



## Interurban Transit Partnership

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### Future Planning & Innovations Committee Members

Rick Baker

Andy Guy

Jack Hoffman

Terry Schweitzer (Chair)

Paul Troost

Citizen Members: Dave Bulkowski

## FUTURE PLANNING & INNOVATIONS COMMITTEE MEETING

Monday, May 12, 2025 – 8:30 a.m.

Rapid Central Station Conference Room (250 Cesar Chavez Avenue, SW)

### AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
<b>1. PUBLIC COMMENT</b>		
<b>2. MINUTES REVIEW – March 10, 2025</b>	Terry Schweitzer	Review
<b>3. DISCUSSION</b>		
a. Transportation Funding Reform	Jack Hoffman	Discussion
b. Near-Term TMP Implementation Items	Terry Schweitzer	Discussion
c. Stakeholder Implementation Committee Composition	Terry Schweitzer	Discussion
d. 2025 APTA/Mpact Conferences	Deb Prato	Discussion
<b>4. ADJOURNMENT</b>		

Next meeting: July 14, 2025



## Future Planning & Innovations Committee Members

Rick Baker

Jack Hoffman  
Citizen Member:

Andy Guy  
Dave Bulkowski

Terry Schweitzer (Chair)

Paul Troost

## FUTURE PLANNING & INNOVATIONS COMMITTEE MEETING MINUTES

Monday, March 10, 2025 – 8:30 a.m.

Rapid Central Station Conference Room (250 Cesar E Chavez Avenue, SW)

### **ATTENDANCE:**

#### Committee Members Present:

Dave Bulkowski, Andy Guy, Jack Hoffman, Terry Schweitzer, Paul Troost

#### Committee Members Absent:

Rick Baker

#### Rapid Attendees:

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

#### Public Attendees:

Max Dillivan (Mobile GR)

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Mr. Schweitzer called the meeting to order at 8:34 a.m.

### **1. PUBLIC COMMENT**

No Public Comment

### **2. MINUTES – November 4, 2024 (January 6, 2025, was canceled)**

Chairman Schweitzer called for any comments or corrections to the meeting minutes from November 4, 2024. The meeting minutes were accepted as written and submitted.

### **3. DISCUSSION**

#### **a. TMP Near-Term Recommendation Prioritization Discussion, Mr. Nick Monoyios**

The discussion at today's meeting revolved around the implementation of the final Transit Master Plan (TMP) and how to prioritize recommendations for a 1–5-year action period. Key points raised by the committee members included:

Mr. Monoyios noted the need to prioritize near-term recommendations from the TMP, especially as the organization is waiting for state funding.

Mr. Schweitzer highlighted the importance of planning for the expired millage in 2029 and the need to convey the value of improvements to the community convincingly.

Discussions led to the potential expansion of services, particularly within urban and suburban areas.

Mr. Guy raised the point that The Rapid should leverage its real estate holdings to explore new revenue-generating opportunities through Transit Oriented Development (TOD). He encouraged innovative thinking about future property acquisitions and redevelopment around transit hubs.

The integration of micro-transit and micro-mobility options was also emphasized as a possible method for improving service connectivity for first mile/last-mile challenges.

There was a consensus on the need for community buy-in regarding micro transit initiatives and the importance of dialog with local mayors and stakeholders.

Ms. Prato expressed the need to involve community leaders and ensure the alignment of micro-transit strategies.

Mr. Hoffman pointed out the importance of promoting existing services instead of introducing new initiatives without solid backing from state funding.

A recurring theme was the potential “property tax fatigue” among residents as property taxes continue to rise without perceived increases in service quality.

Mr. Bulkowski underscored the significant relationship between transit and housing, suggesting that The Rapid needs to collaborate with non-profit housing developers to enhance transit support for housing and job access.

There were various insights on reducing neighborhood service disparities while ensuring that service enhancements align with community needs and expectations.

The idea of creating a “mobility wallet” and development exciting proposals to engage the public in the future of transit was discussed.

Mr. Schweitzer highlighted the near-term initiative involving individuals in winter conditions. Concerns were raised about whether the stops are clear of snow and ice, and if they are accessible and safe during winter.

Mr. Troost agreed that The Rapid’s image has improved over the past decades. Public transit is now viewed as an essential service. Despite this positive perception, funding remains a challenge, as no one wants to pay for it. He emphasized the importance of integrating public transit into development and urban renewal. Additionally, he mentioned efforts to enhance the onboard customer experience, including developing bus stop design guidelines and making stops more appealing and ‘cooler’.

Mr. Guy discussed the relationship between the housing sector and the religious community, implying a focus on community engagement and support networks.

The importance of forming a robust stakeholder committee was highlighted to gain greater insights into current services for future needs.

A call for a calendar or timeline for action items and ongoing dialogue was made, aiming to boost collaboration and transparency.

#### **4. ADJOURNMENT**

This meeting was adjourned at 9:31 a.m.

The next meeting is scheduled for May 12, 2025

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Kris Heald".

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Kris Heald, Board Secretary

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

STC	Public Comment	Identifier	date
			4/24/2025
Subject: Transportation Funding Reform Update			
<p>Speaker: Jack L. Hoffman, Rapid board member for the city of Grand Rapids,  Michigan Bar No. P- 26109, KuiperKraemer, PC  180 Monroe NW, Suite 400, Grand Rapids, Michigan 49503  616-454-7100  <a href="mailto:hoffman@k2legal.com">hoffman@k2legal.com</a>, jackhoffmangr@aol.com</p>			

Here’s an update on transportation funding reform.

On February 10, Governor Whitmer proposed raising 1.7 billion in new transportation funds by 1.7 regulatory fees on heavy commercial trucks proportional to the damage heavy trucks cause to the transportation system<sup>1</sup> plus 1.3 billion in converting the sales tax on gas to a fuel tax. The 3 billion revenues would be divided into 57% state roads, 10% state comprehensive transportation, 17% to counties, and 17% to cities.

On March 11, the Michigan House Transportation and Infrastructure Committee introduced House Bills 4180-4187 and 4230. The package calls for raising 3.1 billion for transportation funded by budget cuts in economic development, school aid and revenue sharing.

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<sup>1</sup> <https://www.michigan.gov/whitmer/news/press-releases/2025/02/10/whitmer-introduces-mi-road-ahead-plan-to-fix-the-damn-roads>. “Corporations haul heavy weights using semi-trucks that deteriorate roads and bridges faster than commuter vehicles. The governor’s plan will make sure that corporations pay their fair share to do business in Michigan and rebuild roads proportionally to the damage they cause. This will raise \$1.7 billion in additional revenue to fix the roads without putting the costs on the backs of everyday Michiganders.”

The revenue raised will be distributed 44% to counties, 34% to cities, 18% to state roads and 3% to state comprehensive transportation.

The Detroit Regional Chamber of Commerce testified<sup>2</sup> as follows:

1. Roads should be funded by the users of the system not by general taxes on business.
2. The governor's economic development programs are necessary features of the state's economic environment and must be maintained.
3. The Act 51 distributions on which the house plan is based disadvantage urban areas. It is time to rebalance the Act 51 formula.

On March 18 the house passed its road package without the changes requested by the chamber. The plan gives state trunkline roads and bridges only 600 million additional per year. We all know this is not adequate. The latest MDOT five-year program calculates annual unmet needs for state trunkline roads and bridges at 2.8 billion per year.<sup>3</sup> Needs for comprehensive transportation are similar.

No one has a crystal ball on this issue. However, it seems like a safe prediction that any plan that does not tap new funds in the form of regulatory fees on heavy commercial trucks proportional to the damage caused by trucks to the system will not provide sufficient funds for state trunkline roads and comprehensive transportation.

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<sup>2</sup><https://www.detroitchamber.com/williams-fix-the-roads-protect-economic-development/> “The Chamber strongly believes that road users should pay for road construction. [Another] key concerns of the Chamber is the proposed removal of economic development incentives. These incentives are vital tools. . . . We are also deeply concerned with the proposed corporate income tax increase – either to fund economic development programs or to fund road construction. Roads should be funded by the users of the system, not small businesses.

Finally, the Chamber has concerns with the spending formula in this package. While we recognize the importance of fixing our roads, the current formula was written in 1951, before the advent of the interstate highway system or the Mackinac Bridge, and while Detroit's Street cars were moving throughout the city. The formula treats the increasingly potholed Merriman Road that leads to Detroit Metro Airport as if it has the same needs as the two-lane Van Horn Road, just a few miles south. It distributes funds based on road miles instead of traffic volume or lane miles. This formula disproportionately impacts urban areas, which carry the bulk of Michigan's population and traffic and are left with insufficient resources to address their road needs. We believe it's time to rebalance the formula to ensure equitable funding across all areas of the state – especially for cities and local communities that face the highest levels of congestion and wear on their infrastructure.”

<sup>3</sup> <https://www.michigan.gov/mdot/programs/planning/five-year-transportation-program>. p 22.

## **March 2025 – Identified Near-Term Priorities for 2025**

- **Adopt-a-Stop Program**
- **Examine TOD opportunities through real estate holdings**
- **Micro-transit & Micro-mobility feasibility in service area (including first mile/last mile challenges)**
- **Improving On-Board experience**
- **Promote existing services in lieu of introducing new initiatives**
- **Collaborate with the housing sector for 5-year planning**
- **Bus Stop Design Guidelines**
- **Coordinate with religious communities for gathering advocacy support**
- **Explore Mobility Wallet feasibility & next steps**
- **Identify Near-Term Stakeholder Implementation Committee**

## Stakeholder Implementation Committee

- **Who/What sector needs to be engaged in preparation for a 2028 transit ballot initiative?**

# Legislative Conference

**MAY 18-20, 2025  
WASHINGTON, DC**



## About the Legislative Conference May 18-20, Washington, DC

The Legislative Conference is an opportunity for public transportation industry professionals across the nation to make our presence felt and our voices heard in Washington, DC. The Conference helps educate APTA members on important federal legislation and policy initiatives and affords an unparalleled opportunity to shape the industry's positions and federal advocacy agenda.

**Who should attend:** CEOs, board members, government affairs and communications professionals, transit operators, consultants, manufacturers and suppliers, local coalition members, and state association leaders.

**Location:** [JW Marriott Washington DC](#)

# Transit Board Members & Board Administrators Seminars



**JULY 19-22, 2025  
KANSAS CITY, MO**



## APTA Transit Board Members & Board Administrators Seminars

July 19-22, 2025 | Kansas City, MO

Transit board members and board administrators come together for peer exchange and professional development on board governance and policy-making for public transportation agencies. Transit Board Members Seminar topics include national and regional transit advocacy, funding and financing, safety and security, procurement practices, and building constructive Board relations. The Transit Board Administrators Seminar will cover topics such as transit board member onboarding, good practices in board management and building resiliency as an administrator.

**Who should attend:** Board members/commissioners, and board administrators of APTA operating public transportation system members and APTA non-operating state, regional, municipal, or other local government agency members.

# APTAtech

AUGUST 3-6, 2025  
MIAMI, FL



## 2025 APTAtech

Miami, FL | August 3 – 6, 2025

APTA's preeminent transportation technology conference, spotlighting advancements in fare collection and revenue management, emerging and innovative technologies, cybersecurity, and mobility. Explore fresh ideas, innovative solutions, and stay current on essential industry developments, while building new relationships. Meet 25+ exhibitors at APTAtech to help you optimize your organization's data governance strategy, customer experience, transit ticketing policy and implementation of new technologies.

This conference will explore how transit leaders are implementing emerging technologies to improve rider experience, sustainability, and achieve digital transformation for all!



# TRANSform

SEPTEMBER 14-17, 2025  
BOSTON, MA

Presented by **HNTB**



## APTA TRANSform Conference

September 14 – 17, 2025

**APTA's TRANSform Conference** is the flagship event for public transportation professionals to engage in workshops, experience technical tours, and network with colleagues. Keynote speakers and educational sessions explore cutting-edge hot topics, including transformative technology, mental health awareness, community building, innovative funding, and finance, safety and security, workforce development, worldwide mega projects, and more.

**Who Should Attend:** transit personnel, policymakers, board members, government agencies, manufacturers, suppliers, and consultants.





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Mpact TRANSIT + COMMUNITY

# Conference

Portland, Oregon, October 26-29  
Celebrating 30 Years!

