



Interurban Transit Partnership

Board Members

Mayor Gary Carey, Chair		Mayor Katie Favale, Vice-Chair		
Charis Austin	Rick Baker	Tracie Coffman	Steven Gilbert	Andy Guy
Renee Hill	Jack Hoffman	Mayor David LaGrand	Mayor Steve Maas	David Moore
	Clarkston Morgan	Tim Mroz	Paul Troost	

BOARD OF DIRECTORS MEETING AGENDA

Wednesday, May 27, 2026 – 4:00 p.m.

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

AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
1. PUBLIC COMMENT		
2. MINUTES REVIEW – April 22, 2026	Mayor Carey	Approval
3. CEO'S REPORT	Deb Prato	Information
4. INITIAL POLLING ANALYSIS	John Nienstedt, President Competitive Edge	Information
5. ACTION ITEMS		
a. FY 2026 Amendment to the Unified Planning Work Program (UPWP)	Kevin Wisselink	Approval
b. FY 2027 Unified Planning Work Program (UPWP)	Kevin Wisselink	Approval
c. Grant Statement Budget Amendment	Linda Medina	Approval
d. Annual Approval of Public Transportation Millage Levy	Linda Medina	Approval
e. Revised Budget Formulation Guidelines FY 26/27	Linda Medina	Approval
f. Red Project Advertising Appeal	Mayor Carey	Board Discussion/Action
6. PERFORMANCE REPORTS		
a. Paratransit Route Ridership	Jason Prescott	Information
1. April 2026		
b. Fixed Route Ridership	Tim Roseboom	Information
1. April 2026		
c. Finance	Linda Medina	Information
1. Operating Statement – March 2026		
2. Professional Development and Travel Report - March		
3. Grant Statement		
7. CHAIR'S REPORT	Mayor Carey	Information
8. ADJOURNMENT		

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



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BOARD OF DIRECTORS MEETING MINUTES

Wednesday, April 22, 2026 – 4:00 p.m.

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

ATTENDANCE:

Board Members Present:

Charis Austin, Mayor Carey, Tracie Coffman, Mayor Favale, Andy Guy, Renee Hill, Jack Hoffman, Mayor LaGrand, Mayor Maas, David Moore, Clarkston Morgan, Tim Mroz, Paul Troost

Board Members Absent:

Rick Baker, Steven Gilbert

Rapid Attendees:

Josh Brink, 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:

Steve Alsum (Red Project), Clover Brown (GVMC), David Covey, Josh McLenithan (Red Project), Bob Smith (Red Project), Paul Stuart, Chris Swank (GVSU), Michelle Truskowski (GR for Affordable Housing), Janelle Vandergrift (ENTF), James White

Chairman Mayor Carey called the meeting to order at 4:02 p.m.

1. PUBLIC COMMENT

Mr. David Covey –

Accountability and Service Quality of Go!Bus:

Mr. Covey is frustrated with the lack of accountability and is willing to escalate if contract breaches continue. He emphasizes that exchanging tickets for reasonable, accessible accommodation should be recognized as a sale of service and expects that this service meets certain standards. He requests clarification on whether there are compensation protocols for riders who experience service failures, such as missed rides due to bus issues or delays.

Specific Incidents and Expectations:

He has received rides as a form of compensation after delays, which he appreciates. He expects his tickets to be returned in cases where:

He misses medical appointments despite preparation. Buses arrive with no heat or have suspension issues. Buses arrive with insufficient fuel or power, or when additional transportation is needed for multiple wheelchair users, and he encourages experiencing the ride firsthand to understand the challenges.

Concerns About Wheelchair and Equipment Services:

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He is dissatisfied with Care Link, the wheelchair provider at Mary Freebed, citing issues with will call service and repair scheduling. He highlights that the inability to know repair times leads to risks of missed appointments and perceives the current process as a power imbalance or mismanagement.

Mr. Covey recommends the following:

Implement clear compensation protocols for service failures. Improve communication about vehicle availability and repair schedules. Reconsider policies restricting will-call services, advocating more flexible arrangements. Encourage staff to experience the service firsthand to better understand rider perspectives.

Mr. James White - a resident of Grand Rapids and a Rapid rider for over seven years.

Support and Alignment:

Mr. White agrees with Mr. Covey's concerns regarding service issues with Go!Bus. He mentions that a client with disabilities experienced similar problems. He appreciates Transdev's efforts and hopes their good work continues. He emphasizes the importance of punctuality for medical appointments and the penalties for delays.

He noted and appreciated the new shelters provided by The Rapid to protect riders from weather conditions.

Bus Announcements and Communication:

Mr. White suggests incorporating a warm, welcoming message like "Thank you for riding The Rapid" to foster a positive atmosphere. He finds the announcement about going to the back of the bus when pulling the stop lever unnecessary and annoying, as most customers exit through the front. He wishes The Rapid would listen more actively to customer feedback, as riders are the essential part of the service.

Safety and Boarding Procedures:

Mr. White urges operators to wait until all passengers are seated before departing, especially considering his fragility and safety concerns. He emphasizes that falling when the bus is moving could cause serious injury.

Fare Announcements:

He believes announcing to have fares ready before boarding is unnecessary. He recommends posting fares and other important information outside the bus and on the platform to reduce onboard distractions.

Mr. Steve Alsum - Executive Director of the Grand Rapids Red Project. He distributed a handout which is included in these minutes.

Mr. Alsum reported on a stigma-reduction media campaign promoting Naloxone rescue kits. The campaign was scheduled to begin April 20, 2026, with ads planned for The Rapid buses through Mesmerize Transit. However, on April 16, Mesmerize informed them the ads were rejected under a transit policy related to illegal or illicit activities. Mr. Alsum emphasized that Naloxone is a legal, life-saving medication widely used since 1971 to reverse opioid overdoses and is supported by major health organizations and government agencies.

The Red Project appealed the decision in writing and hopes the issue will be reviewed by The Rapid's Board. Mr. Alsum highlighted that Naloxone distribution-over 25,000 doses annually in Kent County-has significantly reduced overdose deaths, preventing an estimated 100-200 deaths per year. The campaign, funded by state and county health departments, aims to reduce stigma and increase awareness through positive messaging and widespread advertising. He stressed that stigma remains a major barrier to treatment and that expanding visibility, including public transit, is critical to improving community health outcomes.

Mr. Josh McLenithan, a Recovery Coach with Grand Rapids Red Project.

Mr. McLenithan shared his lived experience to advocate for Naloxone awareness after The Rapid rejected related messaging. He emphasizes that Naloxone is not about promoting drug use, but about saving lives. Mr. McLenithan speaks openly about his past prescription drug addiction that escalated, multiple felonies, prison time, and a near-fatal overdose where he survived only because Naloxone was available. Now in long-term recovery, he stresses a critical truth; people must stay alive to recover. He argues that rejecting Naloxone messaging sends a harmful message that people's lives are not valued while they are still struggling. His core point is that Naloxone is for everyone, and access to it affirms that every life is worth saving, even amid addiction.

Mr. Bob Smith, a Clinical Social Worker with Grand Rapids Red Project.

Mr. Smith noted his extensive experience in substance use disorder treatment across multiple roles. He spent around 12 years at Cherry Health, where he worked closely with individuals who rely on public transportation like The Rapid and faces many of the community's needs being discussed.

He has been a strong advocate for expanding access to Naloxone in partnership with colleagues like Mr. Alsum and the Red Project, as well as improving 24/7 access to care in the community. Through his work, he has engaged directly with community members and media to better understand public needs, emphasizing that people ultimately want to prevent overdose deaths.

As Co-Chair of the Kent County Opioid Task Force, Mr. Smith focuses on expanding treatment, reducing stigma, and collaborating with organizations such as MDHHS and the Kent County Health Department. He views harm-reduction tools like Naloxone as essential for keeping people safe and enabling effective treatment.

Ms. Michelle Truskowski, representing Grand Rapids for Affordable Housing.

Ms. Truskowski advocates for low-income residents and individuals experiencing homelessness. She highlighted her organization's goal of making public bus service free in the community, acknowledging that achieving this would require significant collaboration. She expressed interest in partnering with The Rapid to help make free transit a reality.

2. MINUTES REVIEW – March 25, 2026

Chairman Mayor Carey entertained a motion to approve the meeting minutes from March 25, 2026. Mayor LaGrand motioned to approve, and Mr. Mroz supported it. The motion passed unanimously.

3. CEO'S REPORT

Ms. Prato began her comments with an update on polling related to the transit ballot initiative.

Two firms, SeyferthPR, a local strategy and public relations team and Competitive Edge, national polling firm, have been selected to begin work. The polling results are expected by May 27, 2026, Board meeting.

Ms. Prato gave an update on state's \$65M Infrastructure Project Authority Funding (IPAF)

There are two upcoming briefings (May 20 and May 27); project submissions are due June 30th. The funding structure is 100% (year 1), 90% (year 2), 80% (year 3), and then must be self-sustaining. The State aims to distribute funds across the state but will prioritize viable projects. While the language around the \$65M funding permits up to 20% to be transferred into Local Bus Operating (LBO), the decision has been made by MDOT they will not move any funds into LBO.

State and Federal Funding Updates:

The Governor's budget proposes a \$43.4M increase to LBO. The House budget proposes cuts LBO. At the federal level, there is concern discretionary transit grant funding could be reduced from \$2.2B to \$1.1B. The Rapid will advocate to maintain current funding levels.

Service & Operations Updates:

Summer service begins May 4, 2026. New late-night service added for event dates at the Amphitheatre (two extra pulses).

Millennium Park summer service will return. There will be a press release (April 27) to clarify service details, including end of the service day return trips from events.

Community Engagement & Events

Some staff are participating in a community cleanup on May 1st, and Ms. Prato invited board members to participate.

Bike to Work Week is May 11-17, with Mayor LaGrand supporting with a promotional video.

Mr. Hoffman asked for clarification on the state's infrastructure funding, noting he didn't understand its purpose beyond not supporting bus operations.

Ms. Prato explained that the funding is still not clearly defined. The transformational fund originated in a budget proposal related to a previous economic development proposal, to continue to fund SOAR. In the last budget the concept shifted into the roads package. A draft related to the call for projects was only recently released, and the concept is still evolving. It appears to be focused on large-scale mobility projects, potentially including rail, bus facilities, or similar transit solutions.

She added that advocacy efforts aimed to direct at least \$13M into Local Bus Operating (LBO), and that she will share the draft project details. She indicated capital investment opportunities are likely the best path forward for The Rapid.

4. ACTION ITEMS

a. Contract with Acrisure for Property & Casualty Insurance Brokerage Services, Mr. Kevin Wisselink

Mr. Wisselink is requesting board approval to enter into a fixed fee contract with Acrisure for Property and Casualty Insurance Brokerage Services for the annual amount of \$200,000 for a three-year period with up to two one-year extensions. The \$200,000 annual fee includes all property and casualty brokerage services and guarantees that Acrisure will not receive additional commissions from brokering ITP's insurance services.

Chairman Mayor Carey entertained a motion to approve the contract with Acrisure for Property and Casualty Insurance Brokerage Services. Mr. Guy motioned to approve, and Ms. Hill supported it. The motion passed unanimously.

b. FY 26/27 Budget Formulation Guidelines, Ms. Linda Medina

Ms. Medina requested Board approval to adopt the FY 26/27 Budget Formulation Guidelines. These guidelines were reviewed and approved by the Finance Committee on April 15, 2026, and are recommended for full Board adoption.

Mr. Hoffman inquired if there was anything different from previous years. Ms. Medina noted the primary change from previous years involves the DASH service contract structure. DASH will use a direct cost model, where its specific costs are calculated and then allocated a share of indirect costs based on ~9% of total revenue hours. This differs from partners like Grand Valley State University, where the cost calculation uses a blended or smoothed rate model that distributes total system costs across all system service hours.

Mr. Guy noted the guidelines are largely similar to prior years, with continued strength in internal operational planning (finance, maintenance). His concern is the guidelines emphasize service frequency and hours, but lack broader framing around the customer experience, system flexibility and the implementation of the Transit Master Plan.

Ms. Prato responded that the Master Plan is embedded in the guiding principles. It serves as a reference framework, not a strict implementation checklist. Not all elements are intended to be executed immediately, and decisions depend on existing conditions and feasibility.

Mr. Guy proposed acknowledging the Transit Master Plan as a guiding document, and Chairman Mayor Carey suggested the management team review the budget guideline and consider adding language such as "consideration given to" the plan. The general agreement was to refine the guidelines in upcoming meetings to better reflect this.

Mr. Hoffman supported Mr. Guy's comments. He added pre-COVID ridership drove decisions. Now, the agency should emphasize its broader community and regional value, and the focus should include maintaining system readiness and long-term relevance amid changing transportation trends.

Chairman Mayor Carey asked Ms. Medina in the coming months to revisit and refine language in future meetings, particularly to better incorporate the Transit Master Plan.

Chairman Mayor Carey entertained a motion to approve and adopt the FY 26/27 Budget Formulation Guidelines with the caveat of refinement to have staff relook at the guidelines. Mr. Morgan motioned to approve, and Mr. Hoffman supported it. The motion passed unanimously.

5. PERFORMANCE REPORTS

a. Paratransit Route Ridership – March 2026, Mr. Jason Prescott

No questions

b. Fixed Route Ridership – March 2026, Mr. Tim Roseboom

Mr. Guy referenced Mr. Hoffman's previous comments about ridership and how it relates with historic levels. Are we learning anything more about why ridership is where it is at these days? He inquired if it is due to transit networks, increased automobile ownership, or work from home. Is there anything in the trends you are seeing?

Mr. Roseboom said current ridership patterns are influenced by several known factors rather than any single trend. Remote work remains a major driver, with work-from-home levels roughly double what they were before COVID. Changes to Grand Valley's academic calendar have also shifted ridership timing, with a later semester start reducing March numbers and potentially extending ridership into May.

He added that the agency monitors ridership weekly and sees ongoing impacts from typical variables like weather, traffic, and construction season. Overall, the trends largely reinforce what's already been observed.

c. Financial Reports – February 2026, Ms. Linda Medina

No questions

6. CHAIR'S REPORT

Chairman Mayor Carey yielded the floor.

7. COMMITTEE REPORTS (not approved by committee's yet)

a. Present Performance & Service Committee (March 17, 2026), Ms. Charis Austin

Ms. Austin noted the committee covered the survey results and there was good discussion.

b. Finance Committee (April 15, 2026), Chairman Mayor Carey

Chairman Mayor Carey praised the organization's continued strong financial performance, noting that positive results have persisted over the years. He commended the team for their efforts and said, "well done" to everyone involved.

Around the Horn:

Mr. Hoffman noted he supports the Red Project.

Ms. Coffman also supports the Red Project. In addition, she noted everyone should have received an invitation for the June 8th Ribbon Cutting of the new Childcare Center.

9. ADJOURNMENT

The meeting was adjourned at 4:57 p.m.
The next meeting is scheduled for May 27, 2026

Respectfully submitted,



Kris Heald, Board Secretary

Handout from: Steve Alsum, Grand Rapids Red Project



April 22, 2026

To The Rapid's Board of Directors:

Pursuant to section VIII of The Rapid's Transit Advertising Policy we are making an **appeal** to respectfully reconsider the decision of The Rapid's staff to not run the advertising submitted by the Red Project to run on your buses. We would like to outline the following:

- On Dec 16 Red Project met with Mesmerize Transit to discuss advertising on The Rapid
- On March 16 Red Project signed a contract with Mesmerize to place 20 Queen Panels and 100 Interior Cards on The Rapid Apr 20 through Oct 4 for a total cost of \$56,000
- On April 6 Red Project sent complete artwork for advertisements to Mesmerize
- On April 16 Red Project received an email from Mesmerize communicating that The Rapid could not run our advertisements as they violated Section IV.k of The Rapid's Transit Advertising Policy, specifically surrounding "illegal and/or illicit activities"
- On April 17 Red Project staff met with staff of Mesmerize and were informed that while they could not provide contact information for any staff at The Rapid, we could make our case in writing which they would email to the rapid and cc us on. Through this point Red Project staff had had no direct communication with staff at The Rapid
- On April 22 Red Project submitted a request in writing to Mesmerize to be forwarded on to The Rapid to appeal the decision on Red Project's advertising
- It is Red Project's position that our advertising does not violate Section IV of The Rapid's Transit Advertising Policy, and that it falls within the limited types of advertising permitted on The Rapid's transportation vehicles and will generate significant revenue
- We are experiencing an opioid overdose crisis for the past decade and more
- Naloxone is not an illegal or illicit drug; it is a medication used as the first response to reverse opioid overdoses since 1971
- Naloxone is not only used on people who use illegal or illicit drugs; widely accepted inclusion criteria for receiving naloxone include people who use drugs, people prescribed opioids with a number of co-occurring health conditions, anyone who requests it, and any potential bystanders to overdose situations
- Naloxone has been distributed in Kent County since 2008, annually over 25,000 rescue kits, and this has had significant documented positive impact on people staying alive
- Naloxone distribution is supported by MDHHS, KCHD, GRPD, KCSD, Network 180, Corewell Health, Cherry Health, Arbor Circle, AMA, AHA, Trump Administration, etc
- Stigma is a significant barrier when addressing substance use disorder that continues to lead to negative health outcomes for members of our community
- The advertising is the word Naloxone associated with positive values: Love, Hope, Connection, Empathy, Equity, Connection; and a photo of a Red Project staff member
- This media campaign funded through MDHHS is currently running on billboards, and naloxone boxes funded through KCHD are being placed at businesses all over GR
- Naloxone distribution at Red Project has been positively received locally in extensive work with the news media, our work is replicated across the state it is widely supported nationally, it has saved lives and impacted our entire community, and stigma reduction is still greatly needed
- We would hope that The Rapid would be an enthusiastic partner in this effort

Sincerely, Stephen Alsum, Executive Director, The Grand Rapids Red Project

April 22, 2026

To Our Partners at The Rapid:

Pursuant to Section VIII of The Rapid's Transit Advertising Policy we would like to appeal the rejection of our proposed advertisements. We have drafted a 1 page document for distribution to the Board of Directors during Public Comment at this afternoon's board meeting identifying our reasons pursuant to Rules of Public Comment at Meetings. This document is submitted following direction of Mesmerize Transit to be shared with staff and Board of Directors.

The Grand Rapids Red Project was started in 1998, in cooperation with the city of Grand Rapids, and at the recommendation of then Mayor John Logie's Task Force on Drug Policy Reform. The Task Force made this recommendation because of the high rate of HIV in Kent County among disproportionately impacted communities. Twenty-eight years later we have seen those rates cut by sixty-eight percent. Red Project works around highly stigmatized health issues, and our programming protects our community. **Although our work may be characterized as controversial within the media, it is a successful public health intervention with wide support in our community and nationally.** Locally, we have partnered with and been supported by organizations as varied as- Heartside Ministries, Mercy Health, Corewell Health/Spectrum Healthier Communities, Spartan Nash, Walgreens, the Grand Rapids Police Department's Vice Unit, Kent County Correctional Facility, Eastern Avenue Christian Reformed Church, Fountain Street Church, Network 180, Arbor Circle, Steelcase Foundation, Kent County Health Department, Grand Rapids City Commission, Cherry Health, Kent District Libraries, Grand Valley State University and more. This list could go on and on because our work crosses all political, social, religious, and economic boundaries.

In the twenty-eight years our organization has been in existence, we have been recognized both statewide and nationally for developing innovative programming that saves lives. Programming we have developed here in Kent County has been exported statewide as the model through which other organizations develop their programming. **One such program is our Overdose Prevention and Naloxone Distribution program.** We started this program in 2008, and were the first in Michigan to provide naloxone rescue kits directly to community members, and one of the first 15 programs nationally. Naloxone is a very safe and easy to use medication that has been widely used in a medical setting to reverse the effects of opioids since 1971. **Annually we distribute over 25,000 naloxone rescue kits in our community, and as a result the overdose mortality rate in Kent County is half to a third that of the 10 other most populous counties in Michigan.** We not only train community members at risk of overdose, we train people who are prescribed opioids, as well as their friends and family members. We equip law enforcement and substance use treatment programs to ensure safety of our most vulnerable community members. Our most recent development funded through Kent County, is placing refurbished newspaper boxes stocked with free naloxone rescue kits at local businesses to anyone who wishes to have one. We have been surprised with local businesses' willingness to host a box on their property. It has reminded us that an overdose can happen anytime, to anyone, almost anywhere in our community- which is also shown in public data on overdose deaths locally over the past 15 years. **This issue not only affects people using illegal**

Naloxone is Empathy. Distributing a naloxone rescue kit tells someone we recognize and feel their current pain. That we empathize, that we also have pain, and it is possible to live and move through it.

Naloxone is Hope. Naloxone gives hope for another day, for better functioning, better health, for reconciliation with family, friends- for the things each and every one of us hopes for everyday.

Naloxone is Connection. Many say that the opposite of addiction is not sobriety, rather it is connection. Being rescued from death with naloxone allows greater connection to occur.

Naloxone is Equity. We recognize the inequality that exists in our community, and we believe every person has value and deserves to see tomorrow. Naloxone helps keep everyone alive, no matter what their background or circumstances.

Naloxone is Support. In a community we all support each other. We focus support on those who need it the most. Supporting individuals through their darker moments allows people to learn and grow, and start living more full lives for years to come.

We are excited about this media campaign. We are excited about the opportunity to build more support for naloxone rescue kits, and continue to grow distribution. We are excited about the possibility of working with The Rapid, we each serve the entire community and also a specific subset at higher risk of overdose. We hope we can better serve our community together. This starts with keeping our community members alive, increasing awareness of life saving tools, and increasing access when and where people need them. You can help through allowing our media to be placed on your buses. We hope you want to help in this effort, and we can address this issue together.

Sincerely,

Stephen Alsum
Executive Director
Grand Rapids Red Project

Katherine Behrenwald, PA-C
Board President
Corewell Health

Bob Smith, LMSW
Board Vice President
Life's Pace Counseling LLC

Colleen Lane, MD
Board Secretary
Corewell Health

Derick Chia, MPH
Board Treasurer
MDHHS

Vicki Makley, LMSW
Board Member
Priority Health

Colin Dick
Board Member
Community Advocate

Jessica Heacock, NP-C
Board Member
Cherry Health

Lynne Doyle, MPA, MA, LLP
Board Member
Retired



Date: May 18, 2026
To: The Rapid Board
From: Kevin Wisselink, Director- Procurement and Capital Planning
Subject: FY 2026 Amendment to the Unified Planning Work Program

ACTION REQUESTED

Staff is seeking board approval of an amendment to the FY 2026 Unified Planning Work Program (UPWP).

Background

The Unified Planning Work Program (UPWP) is prepared and submitted annually in accordance with federal regulations and describes the major transportation planning activities that will take place in the upcoming fiscal year in the Grand Rapids area. Any transportation related planning project must be in an approved UPWP to be eligible for federal and/or state funding. The UPWP is developed jointly by The Rapid staff and the Grand Valley Metropolitan Council (GVMC).

ITP is requesting to amend the Unified Planning Work Program (UPWP) for Fiscal Year 2026 to include Enterprise Resource Planning Study with a federal share of \$400,000 and a state share of \$100,000.

Funding

The FY 2026 Unified Planning Work Program (UPWP) totals with the amended projects are \$575,000 in Section 5307 and \$150,000 in CMAQ funds. Attachment A provides a summary of all planning activities. Attachment B provides a brief description of the amended planning activity.

INTERURBAN TRANSIT PARTNERSHIP

UNIFIED PLANNING WORK PROGRAM
(UPWP)

TRANSIT PORTION

Fiscal Year 2026

**Proposed Amendment to the
FY 2026 Unified Planning Work Program Projects**

Description	Total Costs
Section 5307	
Enterprise Resource Planning Study	\$500,000
Short Range Transportation Planning	\$75,000
Total	\$775,000

CMAQ	
Rideshare	\$150,000
Total	\$150,000

Enterprise Resource Planning Study

Objective

The objective of these funds will be to conduct an implementation study for an Enterprise Resource Planning (ERP) system. An ERP system is a software program that replaces fragmented legacy systems with a unified platform that integrates core business processes into a single system. The Rapid will partner with a consultant to provide technical assistance and expertise to assess the needs and functionality of an ERP system. Assistance with system planning will allow the Rapid to make an informed decision on how to modernize data management, coordinate fragmented cross-departmental systems, and enable overall better data driven decisions. The unified core platform is predicted to include Finance, Human Resources, Procurement, Enterprise Asset Management (EAM) and could include various other areas as determined by the ERP study. Determining the Rapid's system needs will result in the purchase and implementation of a fully encompassing ERP system that supports efficiency in addressing the current and future needs of the Rapid.

Procedures and Tasks

- Study The Rapid's current processes related to ERP (Finance, Human Resources, Procurement, EAM)
- Surveying other agencies for best practices in implementing ERP systems
- Developing a Needs Assessment for The Rapid
- Create a list of goals/improvements a new ERP system must provide for The Rapid
- Development of a detailed scope of work for an ERP system including all ERP functional requirements

Deliverables

Documentation of a system plan with detailed implementation strategies, recommendations, and support to identify necessary functionalities and address best business practices for current and future growth.

Budget:

<u>Funding Agency</u>		<u>Performing Agency</u>	
Federal	\$ 400,000	ITP/The Rapid	
MDOT-Match	<u>\$ 100,000</u>	Contractual	<u>\$ 500,000</u>
Total	\$ 500,000	Total	<u>\$ 500,000</u>

INTERURBAN TRANSIT PARTNERSHIP BOARD

RESOLUTION NO. 052726-1

Fiscal Year 2026

RESOLUTION OF INTENT

THE APPROVED RESOLUTION OF INTENT TO APPLY FOR FINANCIAL ASSISTANCE FOR FISCAL YEAR 2026 UNDER ACT NO, 51 OF THE PUBLIC ACTS OF 1951, AS AMENDED.

WHEREAS, pursuant to Act No. 51 of the Public Act of 1951, as amended (Act 51), it is necessary for the Interurban Transit Partnership Board, established under Act 196, to provide a local transportation program for the state fiscal year 2026, therefore, apply for state financial assistance under provisions of Act 51; and

WHEREAS, it is necessary for the Interurban Transit Partnership Board to name an official for all public transportation matters, who is authorized to provide such information, as deemed necessary by the department for its administration of Act 51; and

WHEREAS, it is necessary to certify that no changes in eligibility documentation have occurred during the past state fiscal year; and

WHEREAS, it is necessary for the Interurban Transit Partnership Board to comply with the Americans with Disabilities Act in the provision of all its service; and

WHEREAS, the Interurban Transit Partnership Board will review and approve the proposed Unified Planning Work Program (UPWP) budget for fiscal year 2026.

NOW, THEREFORE, BE IT RESOLVED, that the Interurban Transit Partnership Board does hereby make its intentions known to provide public transportation services and to apply for state financial assistance with this annual plan, in accordance with Act 51; and

HEREBY, appoints the Chief Executive Officer or her designee, as the Transportation Coordinator for all public transportation matters and is authorized to provide such information as deemed necessary by the Department for its administration of Act 51; and

BE IT RESOLVED that the Chief Executive Officer or her designee are hereby authorized to execute agreements and contract extensions with the Michigan Department of Transportation on behalf of the Interurban Transit Partnership Board for capital, operating, planning, CMAQ and marketing funds.

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

Date: May 27, 2026
To: ITP Board
From: Kevin Wisselink, Director-Procurement and Capital Planning
Subject: FY 2027 UNIFIED PLANNING WORK PROGRAM

ACTION REQUESTED

Staff is seeking board approval of the FY 2027 Unified Planning Work Program (UPWP).

BACKGROUND

The Unified Planning Work Program (UPWP) is prepared and submitted annually in accordance with federal regulations and describes the major transportation planning activities that will take place in the upcoming fiscal year in the Grand Rapids area. Any transportation related planning project must be in an approved UPWP to be eligible for federal and/or state funding. The UPWP is developed jointly by The Rapid staff and the Grand Valley Metropolitan Council (GVMC).

The following federally funded programs are included in the UPWP:

Federal Transit Administration - Section 5307

The Urbanized Area Formula Apportionment Section 5307 program provides federal financial assistance to transit operators each year to support capital and planning activities. The apportionment provides flexibility allowing the transit operator to determine the amount spent on capital and the amount spent on planning. Total project costs for Section 5307 planning projects are funded on an 80/20 matching basis (80% federal, 20% state).

Congestion Mitigation and Air Quality - CMAQ

The CMAQ program provides competitive funding for transportation projects that provide air quality improvements. The CMAQ program is primarily a capital program, however CMAQ funds can also be used to support carpooling, vanpooling and other rideshare activities. The CMAQ program is funded at 80% federal and 20% local match for capital projects, and 100% federal match for rideshare activities

FUNDING

The proposed Unified Planning Work Program (UPWP) totals \$150,000 in CMAQ funds. Attachment A provides a brief description of the planning task.

INTERURBAN TRANSIT PARTNERSHIP

UNIFIED PLANNING WORK PROGRAM
(UPWP)

TRANSIT PORTION
Fiscal Year 2027

RIDESHARE

Objectives

The objective of the Rapid's rideshare program is to encourage carpooling and other modes of alternative transportation as part of a greater effort to reduce the number of single occupancy vehicles on the road. The Rapid's rideshare program offers transportation resources for employers in Kent, Ottawa, and Allegan Counties, including free online carpool matching. The alternative transportation options offered result in a reduced number of single occupancy vehicles on the roadways, reduced traffic congestion, fuel consumption and reduced air quality while promoting sustainability initiatives.

Procedures and Tasks

- Collaborate with local employers, professional associations, non-profits, and media outlets, to increase the level of interest in rideshare opportunities throughout the region.
- Develop education toolkits and strategies for educating the public on the benefits of alternate modes of transportation, particularly rideshare.
- Oversee an online rideshare matching platform. Analyze statistics available through this program and all current rideshare programs, to determine trends related to savings and environmental benefits that can help develop products to increase the number of active site users.
- Engage in extensive grassroots outreach to the general public and to key stakeholders throughout the region, especially in areas underserved by fixed route and other public transportation options.
- Coordinate with other partners in the region engaged in activities that promote ridesharing.

Deliverables

Identify areas for program growth, prioritizing opportunities for increasing rideshare activities along heavy traffic corridors.

Create a more cohesive outreach strategy, making it commonplace for key stakeholders to discuss rideshare opportunities as an integral component of the region's overall transportation strategy.

A user-friendly rideshare platform which provides the user with a comprehensive list of all available forms of transportation as an alternative to driving alone and offers an interactive experience.

Budget

Funding Agency

Performing Agency

FTA-CMAQ

\$ 150,000

ITP/The Rapid

Direct

\$ 50,000

Contractual

\$ 100,000

INTERURBAN TRANSIT PARTNERSHIP BOARD

RESOLUTION NO. 052726-2

Fiscal Year 2027

RESOLUTION OF INTENT

THE APPROVED RESOLUTION OF INTENT TO APPLY FOR FINANCIAL ASSISTANCE FOR FISCAL YEAR 2027 UNDER ACT NO, 51 OF THE PUBLIC ACTS OF 1951, AS AMENDED.

WHEREAS, pursuant to Act No. 51 of the Public Act of 1951, as amended (Act 51), it is necessary for the Interurban Transit Partnership Board, established under Act 196, to provide a local transportation program for the state fiscal year 2027, therefore, apply for state financial assistance under provisions of Act 51; and

WHEREAS, it is necessary for the Interurban Transit Partnership Board to name an official for all public transportation matters, who is authorized to provide such information, as deemed necessary by the department for its administration of Act 51; and

WHEREAS, it is necessary to certify that no changes in eligibility documentation have occurred during the past state fiscal year; and

WHEREAS, it is necessary for the Interurban Transit Partnership Board to comply with the Americans with Disabilities Act in the provision of all its service; and

WHEREAS, the Interurban Transit Partnership Board will review and approve the proposed Unified Planning Work Program (UPWP) budget for fiscal year 2027.

NOW, THEREFORE, BE IT RESOLVED, that the Interurban Transit Partnership Board does hereby make its intentions known to provide public transportation services and to apply for state financial assistance with this annual plan, in accordance with Act 51; and

HEREBY, appoints the Chief Executive Officer or her designee, as the Transportation Coordinator for all public transportation matters and is authorized to provide such information as deemed necessary by the Department for its administration of Act 51; and

BE IT RESOLVED that the Chief Executive Officer or her designee are hereby authorized to execute agreements and contract extensions with the Michigan Department of Transportation on behalf of the Interurban Transit Partnership Board for capital, operating, planning, CMAQ and marketing funds.

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



Date: May 27, 2026
To: ITP Board
From: Linda Medina, Director of Finance
Subject: FY 25/26 Grant Statement Budget Amendment

ACTION REQUESTED

Request approval to amend the FY 25/26 Grant Statement budget to \$30,016,370, an increase of \$5,877,896.

BACKGROUND

The Grant Statement reports revenue and expenses throughout the current fiscal year. Please note that the expenses in the Grant Statement are separate from the funding amounts presented by Kevin Wisselink in the 5-year Capital Plan.

The Grant Statement is developed in conjunction with the annual Operating Budget, using information available at the time the budget was prepared. The FY 25/26 budget assumptions were based on information available in July of 2025.

Since adoption of the original budget, additional grant-related expenditures have been identified. The purchase of 620 Century was approved in October 2025. In addition, several Gillig buses that were anticipated to be received in September 2025 were delayed due to a parts backorder and were not received until October 2025. As a result, these purchases were not included in the adopted Grant Statement budget in August 2025.

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

The Rapid
Amended FY 25/26 Grant Statement

	FY25/26 Adopted	FY25/26 Current	Amendment Amount	FY 25/26 Amended Budget
<u>Grant Revenue</u>				
Federal Assistance	\$ 19,310,779	\$ 19,310,779	4,702,317	24,013,096
State Assistance	4,827,695	4,827,695	1,175,579	6,003,274
Transfer In - Operating Budget				
Use of Restricted Net Assets				
Other Local				
Total Revenue	24,138,474	24,138,474	5,877,896	30,016,370
<u>Labor</u>				
Administrative Salaries	40,000	38,900	-	38,900
Driver Wages	-	-	-	-
Temporary Wages	-	-	-	-
Fringe Benefit Distribution	20,000	20,000	-	20,000
Total Labor	60,000	58,900	-	58,900
<u>Materials & Supplies</u>				
Tires Tubes	900,000	900,000	-	900,000
Office Supplies	1,000	1,000	-	1,000
Printing	1,000	4,100	-	4,100
Total Materials & Supplies	902,000	905,100	-	905,100
<u>Purchased Transportation</u>				
PT	1,200,000	1,100,000	-	1,100,000
Specialized Services	795,474	795,474	-	795,474
Total Purchased Transportation	1,995,474	1,895,474	-	1,895,474
<u>Other Expenses</u>				
Dues	30,000	30,000	-	30,000
Travel	30,000	28,000	-	28,000
Misc				-
Total Other Expenses	60,000	58,000	-	58,000
<u>Leases</u>				
Office Lease	-	-		
Transit Center Lease	-	-		
Storage Space Lease	-	-		
Total Leases	-	-		
<u>Capital</u>				
Rolling Stock	10,463,411	11,063,417	3,000,000	14,063,417
Facilities	1,208,000	3,908,000	431,000	4,339,000
Equipment	938,843	938,843	-	938,843
Other	4,053,116	853,110	2,446,896	3,300,006
Total Capital	16,663,370	16,763,370	5,877,896	22,641,266
Planning Services	457,630	457,630	-	457,630
Capitalized Operating	4,000,000	4,000,000	-	4,000,000
			-	
Total Expenses	\$ 24,138,474	\$ 24,138,474	\$ 5,877,896	\$ 30,016,370



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 052726-3

Fiscal Year: 2025 - 2026

Moved and supported to adopt the following resolution:

Approval of the FY 25/26 Grant Statement Budget Amendment.

BE IT RESOLVED that the Interurban Transit Partnership (ITP) Board has reviewed and hereby adopts the FY 25/26 Grant Statement Budget Amendment in accordance with the information presented to the ITP Board on August 27, 2026.

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



Date: May 27, 2026
To: ITP Board
From: Linda Medina, Director of Finance
Subject: Certification of 2026 Public Transportation Millage Levy

ACTION REQUESTED

Approval of 2026 millage rate of 1.3648 including the Headlee rollback and authorization for the CEO to execute and file L-4029 tax request form with Kent County and appropriate entities.

BACKGROUND

Interurban Transit Partnership (ITP) is a public transportation authority formed under the Public Transportation Authority Act, 1986 PA 196. A millage rate of 1.47 mills was approved in ITP's district for twelve (12) years beginning in 2018.

Each year, Kent County issues a tax rate request (form L-4029) stating the new millage rate including a Headlee rollback. For the 2026 levy, the millage rate is 1.3648, a slight decrease from the 2025 Levy rate of 1.3817. The new rate will be used to calculate the tax revenue budget for FY 26/27.

Feel free to contact me if you have any questions. I can be reached at lmolina@ridetherapid.org or 774-1149.



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 052726-4

Fiscal Year: 2025 - 2026

Moved and supported to adopt the following resolution:

Approval to approve the millage levy rate of 1.3648 including Headlee.

BE IT RESOLVED that the ITP CEO is hereby authorized to execute and file the L-4029 tax rate requested form with Kent County and other entities in accordance with the information presented to the ITP Board on May 27, 2026.

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



Interurban Transit Partnership

Date: May 27, 2026
To: ITP Board of Directors
From: Linda Medina, Director of Finance
Subject: FY 26/27 OPERATING BUDGET FORMULATION GUIDELINES

ACTION REQUESTED

The Board to adopt the FY 26/27 Operating Budget Formulation Guidelines as presented.

BACKGROUND

In February 2001, the ITP Board initiated a comprehensive review and approval process for guidelines governing the formulation of the annual operating budget.

These budget guidelines are evaluated annually to reflect operational priorities and balanced against available resources. Consideration will be given to the Transit Master Plan (TMP) framework and other strategic initiatives. The annual operating budget aligns with our five-year capital plan for long-term investments which transforms the operating budget over time.

The following are the Fiscal Year 26/27 operational budget formulation guidelines for the Board's approval:

- Funding is consistent with guiding principles of enhancing frequency and a span of hours to create convenient mobility for the residents of the six cities.
- Contribution to the union defined benefit pension plan shall be based upon actuarial recommendations and will meet or exceed the mid-range contribution as the budget allows.
- Contribution to the administrative defined benefit pension plan shall be based upon actuarial recommendations and will meet or exceed the high range contribution as the budget allows.
- Utilize Section 5307 funds for preventive maintenance to the extent permitted by federal regulations.
- Contracted service billing rates will encompass all operational expenses and be prorated by revenue miles, hours, or contracted trips.

- A DASH pilot program will be initiated using a contracted service rate based on direct costs.
- Locally derived Interurban Transit Partnership funds shall not be used to subsidize contract services, unless specifically approved by the Board.
- State Operating Assistance is assumed to be 29%. This rate will be updated as additional information is received from Michigan Department of Transportation (MDOT).
- Unrestricted net reserves shall be used to balance the budget.
- The budgeted millage rate is assumed to be flat or include a minimal Headlee reduction. The new millage rate will not be available until May 2026 from Kent County.
- Implement adjustments to the administrative structure in accordance with the Compensation Philosophy revision approved by the Board on December 3, 2025, to support market competitiveness in attracting and retaining talent.

The goal is to maintain flexibility to respond to changing conditions and continue to regularly review and adjust priorities as needed to remain aligned with the strategic objectives.

Please feel free to reach out to me directly at 774-1149 or lmedina@ridetherapid.org with any questions.

INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 052726-5

Fiscal Year: 2025 - 2026

Moved and supported to adopt the following resolution:

Approval and adoption of the FY 26/27 operational budget formulation guidelines.

BE IT RESOLVED that the Interurban Transit Partnership (ITP) Board has reviewed and hereby adopts the FY 26/27 operational budget formulation guidelines in accordance with the information presented to the ITP Board on May 27, 2026.

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

The Rapid's Transit Advertising Policy

Purpose:

The purpose of this policy is to establish the limited types of advertising permitted on The Rapid's transportation vehicles and the corresponding procedure by which such limited postings may be submitted to and approved.

Policy Content:

I. PURPOSE

The purpose of this policy is to establish a policy ("Advertising Policy") as to the limited types of advertising which may be permitted in or on The Interurban Transit Partnership ("The Rapid") transportation vehicles and the corresponding procedure by which such limited postings may be submitted to and approved. The Rapid's Board is ultimately responsible for the adoption of this Advertising Policy and any amendments thereto. The Rapid's Board intends that it is operating in a proprietary capacity and its vehicles constitute non-public forums that are subject to the viewpoint-neutral restrictions set forth below.

The Rapid's Board of Directors has approved the concept of commercial advertising on its vehicles as a means of raising revenue for The Rapid. Revenue generated from commercial advertising is returned to the general operating budget and used to supplement local contributions to fund operations.

In order to realize the maximum benefit from the sale of advertising space, the program will be managed in a manner that produces as much revenue as practical, while ensuring that advertising does not:

- a. Discourage the use of the transit system.
- b. Diminish The Rapid's reputation in the service area.
- c. In any way interfere with operations or jeopardize the safety of passengers, The Rapid's employees, and the general public.
- d. Cause offense to its customers and the general public.

The exterior of The Rapid's vehicles is reserved for commercial advertising only. The Rapid may also designate free space on the interior of its vehicles for public service advertising space for certain non-profit organizations.

The Rapid may also use exterior and interior vehicle advertising itself to promote public awareness of transit programs, services, and promotions. This type of advertising may include the display of flyers, brochures, posters, and advertisements.

II. APPLICABILITY:

This Advertising Policy is applicable to members of The Rapid's Board of Directors, employees of The Rapid, and companies that contract with The Rapid for the leasing of advertising space on The Rapid vehicles.

III. DEFINITIONS:

- a. Commercial Advertising – Advertising for the sole purpose of selling or renting services or property for a profit.

- b. Political Advertising – Any advertising that supports or opposes the election of any candidate or group of candidates, or any ballot question, initiative, petition, or referendum issue, including bond issues, constitutional amendments, or proposed legislation.
- c. Non-Profit Organizations – Organizations that meet the requirements for a tax-exempt organization under Section 501 (c) (3) of the Internal Revenue Code and that: 1) have a physical office within The Rapid's service area; 2) provide social welfare services; and 3) serve the needs of The Rapid's passengers.
- d. Public Service Announcements (PSA) – Non-commercial and non-political advertising by Non-Profit Organizations promoting their social services.

IV. COMMERCIAL ADVERTISING STANDARDS:

Advertising displayed on the exterior of The Rapid's vehicles shall be strictly commercial in nature and purpose. Commercial advertising also is available on the interior of The Rapid's vehicles.

Because The Rapid serves persons of all backgrounds and strives to create a comfortable and enjoyable experience for all passengers, the following types of advertising are prohibited:

- a. Materials that contain false, misleading, libelous, slanderous, or deceptive images.
- b. Advertising for tobacco, tobacco-related products, and illegal drugs under any federal and/or state law.
- c. Advertising for adult products, services or entertainment directed to sexual stimulation.
- d. Advertising of contraceptive products or hygiene products of an intimately personal nature.
- e. Advertising that depicts sexually explicit, obscene and/or pornographic images or words.
- f. Advertising that portrays graphic violence.
- g. Advertising that contains discriminatory, derogatory, negative or personal attacks against individuals, groups, or organizations.
- h. Political Advertising.
- i. Advertising that promotes or opposes any identifiable or specific religion, religious viewpoint, or message.
- j. Advertising that is directed to inciting or producing imminent lawless action, or is likely to incite or produce such action, including, but not limited to, unlawful actions.
- k. Advertising that promotes illegal activity of any kind.
- l. Advertising that encourages persons to refrain from using The Rapid or public transit.
- m. Advertising that explicitly and directly promotes or encourages the use of means of transportation in direct competition with public transit.



- n. Advertising messages that conflict with the mission of The Rapid.
- o. Advertising that contains The Rapid's name, brand logo, slogans, or other graphic representations of the transit system, unless written consent from The Rapid is obtained prior to use.

V. PRODUCTION AND PLACEMENT GUIDELINES:

Advertising materials will be produced at the advertiser's expense, and must be of good quality and conform to standards for size, weight, material, and other physical characteristics as set forth by The Rapid.

Advertisers must pay for installation and removal of advertising from vehicles. Costs will be determined by The Rapid and will coordinate installation or removal of advertising. It is the advertiser's responsibility to deliver or reclaim materials in a timely fashion or such materials may be disposed of at the discretion of The Rapid.

All advertisements placed on The Rapid's vehicles are subject to approval by The Rapid's Chief Executive Officer.

VI. COMPLIANCE RESPONSIBILITY:

The Rapid will determine the interior and exterior spaces that will serve as appropriate locations for commercial and/or non-profit advertisements. The Rapid reserves the right to modify, change, or alter the locations and sizes of the available advertisement spaces in its sole discretion. The placement and size of any advertisement shall at be the sole discretion of The Rapid. Appeals of The Rapid's decisions regarding placement and size of advertisements may be appealed in accordance with Section VIII below.

VII. ADVERTISING FOR NON-PROFIT ORGANIZATIONS:

Advertising on the interior of vehicle may be allowed and available to Non-Profit Organizations to display PSA materials free of charge at the discretion of The Rapid. Guidelines for the acceptance of non-profit advertising are as follows:

- a. PSA materials will be produced at the non-profit organization's expense, and must be of good quality and conform to standards for size, weight, material, and other physical characteristics as set forth by The Rapid and its advertising contractor.
- b. PSA's must be non-commercial, non-partisan, and non-political.
- c. PSA's are prohibited from advertising if the type of advertising is prohibited under the "Commercial Advertising Standards" section above.
- d. PSA space may be available on the interior of vehicles only, provided display space is available.
- e. PSA's will be accepted on a first come, first served basis, and may be displayed for up to ninety (90) days.
- f. The sponsor of the PSA shall pay the applicable labor costs for the installation and removal of the PSA as charged by The Rapid.

VIII. APPEAL OF REJECTION OF PROPOSED ADVERTISEMENT OR PSA:



Within ten (10) days after The Rapid has rejected a proposed advertisement or PSA, and an agreement regarding revisions acceptable to The Rapid cannot be reached, the aggrieved party may file a written appeal with The Rapid's Board of Directors. The written appeal must specifically state the word "appeal" and identify the reason or reasons for reversing the rejection of the advertisement or PSA. The appeal will be heard at The Rapid's Board of Directors meeting immediately following the filing of the appeal, but not later than thirty (30) days following the filing of such appeal. The decision of The Rapid's Board of Directors regarding the appeal shall be final.

IX. LEGAL RESERVATION

It is the express intention of The Rapid and The Rapid's Board in accepting this Policy that The Rapid's Transportation Vehicles have traditionally been, and shall continue to be designated as a non-public forum. The Rapid's acceptance of commercial and/or public services postings shall not provide or create a traditional or designated public forum for expressive activities.

Handout from: Steve Alsum, Grand Rapids Red Project



April 22, 2026

To The Rapid's Board of Directors:

Pursuant to section VIII of The Rapid's Transit Advertising Policy we are making an **appeal** to respectfully reconsider the decision of The Rapid's staff to not run the advertising submitted by the Red Project to run on your buses. We would like to outline the following:

- On Dec 16 Red Project met with Mesmerize Transit to discuss advertising on The Rapid
- On March 16 Red Project signed a contract with Mesmerize to place 20 Queen Panels and 100 Interior Cards on The Rapid Apr 20 through Oct 4 for a total cost of \$56,000
- On April 6 Red Project sent complete artwork for advertisements to Mesmerize
- On April 16 Red Project received an email from Mesmerize communicating that The Rapid could not run our advertisements as they violated Section IV.k of The Rapid's Transit Advertising Policy, specifically surrounding "illegal and/or illicit activities"
- On April 17 Red Project staff met with staff of Mesmerize and were informed that while they could not provide contact information for any staff at The Rapid, we could make our case in writing which they would email to the rapid and cc us on. Through this point Red Project staff had had no direct communication with staff at The Rapid
- On April 22 Red Project submitted a request in writing to Mesmerize to be forwarded on to The Rapid to appeal the decision on Red Project's advertising
- It is Red Project's position that our advertising does not violate Section IV of The Rapid's Transit Advertising Policy, and that it falls within the limited types of advertising permitted on The Rapid's transportation vehicles and will generate significant revenue
- We are experiencing an opioid overdose crisis for the past decade and more
- Naloxone is not an illegal or illicit drug; it is a medication used as the first response to reverse opioid overdoses since 1971
- Naloxone is not only used on people who use illegal or illicit drugs; widely accepted inclusion criteria for receiving naloxone include people who use drugs, people prescribed opioids with a number of co-occurring health conditions, anyone who requests it, and any potential bystanders to overdose situations
- Naloxone has been distributed in Kent County since 2008, annually over 25,000 rescue kits, and this has had significant documented positive impact on people staying alive
- Naloxone distribution is supported by MDHHS, KCHD, GRPD, KCSD, Network 180, Corewell Health, Cherry Health, Arbor Circle, AMA, AHA, Trump Administration, etc
- Stigma is a significant barrier when addressing substance use disorder that continues to lead to negative health outcomes for members of our community
- The advertising is the word Naloxone associated with positive values: Love, Hope, Connection, Empathy, Equity, Connection; and a photo of a Red Project staff member
- This media campaign funded through MDHHS is currently running on billboards, and naloxone boxes funded through KCHD are being placed at businesses all over GR
- Naloxone distribution at Red Project has been positively received locally in extensive work with the news media, our work is replicated across the state it is widely supported nationally, it has saved lives and impacted our entire community, and stigma reduction is still greatly needed
- We would hope that The Rapid would be an enthusiastic partner in this effort

Sincerely, Stephen Alsum, Executive Director, The Grand Rapids Red Project

April 22, 2026

To Our Partners at The Rapid:

Pursuant to Section VIII of The Rapid's Transit Advertising Policy we would like to appeal the rejection of our proposed advertisements. We have drafted a 1 page document for distribution to the Board of Directors during Public Comment at this afternoon's board meeting identifying our reasons pursuant to Rules of Public Comment at Meetings. This document is submitted following direction of Mesmerize Transit to be shared with staff and Board of Directors.

The Grand Rapids Red Project was started in 1998, in cooperation with the city of Grand Rapids, and at the recommendation of then Mayor John Logie's Task Force on Drug Policy Reform. The Task Force made this recommendation because of the high rate of HIV in Kent County among disproportionately impacted communities. Twenty-eight years later we have seen those rates cut by sixty-eight percent. Red Project works around highly stigmatized health issues, and our programming protects our community. **Although our work may be characterized as controversial within the media, it is a successful public health intervention with wide support in our community and nationally.** Locally, we have partnered with and been supported by organizations as varied as- Heartside Ministries, Mercy Health, Corewell Health/Spectrum Healthier Communities, Spartan Nash, Walgreens, the Grand Rapids Police Department's Vice Unit, Kent County Correctional Facility, Eastern Avenue Christian Reformed Church, Fountain Street Church, Network 180, Arbor Circle, Steelcase Foundation, Kent County Health Department, Grand Rapids City Commission, Cherry Health, Kent District Libraries, Grand Valley State University and more. This list could go on and on because our work crosses all political, social, religious, and economic boundaries.

In the twenty-eight years our organization has been in existence, we have been recognized both statewide and nationally for developing innovative programming that saves lives. Programming we have developed here in Kent County has been exported statewide as the model through which other organizations develop their programming. **One such program is our Overdose Prevention and Naloxone Distribution program.** We started this program in 2008, and were the first in Michigan to provide naloxone rescue kits directly to community members, and one of the first 15 programs nationally. Naloxone is a very safe and easy to use medication that has been widely used in a medical setting to reverse the effects of opioids since 1971. **Annually we distribute over 25,000 naloxone rescue kits in our community, and as a result the overdose mortality rate in Kent County is half to a third that of the 10 other most populous counties in Michigan.** We not only train community members at risk of overdose, we train people who are prescribed opioids, as well as their friends and family members. We equip law enforcement and substance use treatment programs to ensure safety of our most vulnerable community members. Our most recent development funded through Kent County, is placing refurbished newspaper boxes stocked with free naloxone rescue kits at local businesses to anyone who wishes to have one. We have been surprised with local businesses' willingness to host a box on their property. It has reminded us that an overdose can happen anytime, to anyone, almost anywhere in our community- which is also shown in public data on overdose deaths locally over the past 15 years. **This issue not only affects people using illegal**

Naloxone is Empathy. Distributing a naloxone rescue kit tells someone we recognize and feel their current pain. That we empathize, that we also have pain, and it is possible to live and move through it.

Naloxone is Hope. Naloxone gives hope for another day, for better functioning, better health, for reconciliation with family, friends- for the things each and every one of us hopes for everyday.

Naloxone is Connection. Many say that the opposite of addiction is not sobriety, rather it is connection. Being rescued from death with naloxone allows greater connection to occur.

Naloxone is Equity. We recognize the inequality that exists in our community, and we believe every person has value and deserves to see tomorrow. Naloxone helps keep everyone alive, no matter what their background or circumstances.

Naloxone is Support. In a community we all support each other. We focus support on those who need it the most. Supporting individuals through their darker moments allows people to learn and grow, and start living more full lives for years to come.

We are excited about this media campaign. We are excited about the opportunity to build more support for naloxone rescue kits, and continue to grow distribution. We are excited about the possibility of working with The Rapid, we each serve the entire community and also a specific subset at higher risk of overdose. We hope we can better serve our community together. This starts with keeping our community members alive, increasing awareness of life saving tools, and increasing access when and where people need them. You can help through allowing our media to be placed on your buses. We hope you want to help in this effort, and we can address this issue together.

Sincerely,

Stephen Alsum
Executive Director
Grand Rapids Red Project

Katherine Behrenwald, PA-C
Board President
Corewell Health

Bob Smith, LMSW
Board Vice President
Life's Pace Counseling LLC

Colleen Lane, MD
Board Secretary
Corewell Health

Derick Chia, MPH
Board Treasurer
MDHHS

Vicki Makley, LMSW
Board Member
Priority Health

Colin Dick
Board Member
Community Advocate

Jessica Heacock, NP-C
Board Member
Cherry Health

Lynne Doyle, MPA, MA, LLP
Board Member
Retired



Interurban Transit Partnership

DATE: May 27, 2025
TO: ITP Board
FROM: Jason Prescott
SUBJECT: APRIL 2026 PARATRANSIT RIDERSHIP REPORT

Paratransit ridership information for April 2026, as compared to April 2025

	2026	2025	% Change
Total Paratransit Ridership	21,061	19,778	6.5%
ADA Ridership	17,629	17,070	3.3%
Non-Disabled Senior (NDS) Ridership	118	122	-3.3%
PASS Ridership	128	174	-26.4%
Network 180	2,466	2,290	7.7%

Ridership averages, as compared to 2025

	2026	2025	% Change
Weekday Ridership	749	696	7.6%
Saturday Ridership	303	255	18.8%
Sunday Ridership	306	253	20.9%

Other Performance Measures

	2026	2025	% Change
On-Time Performance	86.85%	90.00%	-3.5%
On-Time Drop-Off	95.60%	96.00%	-0.4%
Average Cost Per Trip	\$33.63	\$44.75	-24.8%

April 2026 Paratransit Ridership and Operating Statistics				
	2026	2025	Change	% Change
ADA				
Clients	1,368	1,316	52	4.0%
Passenger Trips	17,629	17,070	559	3.3%
NDS				
Clients	19	16	3	18.8%
Passenger Trips	118	122	(4)	-3.3%
PASS				
Clients	6	7	(1)	-14.3%
Passenger Trips	128	174	(46)	-26.4%
RIDELINK				
Clients	329	287	42	14.6%
Passenger Trips (Performed by The Rapid)	720	568	152	26.8%
TOTALS				
Clients	1,722	1,626	96	5.9%
Passenger Trips	18,595	17,488	661	6.3%
Average Weekday Ridership	749	696	53	7.6%
Average Saturday Ridership	303	255	48	18.8%
Average Sunday Ridership	306	253	53	20.9%
All Ambulatory Passengers	13,116	14,067	(951)	-6.8%
All Wheelchair Passengers	5,479	3,421	2,058	60.2%
No - Shows	505	413	92	22.3%
Cancellations	458	381	77	20.2%
Transdev				
Average Cost per Trip	\$33.63	\$44.75	(\$11.12)	-24.8%
Riders per Hour	2.1	1.9	0.2	10.5%
Accidents per Month	1.0	0.0	1	#DIV/0!
Trip Denials				
NTD Travel Time (minutes)	0	0	0	0.0%
	28	32	-4	-12.5%
NETWORK 180				
Passenger Trips	2,466	2,290	176	7.7%
Average Weekday Ridership	112	104	8	7.7%
TOTAL PASSENGER TRIPS	21,061	19,778	837	6.5%
Paratransit Service Quality Statistics: network 180 Excluded				
	2026	2025	% of Trips	% Change
Complaints				
Transdev Complaints	23	10	0.1%	130.0%
On-Time Performance				
On-Time Compliance - Pick-up	86.85%	90.00%	-3.2%	-3.5%
On-Time Compliance - Drop-off	95.60%	96.00%	-0.4%	-0.4%

Date: May 27, 2026
To: ITP Board of Directors
From: Tim Roseboom – Senior Planner
Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – APRIL 2026

OVERVIEW: In April 2026, there was a 7.0% increase in total monthly route ridership as compared to April 2025. Contract services increased 14.4%, and regular fixed route services increased 2.9%. Pre-pandemic ridership recovery is 64.0% compared to April 2019 and 62.1% FY 2026 to date. April 2026 had the same number of weekdays as April 2025, however GVSU’s exam week extended past April 30. In 2025, GVSU’s semester ended April 26. Additionally, GRCC service operated for four more days in April 2026 compared to 2025. Finally, GRPS spring break was April 3 to 10 in 2026, and it also fell entirely in April in 2025.

BACKGROUND INFORMATION

Monthly Ridership

	April 2026	April 2025¹	% Change
Regular Fixed Route Service (Routes 1–44)	373,275	362,581	2.9%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	227,946	199,315	14.4%
Total Monthly Fixed Route Ridership	601,221	561,896	7.0%

Daily Average Ridership

	April 2026	April 2025¹	% Change
Weekday Total	24,498	22,892	7.0%
Weekday Evening	4,178	3,380	23.6%
Saturday	10,458	9,703	7.8%
Sunday	5,111	4,868	5.0%

Productivity Summary

	April 2026	April 2025¹	% Change
Average passengers per hour per route	14.2	13.5	5.1%
Average passengers per mile per route	1.03	0.97	6.1%
Average farebox recovery percent per route	9.8%	10.6%	-7.5%

Fiscal Year Ridership

	FY 2026	FY 2025¹	% Change
Regular Fixed Route Service (Routes 1–44)	2,531,108	2,555,861	-1.0%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	1,445,750	1,435,158	0.7%
Total Fixed Route Ridership YTD	3,976,858	3,991,019	-0.4%

¹ Prior-year monthly ridership figures shown in this report may differ from those published in last year’s Committee/Board report for the same month due to delayed farebox data retrieval.

COMPARISON OF APRIL 2026 TO APRIL 2019

Monthly Ridership

	April 2026	April 2019	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	373,275	647,402	-42.3%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	227,946	292,623	-22.1%
Total Monthly Fixed Route Ridership	601,221	940,025	-36.0%

Daily Average Ridership

	April 2026	April 2019	% Change
Weekday Total	24,498	38,964	-37.1%
Weekday Evening	4,178	5,471	-23.6%
Saturday	10,458	14,396	-27.4%
Sunday	5,111	6,310	-19.0%

Productivity Summary

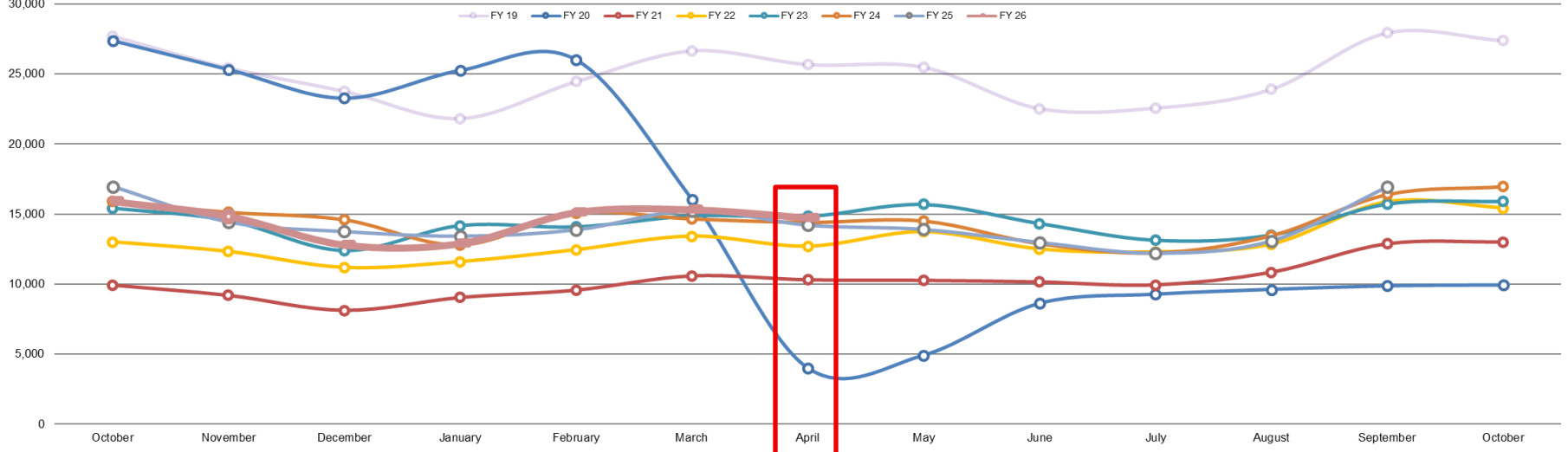
	April 2026	April 2019	% Change
Average passengers per hour per route	14.2	19.7	-27.9%
Average passengers per mile per route	1.03	1.56	-33.8%
Average farebox recovery percent per route	9.8%	24.6%	-60.1%

Fiscal Year Ridership

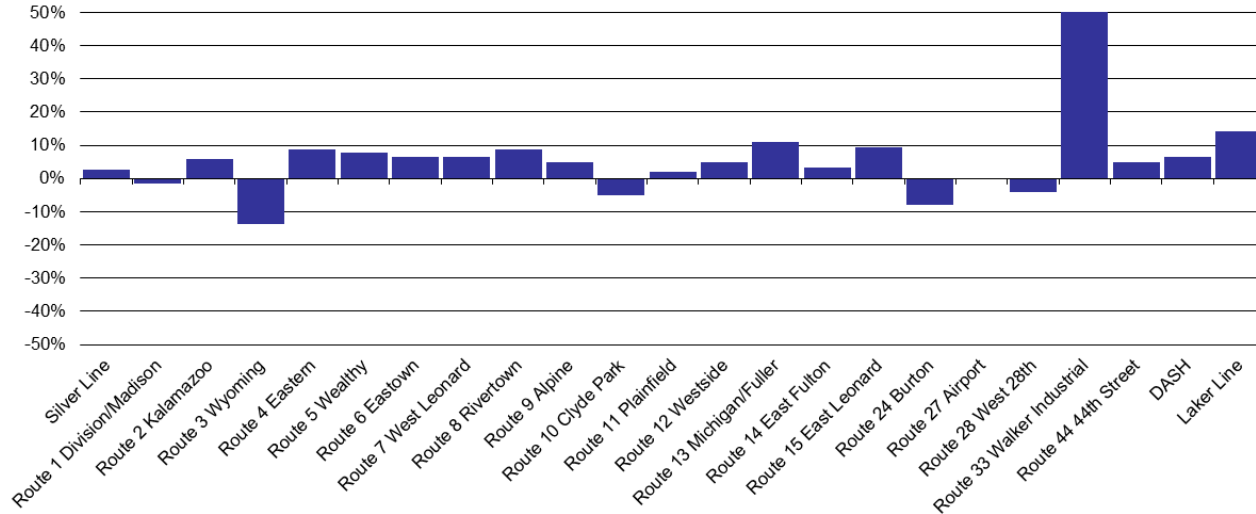
	FY 2026	FY 2019	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	2,531,108	4,316,039	-41.4%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	1,445,750	2,091,115	-30.9%
Total Fixed Route Ridership YTD	3,976,858	6,407,154	-37.9%

	Monthly Farebox Recovery	Weekday Farebox Recovery	Saturday Farebox Recovery	Sunday Farebox Recovery
Silver Line	10.74%	10.56%	12.52%	10.91%
Route 1 Division/Madison	9.90%	10.08%	9.80%	7.59%
Route 2 Kalamazoo	10.01%	10.07%	10.83%	8.31%
Route 3 Wyoming/Rivertown	9.18%	9.76%	8.35%	5.20%
Route 4 Eastern	11.79%	11.82%	11.68%	11.18%
Route 5 Wealthy	9.46%	9.52%	8.75%	n/a
Route 6 Eastown	8.73%	8.75%	7.41%	11.07%
Route 7 West Leonard	7.68%	7.60%	8.31%	8.12%
Route 8 Prairie/Rivertown	8.68%	8.82%	9.37%	6.35%
Route 9 Alpine	12.17%	11.98%	12.99%	14.51%
Route 10 Clyde Park	10.01%	9.90%	10.99%	10.28%
Route 11 Plainfield	10.20%	10.03%	11.08%	12.11%
Route 12 Westside	9.09%	9.38%	7.79%	5.38%
Route 13 Michigan/Fuller	9.76%	10.01%	7.25%	n/a
Route 14 East Fulton	9.68%	10.29%	6.00%	n/a
Route 15 East Leonard	12.88%	13.22%	9.64%	13.16%
Route 24 Burton	7.71%	7.85%	6.52%	n/a
Route 27 Airport Industrial	7.84%	7.84%	n/a	n/a
Route 28 West 28th	9.09%	9.05%	9.53%	8.82%
Route 33 Walker Industrial	3.36%	3.36%	n/a	n/a
Route 34 Northridge	2.24%	2.24%	n/a	n/a
Route 44 44th Street	9.61%	9.58%	10.79%	8.45%
Route 1000 Millenium Park	n/a	n/a	n/a	n/a
Route 71 Central 4A	15.69%	15.69%	n/a	n/a
Route 72 Central 10A	15.55%	15.55%	n/a	n/a
Route 73 Union 3A	52.33%	52.33%	n/a	n/a
Route 74 Union 7A	43.03%	43.03%	n/a	n/a
Route 75 Union 10B	40.43%	40.43%	n/a	n/a
Route 76 Union 12A	33.92%	33.92%	n/a	n/a

Monthly Weekday Average Ridership History



Percent Change by Route: April 2026 compared to April 2025





Interurban Transit Partnership

Date: May 27, 2026
To: ITP Board of Directors
From: Linda Medina, Director of Finance
Subject: March 2026 Financial Statements

I have attached the March 31, 2026 statements for both general operations and grants for your review. There is also the Professional Development and Travel activity to report for March 2026.

FY 25/26 YTD Operating Statement Analysis

Total revenues and expenses are trending favorably through March 2026. Revenues are 1.4% over budget while expenses are 10.6% under budget.

Performance continues to track in line with established trends, with no new developments.

Please feel free to reach out to me directly at (616) 774-1149 or lmolina@ridetherapid.org with any additional questions regarding the attached financial reports.

The Rapid
General Operating Statement
Year to Date as of March 31, 2026

	YTD as of March 31, 2026		Variance		Last Year	% Variance	Current Year
	Budget	Actual	\$	%	FY 24/25 YTD Actual	to FY 24/25 YTD Actual	FY 25/26 Annual Budget
Revenues and Operating Assistance							
Passenger Fares	\$ 2,342,279	\$ 2,267,325	\$ (74,954)	-3.2%	\$ 2,264,029	0%	\$ 4,813,645
Sale of Transportation Services							
CMH Contribution	227,005	183,086	(43,919)	-19.3%	183,462	0%	461,985
Dash Contract	1,245,247	1,267,580	22,333	1.8%	1,301,598	-3%	2,501,834
Grand Valley State University	2,517,465	2,142,417	(375,048)	-14.9%	2,316,332	-8%	4,583,236
Van Pool Transportation	-	-	-	0.0%	-	0%	-
Township Services	102,793	110,908	8,115	7.9%	111,690	-1%	185,918
Other	188,661	180,365	(8,296)	-4.4%	191,599	-6%	360,063
Subtotal Sale of Transportation Services	4,281,171	3,884,356	(396,815)	-9.3%	4,104,681	-5%	8,093,036
State Operating	8,040,017	8,027,204	(12,813)	-0.2%	7,102,173	13%	15,339,950
Property Taxes	11,114,831	11,534,618	419,787	3.8%	10,795,602	7%	22,061,749
Advertising & Miscellaneous	1,207,075	1,656,695	449,620	37.2%	1,551,438	7%	1,660,675
Subtotal Revenues and Operating Assistance	26,985,373	27,370,198	384,825	1.4%	25,817,923	6%	51,969,055
Grant Operating Revenue	-	-	-	0.0%	-	0%	-
Unrestricted Net Reserves	-	-	-	0.0%	-	-	8,030,753
Total Revenues and Operating Assistance	\$ 26,985,373	\$ 27,370,198	\$ 384,825	1.4%	\$ 25,817,923	6%	\$ 59,999,808
Expenses							
Salaries and Wages							
Administrative	\$ 4,055,976	\$ 3,246,204	\$ (809,772)	-20.0%	\$ 3,071,340	6%	\$ 8,113,721
Operators	8,435,479	7,519,740	(915,739)	-10.9%	7,171,587	5%	16,870,956
Maintenance	1,939,673	1,716,675	(222,998)	-11.5%	1,329,487	29%	3,879,337
Subtotal Salaries and Wages	14,431,128	12,482,619	(1,948,509)	-13.5%	11,572,414	8%	28,864,014
Benefits	5,143,924	4,378,168	(765,756)	-14.9%	3,957,668	11%	10,431,981
Contractual Services	2,191,172	2,095,801	(95,371)	-4.4%	1,556,949	35%	5,538,372
Materials and Supplies							
Fuel and Lubricants	1,000,590	975,031	(25,559)	-2.6%	898,507	9%	2,273,730
Other	1,226,017	1,207,972	(18,046)	-1.5%	912,663	32%	2,672,063
Subtotal Materials and Supplies	2,226,607	2,183,002	(43,605)	-2.0%	1,811,170	21%	4,945,793
Utilities, Insurance, and Miscellaneous	2,515,517	2,443,290	(72,227)	-2.9%	2,990,296	-18%	5,967,010
Purchased Transportation	4,571,148	4,188,815	(382,333)	-8.4%	4,150,100	1%	9,252,638
Expenses Before Capitalized Operating	31,079,496	27,771,695	(3,307,801)	-10.6%	26,038,596	7%	64,999,808
Capitalized Operating Expenses	-	-	-	0.0%	(1,175,627)	-100%	(5,000,000)
Total Operating Expenses	\$ 31,079,496	\$ 27,771,695	\$ (3,307,801)	-10.6%	\$ 24,862,970	12%	\$ 59,999,808
Net Surplus/(Deficit) without Net Reserves		\$ (401,497)			\$ 954,953		

Interurban Transit Partnership
 Grant Revenues & Expenditures
 Month Ended 03/31/26

	Adopted Budget	Amended Budget	Month To Date	Year To Date	Balance	Percent Target 50%
<u>Grant Revenue</u>						
1. Federal Grant Assistance	19,310,779	19,310,779	1,971,809	14,570,035	4,740,744	75%
2. State Grant Assistance	4,827,695	4,827,695	492,952	3,642,509	1,185,186	75%
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	24,138,474	24,138,474	2,464,761	18,212,544	5,925,930	75%
<u>Labor</u>						
7. Administrative Salaries	40,000	38,900	1,317	7,074	31,826	18%
8. Driver Wages	0	0	0	0	0	100%
9. Temporary Wages	0	0	0	0	0	100%
10. Fringe Benefit Distribution	20,000	20,000	129	1,991	18,009	10%
11. Total Labor	60,000	58,900	1,446	9,065	49,835	15%
<u>Material & Supplies</u>						
12. Tires & Tubes	900,000	900,000	24,626	145,622	754,378	16%
13. Office Supplies	1,000	1,000	0	0	1,000	0%
14. Printing	1,000	4,100	0	0	4,100	0%
15. Total Material & Supplies	902,000	905,100	24,626	145,622	759,478	16%
<u>Purchased Transportation</u>						
16. Purchased Transportation	1,200,000	1,100,000	0	0	1,100,000	0%
17. Specialized Services	795,474	795,474	198,868	198,868	596,606	25%
18. Total Purchased Transportation	1,995,474	1,895,474	198,868	198,868	1,696,606	10%
<u>Other Expenses</u>						
19. Dues & Subscriptions	30,000	30,000	0	22,596	7,404	75%
20. Professional Development	30,000	28,000	0	1,111	26,889	4%
21. Miscellaneous	0	0	0	0	0	100%
22. Total Other Expenses	60,000	58,000	0	23,707	34,293	41%
<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	10,463,411	11,063,417	1,618,074	12,680,118	1,616,701-	115%
28. Facilities	1,208,000	3,908,000	88,044	3,798,207	109,793	97%
29. Equipment	938,843	938,843	0	38,405	900,438	4%
30. Other	4,053,116	853,110	533,703	1,264,532	411,422-	148%
31. Total Capital	16,663,370	16,763,370	2,239,821	17,781,262	1,017,892-	106%
32. Planning Services	457,630	457,630	0	54,020	403,610	12%
33. Capitalized Operating	4,000,000	4,000,000	0	0	4,000,000	0%
34. Total Expenditures	24,138,474	24,138,474	2,464,761	18,212,544	5,925,930	75%

Professional Development and Travel Report
All Employees
March 2026

AMOUNT	PURPOSE	EMPLOYEE (s)	LOCATION
419.00	AIC 301 Course (Insurance claims handling)	Dina Vilic	Online
658.89	MPTA Annual Meeting	D. Prato, S. Schipper	Crystal Mountain, MI
<u>\$ 1,077.89</u>			