%
Average farebox recovery percent per route	10.6%	9.8%	8.2%

Fiscal Year Ridership

	FY 2024	FY 2023	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	1,446,470	1,419,809	↑ 1.9%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	683,351	629,274	↑ 8.6%
Total Fixed Route Ridership YTD	2,129,821	2,049,083	↑ 3.9%

COMPARISON OF JANUARY 2024 TO JANUARY 2019

Monthly Ridership

	Jan 2024	Jan 2019	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	324,384	550,097	-41.0%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	185,122	273,047	-32.2%
Total Monthly Fixed Route Ridership	509,506	823,144	-38.1%

Daily Average Ridership

	Jan 2024	Jan 2019	% Change
Weekday Total	20,959	33,957	-38.3%
Weekday Evening	2,964	4,416	-32.9%
Saturday	8,013	12,791	-37.4%
Sunday	4,088	6,232	-34.4%

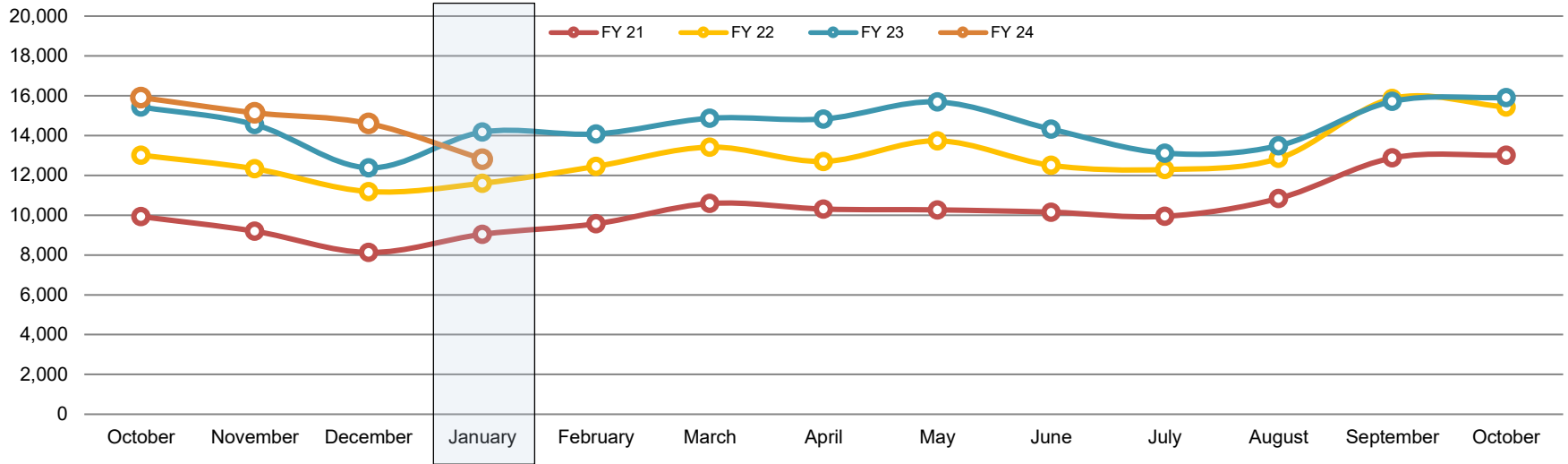
Productivity Summary

	Jan 2024	Jan 2019	% Change
Average passengers per hour per route	12.9	17.6	-26.7%
Average passengers per mile per route	0.95	1.43	-33.6%
Average farebox recovery percent per route	10.6%	22.4%	-52.7%

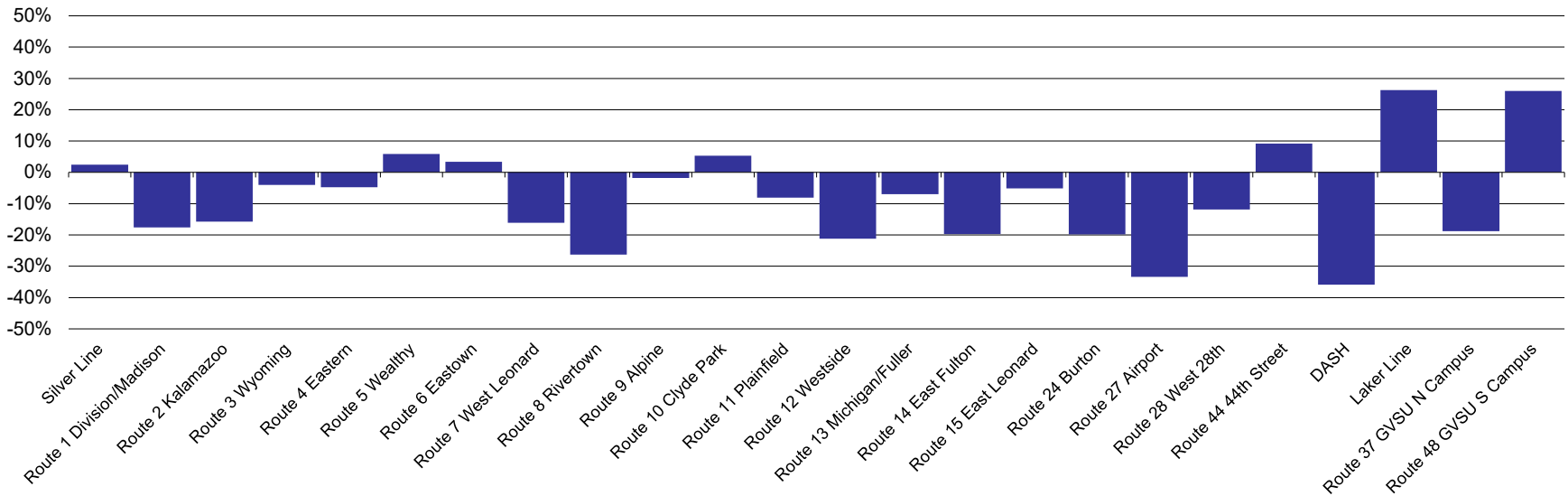
Fiscal Year Ridership

	FY 2024	FY 2019	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	1,446,470	2,449,462	-40.9%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	683,351	1,201,729	-43.1%
Total Fixed Route Ridership YTD	2,129,821	3,651,191	-41.7%

Monthly Weekday Average Ridership History



Percent Change by Route: January 2024 compared to January 2023





Interurban Transit Partnership

Date: February 21, 2024
To: ITP Board of Directors
From: Linda Medina, Director of Finance
Subject: December 2023 Operating Statements and Professional Development and Travel Report

Attached are the financial reports through December 31, 2023, for general and grants. The Professional Development and Travel report reflects December's activity.

FY 23/24 YTD Operating Statement Analysis

Total revenues and expenses show favorable trends through December 2023. Revenues slightly exceed budget expectations. Although Community Mental Health ridership is currently lower than anticipated, there's an expectation for ridership to rebound. The increase in Township Services expenses is attributed to the Special Olympics requesting billing for the remainder of their contract.

Expenses are 11.9% below budget, primarily due to fuel expenses (diesel, CNG, and propane) averaging 24% below the forecasted cost per gallon. We will continue to monitor these costs closely.

For any further inquiries regarding the attached financial reports, please don't hesitate to contact me directly at (616) 774-1149 or lmedina@ridetherapid.org.

The Rapid
Operating Statement
Year to Date as of December 31, 2023

	YTD as of December 31, 2023		Variance		Last Year	Current Year
	Budget	Actual	\$	%	FY 22/23 YTD Actual	FY 23/24 Annual Budget
Revenues and Operating Assistance						
Passenger Fares	\$ 1,187,781	\$ 1,175,904	\$ (11,877)	-1.0%	\$ 1,150,459	\$ 4,895,883
Sale of Transportation Services						
CMH Contribution	116,014	91,500	(24,514)	-21.1%	96,875	447,839
Dash Contract	462,297	421,329	(40,968)	-8.9%	407,731	1,856,468
Grand Valley State University	987,703	993,755	6,052	0.6%	827,693	3,682,642
Van Pool Transportation	-	-	-	0.0%	(1,162)	-
Township Services	51,054	83,796	32,742	64.1%	104,875	185,836
Other	55,681	57,117	1,436	2.6%	55,897	218,635
Subtotal Sale of Transportation Services	1,672,749	1,647,498	(25,251)	-1.5%	1,491,909	6,391,421
State Operating	5,071,627	4,409,092	(662,535)	-13.1%	3,773,009	18,870,616
Property Taxes	4,915,250	5,162,429	247,179	5.0%	4,656,906	19,661,002
Advertising & Miscellaneous	161,284	639,323	478,039	296.4%	285,290	714,020
Subtotal Revenues and Operating Assistance	13,008,691	13,034,246	25,554	0.2%	11,357,573	50,532,941
Grant Operating Revenue	-	-	-	0.0%	3,000,001	70,907,963
Unrestricted Net Reserves	-	-	-	0.0%	-	5,474,451
Total Revenues and Operating Assistance	\$ 13,008,691	\$ 13,034,246	\$ 25,554	0.2%	\$ 14,357,574	\$ 56,007,392
Expenses						
Salaries and Wages						
Administrative	\$ 1,539,881	\$ 1,385,086	\$ (154,795)	-10.1%	\$ 1,243,760	\$ 7,226,977
Operators	3,699,962	3,115,728	(584,234)	-15.8%	3,163,199	16,033,168
Maintenance	642,198	598,749	(43,449)	-6.8%	436,435	2,782,858
Subtotal Salaries and Wages	5,882,041	5,099,563	(782,478)	-13.3%	4,843,394	26,043,003
Benefits	2,923,563	2,297,741	(625,822)	-21.4%	2,508,778	10,842,785
Contractual Services	973,839	973,837	(1)	0.0%	762,760	3,912,166
Materials and Supplies						-
Fuel and Lubricants	690,986	548,749	(142,237)	-20.6%	677,775	3,026,466
Other	444,050	475,921	31,872	7.2%	355,859	1,969,374
Subtotal Materials and Supplies	1,135,036	1,024,670	(110,366)	-9.7%	1,033,634	4,995,840
Utilities, Insurance, and Miscellaneous	1,739,735	1,594,255	(145,480)	-8.4%	1,783,683	5,699,115
Purchased Transportation	2,129,458	2,033,280	(96,178)	-4.5%	1,906,790	8,514,483
Expenses Before Capitalized Operating	14,783,671	13,023,346	(1,760,325)	-11.9%	12,839,039	60,007,392
Capitalized Operating Expenses	-	-	-	0.0%	-	(4,000,000)
Total Operating Expenses	\$ 14,783,671	\$ 13,023,346	\$ (1,760,325)	-11.9%	\$ 12,839,039	\$ 56,007,392
Net Surplus/(Deficit) without Net Reserves		\$ 10,900			\$ (1,481,467)	
Net Surplus/(Deficit) with Net Reserves		\$ 10,900			\$ 1,518,534	

Interurban Transit Partnership
Grant Revenues & Expenditures
Month Ended 12/31/23

GL0376

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	Adopted Budget	Amended Budget	Month To Date	Year To Date	Balance	Percent Target 25%
<u>Grant Revenue</u>						
1. Federal Grant Assistance	16,232,189	16,232,189	2,298,704	3,588,219	12,643,970	22%
2. State Grant Assistance	4,058,047	4,058,047	574,676	897,055	3,160,992	22%
3. Transfer In - Operating Budget	0	0	0	0	0	100%
4. Use of Restricted Net Assets	0	0	0	0	0	100%
5. Other Local	0	0	0	0	0	100%
6. Total Grant Revenue	20,290,236	20,290,236	2,873,380	4,485,274	15,804,962	22%
<u>Labor</u>						
7. Administrative Salaries	0	0	0	0	0	100%
8. Driver Wages	0	0	0	0	0	100%
9. Temporary Wages	0	0	0	0	0	100%
10. Fringe Benefit Distribution	0	0	0	0	0	100%
11. Total Labor	0	0	0	0	0	100%
<u>Material & Supplies</u>						
12. Tires & Tubes	322,000	322,000	27,440	53,393	268,607	17%
13. Office Supplies	0	0	0	0	0	100%
14. Printing	0	0	0	0	0	100%
15. Total Material & Supplies	322,000	322,000	27,440	53,393	268,607	17%
<u>Purchased Transportation</u>						
16. Purchased Transportation	1,200,000	1,200,000	200,000	300,000	900,000	25%
17. Specialized Services	0	0	0	0	0	100%
18. Total Purchased Transportation	1,200,000	1,200,000	200,000	300,000	900,000	25%
<u>Other Expenses</u>						
19. Dues & Subscriptions	26,000	27,000	0	26,757	243	99%
20. Professional Development	0	0	0	0	0	100%
21. Miscellaneous	0	1,859	0	0	1,859	0%
22. Total Other Expenses	26,000	28,859	0	26,757	2,102	93%
<u>Leases</u>						
23. Office Lease	0	0	0	0	0	100%
24. Transit Center Lease	0	0	0	0	0	100%
25. Storage Space Lease	0	0	0	0	0	100%
26. Total Leases	0	0	0	0	0	100%
<u>Capital</u>						
27. Rolling Stock	4,320,079	4,320,079	1,535,544	2,729,856	1,590,223	63%
28. Facilities	3,617,625	6,055,443	620,629	708,592	5,346,851	12%
29. Equipment	675,298	1,883,609	1,622	16,343	1,867,266	1%
30. Other	1,742,950	2,041,091	342,017	478,213	1,562,878	23%
31. Total Capital	10,355,952	14,300,222	2,499,812	3,933,004	10,367,218	28%
32. Planning Services	4,932,231	985,102	146,128	172,120	812,982	17%
33. Capitalized Operating	3,454,053	3,454,053	0	0	3,454,053	0%
34. Total Expenditures	20,290,236	20,290,236	2,873,380	4,485,274	15,804,962	22%

PROFESSIONAL DEVELOPMENT & TRAVEL REPORT
 ALL EMPLOYEES
 DECEMBER 2023

AMOUNT	PURPOSE	EMPLOYEE (s)	LOCATION
\$ 4,722.72	APTA Transform Conference	S. Schipper, M. Wieringa, J. Nguyen, J. Prescott, D. Prato, A. Prokopy, N. Monoyios	Orlando, FL
\$ 82.27	MDOT Annual Training Workshop	L. Schelling	Dimondale, MI
<u>\$ 4,804.99</u>			

*This total does not include incidental travel and meeting expenses such as mileage, parking, lunch meetings, etc.