



Interurban Transit Partnership

Board Members

Mayor Gary Carey, Chair

Charis Austin
Mayor Katie Favale

Rick Baker
Steven Gilbert
Robert Postema

Mayor Rosalynn Bliss
Andy Guy
Terry Schweitzer

David Bilardello, Vice-Chair

Mayor Stephen Kepley
Jack Hoffman
Paul Troost

Tracie Coffman
Mayor Steve Maas

BOARD OF DIRECTORS MEETING

Wednesday, December 13, 2023 – 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 – October 25, 2023	Mayor Carey	Approval
3. CEO'S REPORT	Deb Prato	Information
4. CLOSED SESSION per section 15.268(c) of the Open Meetings Act		
5. ACTION ITEMS		
a. State Lobbying Services Contract, McAlvey, Merchant & Assoc.	Kevin Wisselink	Approval
b. Busch Drive Operations Contract, Carbon Six Construction	Kevin Wisselink	Approval
c. Shelter and Bench Purchase Contract, Tolar Manufacturing Co.	Deron Kippen	Approval
6. PERFORMANCE REPORTS		
a. Paratransit Route Ridership	Jason Prescott	Information
1. October 2023		
2. On-Demand		
b. Fixed Route Ridership	Max Dillivan	Information
1. October 2023		
c. Finance	Linda Medina	Information
1. Operating Statement – September 2023		
2. Professional Development and Travel Report		
a. September 2023		
3. Grant Statement		
7. INFORMATIONAL ITEMS		
a. Financial Overview	Medina/Monoyios	Information
b. Transportation Reform	Jack Hoffman	Information
8. CHAIR'S REPORT	Mayor Carey	Information
9. 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, October 25, 2023 – 4:00 p.m.

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

ATTENDANCE:

Board Members Present:

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

Board Members Absent:

Mayor Bliss, Mayor Favale, Rick Postema, Mayor Maas

Staff Attendees:

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

Other Attendees:

Chris Leasure, Zachary Jones, Samuel Bakker, Mary Allan, Clover Brown, Jan Gelder, Al Gelder, Trey Reinhardt, Erin Evenhouse, Jeffrey King, Justin Hagel, Max Dillivan, Melvin Turnbo, Jerry Brown, Wardell Frazier, Raina Cook, Dave Roznowski

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

1. PUBLIC COMMENT

Ms. Chris Leasure. She addressed the board and spoke on behalf of Henry Hogeterp, a Bus Operator. Mr. Hogeterp enjoys his job, and he is proud we serve the greater Grand Rapids area. Mr. Hogeterp is writing to the board due to the present circumstances. Since The Rapid does not pay a livable wage that allows him to meet his financial responsibilities, he works three (3) jobs. He is now making a personal decision to work as little overtime as possible because he feels he shouldn't have to work overtime to have a livable wage. He feels others including him are looking for work outside The Rapid. He would like to see The Rapid increase wages to be on par or higher than other transportation agencies in Michigan. Mr. Hogeterp feels, that with an increase in wages and benefits, we will see the retention of our current drivers and the mass exodus stop. The new drivers will replenish our numbers so that we can expand the service we want to provide to our customers.

Ms. Leasure added that she has been with The Rapid for eighteen (18) years. She also works three (3) jobs, and her husband is on disability. It has been tough for her to make ends meet.

Mr. Zachary Jones. A Bus Operator. His focus today is on culture and why culture is so important. He noted that he took pictures of the facility and passed them on to the board members. He wishes The Rapid had higher pay, clean facilities, and a healthy culture.

Ms. Mary Allan. Ms. Allan is the mother of a 54-year-old Downs Syndrome lady. Her daughter lives in a home with four (4) other ladies with disabilities. Ms. Allan's daughter attends the day programming at Hope Network four (4) days per week. She has been riding the GO!Bus to this program since October 2019. While she understands the impact of staff shortages and the difficulty with scheduling, the ride is only an 11-minute drive door to door. Her experience has been one of dealing with many dedicated drivers and schedulers who are trying their best to do their jobs. It's conveyed each morning on the phone or at the door. They are kind and compassionate in their situation. She has spoken with Mr. Prescott who is also very helpful. She is here today to speak on behalf of the riders who patiently experience rides that can last 2 ½ to 3 hours long.

Ms. Jan Gelder. She is a resident of Grand Rapids, and she is the mother of a frequent rider of Go!Bus. Her notes were given to all board members and a copy of her notes is attached to these minutes.

Mr. Al Gelder. He is a resident of Grand Rapids, and he is the father of a frequent rider of Go!Bus. His notes were given to all board members and a copy is attached to these minutes. He also had a note from a friend who rides Go!Bus, and her notes were distributed to all board members. That note is attached to these minutes as well.

Ms. Raina Cook. She is a Bus Operator with The Rapid. She has been with The Rapid for a full year. She likes her job; however, she does not feel valued by her employer.

2. MINUTES REVIEW – September 27, 2023

Chairman Carey entertained a motion to approve and submit the meeting minutes from September 27, 2023. Mr. Hoffman motioned to approve, and Mr. Schweitzer supported it. The motion passed unanimously.

3. CEO'S REPORT

Ms. Prato started her comments by addressing Mr. & Mrs. Gelder and Ms. Allan regarding the issues with Paratransit and our partnership with Transdev. Ms. Prato was recently at the APTA Expo and Conference, and she noted that she met personally with the CEO, the COO, and the new Regional Vice President of Transdev. She stated that The Rapid is not happy with Transdev's performance and she sincerely apologized to them for their experience with the inconsistent service. Ms. Prato let them know The Rapid is working diligently to remedy the situation.

Ms. Prato added as we close out this fiscal year on September 30th, we are projecting \$6.2M rides given. Last year we were at \$5.5M. This metric shows public transportation continues to increase and ridership continues to grow.

4. ACTION ITEMS

a. Legal Services – Barnes & Thornburg Contract – Mr. Kevin Wisselink

Mr. Wisselink is requesting authorization from the ITP Board to enter into a contract for legal services with Barnes and Thornburg for Legal Services for the period of January 31, 2024, through January 31, 2029.

Chairman Carey entertained a motion to approve the Legal Services Contract. Mayor Kepley motioned to approve, and Mr. Guy supported it. The motion passed unanimously.

b. Silver Line Curb Wheel Replacement – Nagle Construction – Mr. Kevin Wisselink

Mr. Wisselink is requesting authorization from the ITP Board to enter into a contract with Nagel Construction for \$698,800, plus a 10% contingency of \$69,880 for a total project cost of \$768,680 for the purchase of replacement Silver Line Station Wheel Guides.

Mayor Kepley commented that he is pleasantly surprised the wheel guides lasted ten years. Chairman Carey entertained a motion to approve the replacement Silver Line Station Wheel Guides. Mayor Kepley motioned to approve, and Mr. Hoffman supported it. The motion passed unanimously.

c. Purchase Nine (9) CNG 40' Fixed Route Revenue Buses – Mr. Steve Clapp

Mr. Clapp is requesting authorization from the ITP Board to purchase nine (9) Compressed Natural Gas (CNG) 40' buses from the Gillig Corporation for \$7,818,993 with an additional \$90,000 in contingency to add new technology or safety enhancements should they become available.

Mr. Schweitzer asked, after these replacements are made, what is the ratio of the Diesel Electric buses to the CNG? Mr. Clapp replied we will have 132 CNG buses and 10 Diesel Electric buses.

Chairman Carey entertained a motion to approve the purchase of nine (9) CNG 40' Buses. Mr. Guy motioned to approve, and Ms. Coffman supported it. The motion passed unanimously.

d. Core Network Switch Upgrade – Element Four Contract – Mr. Andy Prokopy

Mr. Prokopy is requesting authorization from the ITP Board to approve a contract with Element Four for \$330,548 to replace the aging core network switch equipment which provides the vital communication links between the main Rapid facilities and the rest of the agency.

Chairman Carey entertained a motion to approve the contract with Element Four. Mr. Schweitzer motioned to approve, and Ms. Austin supported it. The motion passed unanimously.

e. 2023 Title VI Program Update – Mr. Max Dillivan

Mr. Dillivan is requesting the ITP Board to approve The Rapid's submission of its October 2023 update to its Title VI Program documentation for the Federal Transit Administration (FTA).

Mr. Bilardello asked if these updates were done internally with our staff, or do we hire consultants to help prepare the response.

Mr. Dillivan replied this is a fully internal effort. One small piece is done by consultants.

Ms. Coffman asked about the limited English proficiency plan, does it go beyond just Spanish? Is it other languages as well?

Mr. Dillivan replied that it would be all languages.

Ms. Austin asked if you are going to include ALS in this.

Mr. Dillivan agrees it's a great recommendation and it can be included.

Chairman Carey entertained a motion to approve the update to the Title VI Program documentation. Ms. Austin motioned to approve, and Mr. Gilbert supported it. The motion passed unanimously.

5. PERFORMANCE REPORTS

a. Paratransit Route Ridership – Mr. Jason Prescott

No Questions

b. Fixed Route Ridership – Mr. Max Dillivan

Mayor Kepley inquired about whether it is time to make a cost comparison regarding Rapid Connect and if it still makes sense or not.

Ms. Medina agrees yes that we can do an updated cost comparison and bring the information to the Finance Committee, or the next board meeting.

Mr. Hoffman wished to echo what Ms. Prato said, that the numbers are bumping up on fixed routes and he is hopeful.

c. Financial Reports – Ms. Linda Medina

Mayor Kepley inquired about advertising and miscellaneous, and he is pleased to see the huge increase from budget to actuals. What are the details?

Ms. Medina replied that the MAG did increase for advertising by \$80,000. The other increase is the interest rate is higher than what was budgeted for.

6. CHAIR'S REPORT

Chairman Carey thanked The Rapid staff for their participation in the Route 33 Open House. Mayor Carey felt it was an effective and productive meeting and it was well received by the community.

Round the Room:

Mayor Kepley feels we need to do a Retreat in the first quarter of next year to look at big-picture items. When he thinks of where we have been, as we had a COA and then Covid changed everything. Ridership is increasing but it is still 40% below what it was before Covid. He feels we need to review where we are and where we need to go, and do we need to right-size what we do? We have issues with hiring drivers and negotiations will be happening soon. We are still using money from COVID relief which will end, and there is a lot of stress on family life. Mayor Kepley feels we need to discuss the services necessary at a price point our residents can afford.

Ms. Prato noted February 21, 2024, is the Retreat Meeting.

Mr. Troost thanked Mr. and Mrs. Gelder, and Ms. Allan for bringing their stories to the board, and he also thanked our CEO for working diligently to solve the problem.

Mr. Hoffman updated the board by saying he applied to be appointed to the State Transportation Commission. He received an immediate reply that on October 10th Suzanne Schultz was appointed. He will also be attending the meeting in November to address the commission.

Ms. Austin thanked The Rapid staff who came to the White Cane Awareness event that took place on October 13th. The group met at Calder Plaza and approximately 65 people were in attendance. It was a great event, and she hopes it will continue to grow.

8. ADJOURNMENT

The meeting was adjourned at 4:57 p.m.

The next meeting is scheduled for December 13, 2023

Respectfully submitted,



Kris Heald, Board Secretary

My name is Jan Gelder. I'm a resident of Grand Rapids, a parent of a regular rider of the GoBus. Thank you for this opportunity to share some thoughts with you, to give you a few details as to how they operate.

If you don't interact with GoBus very much, you may think they PROVIDE A SERVICE TO their riders. In reality, however, they IMPOSE A DISSERVICE ON their riders.

And if YOU were forced to be a regular rider, I think you'd be pretty upset with those who have the power to determine times and routes.

GoBus can easily, and way too often does, take a 10-minute commute and turn it into a 2 to 3 hour torture trip! Now, you can haul bags of potatoes like that but not people! People who have feelings, schedules, and needs, though they might not be able to verbalize them. To GoBus, the term "time windows" means nothing, even when drivers tell headquarters, "That's impossible!" And why would you send a bus out to pick up someone in a wheelchair when you have no space for a wheelchair on that bus?

I challenge you to RIDE a GoBus (for more than one day, as now and then there is a good day) or at the very least, to FOLLOW a GoBus from Hope Network to the end of its route, and see for yourself what happens. Thank you!

My name is Al Gelder; I'm a resident of Grand Rapids and here to let you know of some of the issues we have dealt with during the almost 6 months our daughter was a rider on GoBus four days/week. My wife has painted a picture with broad strokes, the big picture. I want to fill in a few of the specifics that lead us to be here today.

To start with, we were not given a choice of services. Our daughter had ridden Hope Network transportation for many years. Was it perfect? No. Nothing is and we are aware of that. But this spring we were told that by May 1 she would be riding GoBus. We were not given a choice. So it happened.

There were times when it worked okay. But first there was the, for us, 8 week "probation" before she was given a standing ride schedule. Yes, we called too late one morning when we got work she was ill and so we were branded with the label "unreliable" for the one "no show." The many times that GoBus was far from reliable didn't matter; just our late decision not to expose others to our daughter's possible disease.

Once we received our standing order, things went reasonably well. Until we found out, without being informed, that her pick-up time had been changed to a half hour later. This led to total chaos. We asked repeatedly if the time could be switched back to the earlier time, were told it would happen, and to this day it is still the later time – 8:30 – 8:55. If this "window" was actually accurate, it could work, though staff in her residence need to leave no later than 8:50. But there were many times when the bus would arrive at 9:10 or 9:30 or once closer to 10:00. That meant that we as parents had to be available every day to get a call to come to the home and wait with our child until the bus came. We were prisoners of a dysfunctional system.

Then there were the days when the bus would arrive and only our daughter or her housemate (who also had to use GoBus to get to her day program at Hope Network) was on the list so another bus had to be sent out to pick up the other one. In fact there were times when three separate buses showed up to pick up the three people on the same block who had the same schedule of day program at Hope Network.

Then there were the two (or was it three) times when the bus arrived and there was no room for a wheelchair. Our daughter has always been in a chair. Again, another bus had to be sent out, making everything even later. And we are not blaming the drivers – they said they told the office when they started their run that this wouldn't work but were told to do what they were told.

The bottom line for all this is that the GoBus "service" is in too many ways a "disservice." Many of your riders are adults with significant disabilities, and not all have parents to advocate for them. So we are here today, not only for our daughter, but for the 60 or more Hope Network South Campus riders who are still faced with unreliable pick-up times and long rides.

I didn't tell you about the afternoon problems. Less than two weeks ago, our daughter and two others on our block were on the bus for over two hours. Mapquest says it's a 11 minute ride from Hope Network to their home. By the time she got home, she had an accident that wet her clothes and soaked her wheelchair. This is inhumane and borders on abuse. Something needs to change.

I have a good friend who uses a wheelchair to get around. She cannot walk. She lives in a SKLD nursing facility. When she has an appointment, or is scheduled to go somewhere, she needs special transportation, and has used the Go Bus on many occasions over the years. But in the past few years, when she is waiting for the Go Bus to pick her up for church, they are either late or not picked up at all. This is very frustrating to her. She doesn't have family here, so we are her family, her church family. She misses us, and we miss her when she can't make it to church. We've been praying about it, and are hopeful that our prayers will be answered.

She wanted me to let you know that when she is scheduled to be picked up, the staff at her home will get her up and help her to get ready. And staff will wait with her until she gets picked up. Because staff is waiting with her, some of the other residents will have to wait until she leaves, before

they are helped up. So when the bus is late, the other residents have to wait even longer, before they are helped up. And other times, when the bus doesn't show up on time, she is told that they won't be able to pick her up until 10:00, and that is when our church starts. So she just won't go. She hates to be late. It's very discouraging to her.

Other residents at her facility have told me that they are picked up late quite often. If not picked up late at their facility, then wherever they are dropped off, they are told that they will have to wait an additional hour or two before they are picked up again. It's very frustrating for them too. How would you feel if you were in their place?

It seems that there may be a shortage of bus drivers that are needed for my special friends. Your bus drivers are important and valuable to those people who are in wheelchairs. And my hope and prayers are that this situation can be worked out, and the problems resolved. Thank you!

Date: November 30, 2023
To: ITP Board
From: Kevin Wisselink, Director of Procurement and Capital Planning
Subject: PROJECT 2023-52: STATE LOBBYING SERVICES

ACTION REQUESTED

Authorization is requested from the ITP Board to enter into a contract with McAlvey Merchant & Associates for State Lobbying Services for a three-year term valued at \$54,000 per year with two one-year extension options.

BACKGROUND

The Rapid currently contracts with Midwest Strategy Group for limited state-level legislative services. State legislation dramatically affects transit services in The Rapid’s service area, including state funding for transit operating and capital match. Therefore, it became apparent that The Rapid needs enhanced legislative services at the state level, like what we currently have with Cardinal Infrastructure at the federal level.

PROCUREMENT

The Rapid elected to use a Request for Proposal (RFP) format for this procurement. The scope of work required specific state legislative services with a depth of specialties and related experience; the RFP format gives staff more flexibility to look at a multitude of factors and not just cost when selecting a firm(s). The RFP was directly sent to five firms, advertised on The Rapid website, and advertised on the Michigan Intergovernmental Trade Network (MITN), where 14 firms downloaded the bid opportunity.

Five bids were received from Dykema Gossett PLLC, Governmental Consultant Services, Inc., McAlvey Merchant & Associates, Midwest Strategy Group, and The WinMatt Group. The average hourly cost for each firm throughout the three-year contract is as follows:

Firm	Annual Cost
Dykema Gossett	\$72,000
GCSI	\$54,000
McAlvey Merchant	\$54,000
Midwest Strategy	\$36,000
WinMatt	\$90,000

The proposals were evaluated by the Chief Executive Officer and Chief Operations Officer. Proposals were evaluated based on three (3) key areas: Firm Qualifications, Staff Qualifications, and Budget. The results of the initial proposal evaluations are as follows:

Firm	Round 1 Average Score
Dykema Gossett	58
GCSI	81.2
McAlvey Merchant	61.2
Midwest Strategy	72
WinMatt	72

All firms were deemed capable of carrying out this project, so all firms were moved to Round 2 evaluations. The team interviewed all five firms, and through that process, McAlvey Merchant differentiated themselves from the other firms. The reviewers ranked the proposals 1 through 5, with McAlvey Merchant the unanimous first choice.

Firm	Round 1 Average Rank
McAlvey Merchant	1.0
WinMatt	2.5
GCSI	3.5
Dykema	3.5
Midwest Strategy	4.5

McAlvey Merchant was the unanimous choice for several reasons.

- First, they have exceptionally strong references from other local entities that utilize their services and are highly recommended. They also demonstrated substantial success for their clients in advancing their legislative agendas.
- Second, they have a very strong West Michigan presence, and much of our work will be around regional issues such as the Transit Master Plan implementation and West Michigan Express.
- Third, they have strong economic development connections and knowledge, which will be essential in building the relationships necessary to advance The Rapid's legislative goals.
- Fourth, they demonstrated a very strong strategic planning approach to help The Rapid determine near-term and longer-term legislative goals.

The firms interviewed all had their strengths and once again demonstrated the capability to carry out this project, but the breadth of experience, references, and results that McAlvey Merchant demonstrated stood out from the others.

FUNDING

The project is being funded from The Rapid's operating budget.



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 121323-1

Fiscal Year: 2023-2024

Moved and supported to adopt the following resolution:

Approval to enter a contract with execute a contract with McAlvey Merchant & Associates for State Lobbying Services for a three-year term valued at \$54,000 per year with two one-year extension options.

BE IT RESOLVED that the ITP CEO is hereby authorized to execute a contract with McAlvey Merchant & Associates for State Lobbying Services for a three-year term valued at \$54,000 per year with two one-year extension options by the information presented to the ITP Board on December 13, 2023.

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: December 13, 2023
To: ITP Board
From: Kevin Wisselink, Director of Procurement and Capital Planning
Subject: PROJECT 2023-05A: BUSCH DRIVE OPERATIONS CENTER BUILDING RENOVATIONS

ACTION REQUESTED

Authorization is requested from the ITP Board to enter into a contract with Carbon Six Constructions Company for \$560,000 plus a 10% contingency of \$56,000, for a total project cost of \$616,000 for renovations of the Busch Drive Operations Center.

BACKGROUND

The Rapid purchased 3531 Busch Drive for its demand response operations in June 2022 and began operations out of the facility in October 2022. The site has fulfilled this function very well, but one of the missing elements from the facility is a dedicated wash system to clean the vehicles. This is being done by pressure washers currently, but adding a wash bay and a vehicle wash system would greatly improve the bus washing process while reducing the staff time necessary to carry this out.

The Busch Drive facility has a drive-through bay that is not necessary for vehicle maintenance given the size of the facility. The intention for Busch Drive from the time of purchase was to convert this into a bus wash bay for The Rapid’s GO!Bus vehicles. This requires two parts, the one included in this project is to retrofit the open bay to accommodate a bush wash system, building walls to contain the water a better water drainage system, as well as adding necessary electrical connections for the bus wash. The next part of this process is to procure the bus wash system, which will be done separately and come to the Board for approval early next year.

PROCUREMENT

Progressive AE prepared a bid packet for this project. The Procurement was planned as an Invitation for Bids (IFB) since the specification was well defined and two or more bidders were willing to compete. Therefore, the selection of the successful bidder can be made principally based on the price of the low-responsive and responsible bidder. The IFB was advertised by Progressive AE on the Grand Rapids Builder’s Exchange website and other local sites.

Three (3) responsive bids were received as follows:

Company	Bid
Carbon Six	\$560,000
McGraw Construction	\$610,000
Wolverine Building	\$636,378

Carbon 6 was the low-responsible bidder on the project. The Rapid has recent experience with Carbon 6 through the Laker Line Park and Ride Project and the Ellsworth Rehabilitation Project and Carbon 6 has performed very well for The Rapid on both projects.

Work is slated to begin in early 2024 and be completed by the middle of 2024.

FUNDING

The project is being funded using federal and state funds. There are no local funds involved in this project.



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 121323-2

Fiscal Year: 2023-2024

Moved and supported to adopt the following resolution:

Approval to enter a contract with Carbon Six Construction Company for \$560,000 plus a 10% contingency of \$56,000, for a total project cost of \$616,000 for renovations of the Busch Drive Operations Center.

BE IT RESOLVED that the ITP CEO is hereby authorized to execute a contract with Carbon 6 for \$560,000 plus a 10% contingency of \$56,000, for a total project cost of \$616,000 for renovations of the Busch Drive Operations Center by the information presented to the ITP Board on December 13, 2023.

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: December 13, 2023
To: ITP Board
From: Deron Kippen – Facilities Maintenance Director
Maxwell Dillivan, AICP – Senior Planner
Subject: PROJECT 2024-03 SHELTER AND BENCH PURCHASE CONTRACT

ACTION REQUESTED

Authorization is requested from the ITP Board to execute a five-year contract with Tolar Manufacturing Company, Inc. for the purchase of bus shelters. The first year of the contract identifies the purchase of 26 bus shelters for \$187,630 plus shipping which is estimated to be \$10,920, for a total cost of \$198,550. The Rapid has the option to buy up to an additional 74 shelters.

BACKGROUND

With the upcoming implementation of the Bus Stop Improvement Program and the overall agency goal to further enhance our passenger amenities, the staff desires to establish a multi-year shelter contract with one shelter manufacturer to meet these needs. Staff has worked to standardize the overall design of The Rapid's shelters and intends to continue this design through this new contract.

Based on staff analysis, there is a need to purchase between 86 and 100 shelters over the next five years, including an initial purchase of 26 shelters at the start of the contract. Future purchases will depend on funding availability.

PROCUREMENT

A Request for Proposal (RFP) was developed to determine a solution to acquire and provide shelters for a variety of contexts and space constraints while pursuing competitive pricing. This allows staff to weigh performance factors as well as pricing. The RFP was solicited on the Michigan Intergovernmental Website (MITN), a digital bid platform that has a nationwide distribution as well as advertised on our website.

Four proposal responses were received from Basco International, Duo-Guard Industries, Modstreet, and Tolar Manufacturing. The evaluation team for this RFP consisted of The Rapid's Director of Facilities, Facilities Supervisor, Senior Planner, and Planner. The average cost of both standard and narrow format shelters in the first year of the contract can be found below, including shipping:

Firm	Standard Format Shelter Cost
Brasco	\$9,175
Duo-Guard	\$8,452
ModStreet	\$9,055
Tolar	\$7,230

Firm	Narrow Format Shelter Cost
Brasco	\$8,850
Duo-Guard	\$7,004
ModStreet	\$8,452
Tolar	\$7,985

Proposals were evaluated based on three (3) key areas: Project Proposal, Budget, and Firm Qualifications. The results of the proposal evaluations are as follows:

Bus Shelter Purchase	
Project # 2024-03	Final Score
Tolar Manufacturing Company, Inc.	96.3
Duo-Gard Industries, Inc.	80.3
ModStreet	76.3
Brasco International	70.8

Tolar was selected for several reasons. First, Tolar has consistently demonstrated itself to be a strong partner in our previous contract, providing excellent delivery support and product quality. Second, their technical specifications were very strong, and they provided all shelter accessories required by the RFP. Third, their products have stood up very well in The Rapid's service area, showing excellent quality overall.

FUNDING

The shelters will be purchased utilizing federal and state dollars; no local funds will be used in this project.



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 121323-3

Fiscal Year: 2023-2024

Moved and supported to adopt the following resolution:

Approval to execute a contract with Tolar Manufacturing Company, Inc. for the purchase of bus shelters. The first year of the contract identifies the purchase of 26 bus shelters for \$187,630 plus shipping which is estimated to be \$10,920, for a total cost of \$198,550. The Rapid has the option to buy up to an additional 74 shelters.

BE IT RESOLVED that the ITP CEO is hereby authorized to execute a contract with Tolar Manufacturing Company, Inc. for the purchase of bus shelters. The first year of the contract identifies the purchase of 26 bus shelters for \$187,630 plus shipping which is estimated to be \$10,920, for a total cost of \$198,550. The Rapid has the option to buy up to an additional 74 shelters, by the information presented to the ITP Board on December 13, 2023.

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: November 15, 2023
TO: ITP Board
FROM: Jason Prescott
SUBJECT: OCTOBER 2023 PARATRANSIT RIDERSHIP REPORT

Paratransit ridership information for October 2023, as compared to October 2022

	2023	2022	% Change
Total Paratransit Ridership	19,173	18,434	4.0%
ADA Ridership	15,299	14,595	4.8%
Non-Disabled Senior (NDS) Ridership	106	91	16.5%
PASS Ridership	196	221	-11.3%
Network 180	2,829	2,767	2.2%
Cascade Township/Funding source	0	10	n/a

Ridership averages, as compared to 2022.

	2023	2022	% Change
Weekday Ridership	657	652	0.8%
Saturday Ridership	231	216	6.9%
Sunday Ridership	214	223	-4.0%

Other Performance Measures

	2023	2022	% Change
On-Time Pick-Up	80.00%	74.00%	8.1%
On-Time Drop-Off	88.00%	84.00%	4.8%
Average Cost Per Trip	\$41.88	\$40.22	4.1%

October 2023 Paratransit Ridership and Operating Statistics				
	2023	2022	Change	% Change
ADA				
Clients	1,205	1,234	(29)	-2.4%
Passenger Trips	15,299	14,595	704	4.8%
NDS				
Clients	11	13	(2)	-15.4%
Passenger Trips	106	91	15	16.5%
PASS				
Clients	11	14	(3)	-21.4%
Passenger Trips	196	221	(25)	-11.3%
CONTRACTED				
Clients	0	0	0	#DIV/0!
Passenger Trips	0	0	0	#DIV/0!
RIDELINK				
Clients	268	298	(30)	-10.1%
Passenger Trips (Performed by The Rapid)	743	760	(17)	-2.2%
TOTALS				
Clients	1,495	1,559	(64)	-4.1%
Passenger Trips	16,344	15,667	677	4.3%
Average Weekday Ridership	657	652	5	0.8%
Average Saturday Ridership	231	216	15	6.9%
Average Sunday Ridership	214	223	(9)	-4.0%
All Ambulatory Passengers	13,300	12,592	708	5.6%
All Wheelchair Passengers	3,044	3,075	(31)	-1.0%
No - Shows	267	439	(172)	-39.2%
Cancellations	605	723	(118)	-16.3%
Transdev				
Average Cost per Trip	\$41.88	\$40.22	\$1.66	4.1%
Riders per Hour	2.2	2.2	0.0	0.0%
Accidents per Month	2.0	3.0	(1)	-33.3%
Trip Denials				
Trip Denials	0	0	0	#DIV/0!
NTD Travel Time (minutes)	28	28	0	0.0%
NETWORK 180				
Passenger Trips	2,829	2,767	62	2.2%
Average Weekday Ridership	129	132	(3)	-2.3%
TOTAL PASSENGER TRIPS				
TOTAL PASSENGER TRIPS	19,173	18,434	739	4.0%
Paratransit Service Quality Statistics: network 180 Excluded				
	2023	2022	% of Trips	% Change
Complaints				
Transdev Complaints	23	37	0.1%	-37.8%
On-Time Performance				
On-Time Compliance - Pick-up	80.00%	74.00%	6.0%	8.1%
On-Time Compliance - Drop-off	88.00%	84.00%	4.0%	4.8%



Interurban Transit Partnership

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

Date: November 16, 2023

To: Board of Directors

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

Subject: Rapid Connect

OVERVIEW

Rapid Connect mobility-on-demand program report from Thursday, November 9 through Wednesday, November 15. The intent of these reports is to be distributed weekly on Friday mornings. The reports will always cover a five-day service period.

HISTORICAL CONTEXT

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

Sign-ups remain consistent from week to week. To date, 1,904 people have signed up to use this new service.

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

CURRENT RIDERSHIP

Between Thursday, November 9 and Wednesday, November 15 (five-day service period), there were a total of 207 completed trips. All 207 trips were scheduled on-demand through the app.

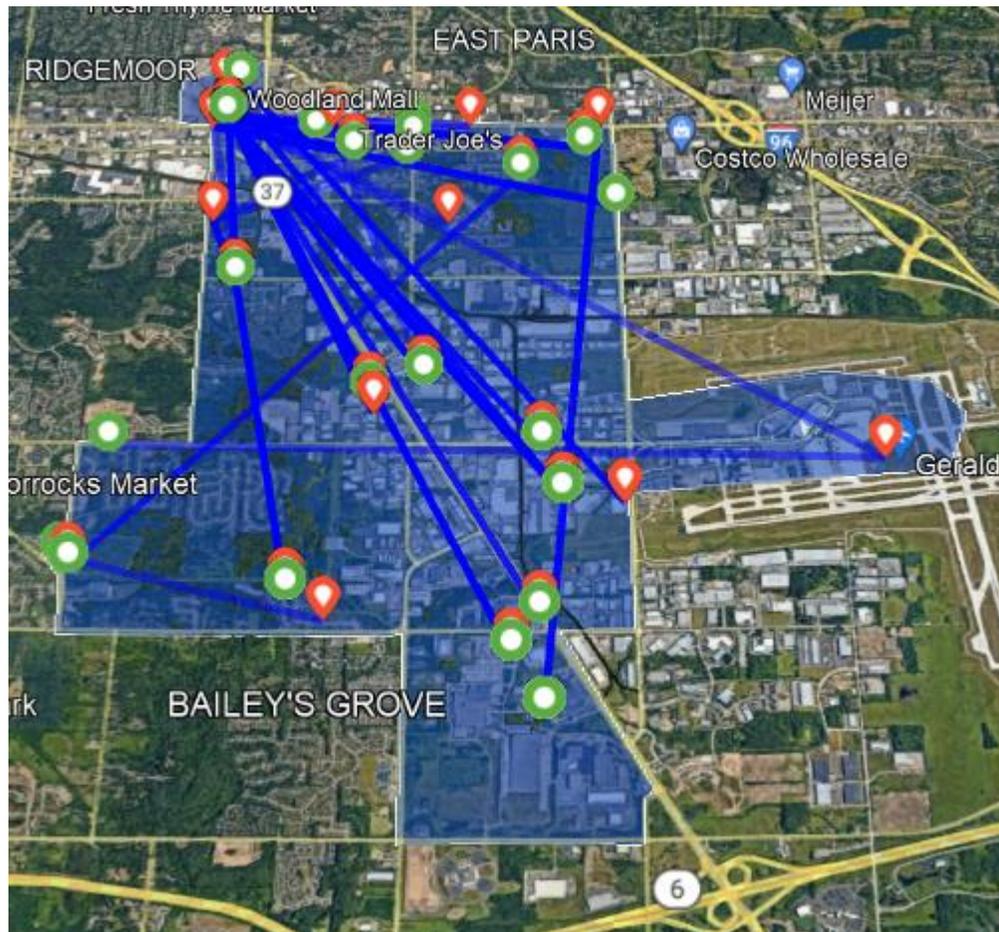
Interurban Transit Partnership

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

There were 163 completed trips in Kentwood (79%), and 44 trips completed in Walker (21%). There were 38 individual riders in Kentwood and 12 in Walker that made up these trip counts for this week.

The average fare trip distance in Kentwood is 2.65 miles, and 3.05 miles in Walker. The fare trip distance is the distance between the pickup and drop-off points and does not consider other stops on the route.

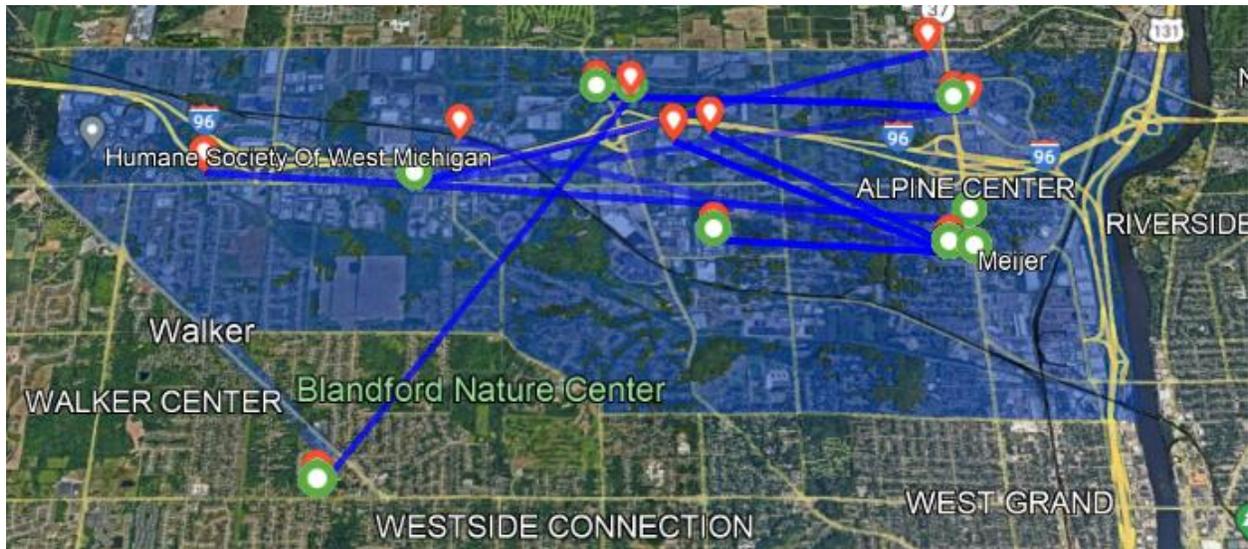
The earliest trip in Kentwood for this five-day service period had a reported arrival time of 5:51 a.m. The latest trip was completed at 9:30 p.m.



Interurban Transit Partnership

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

The earliest trip in Walker for this five-day service period had a reported arrival time of 6:15 a.m. The latest trip was completed at 9:07 p.m.



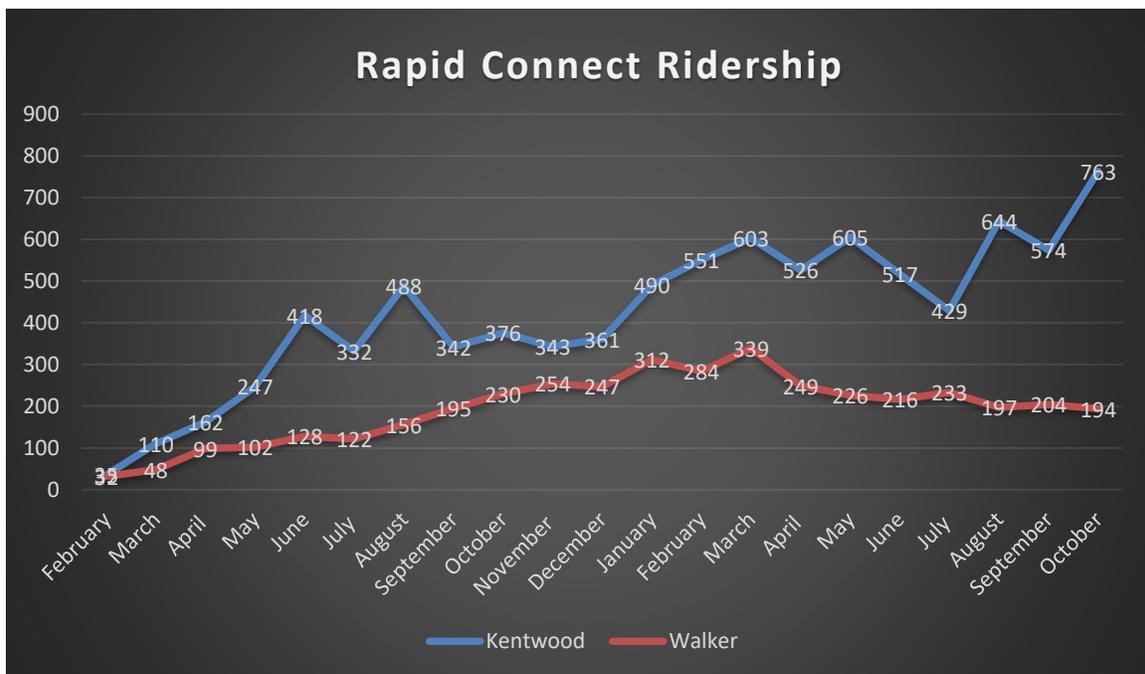
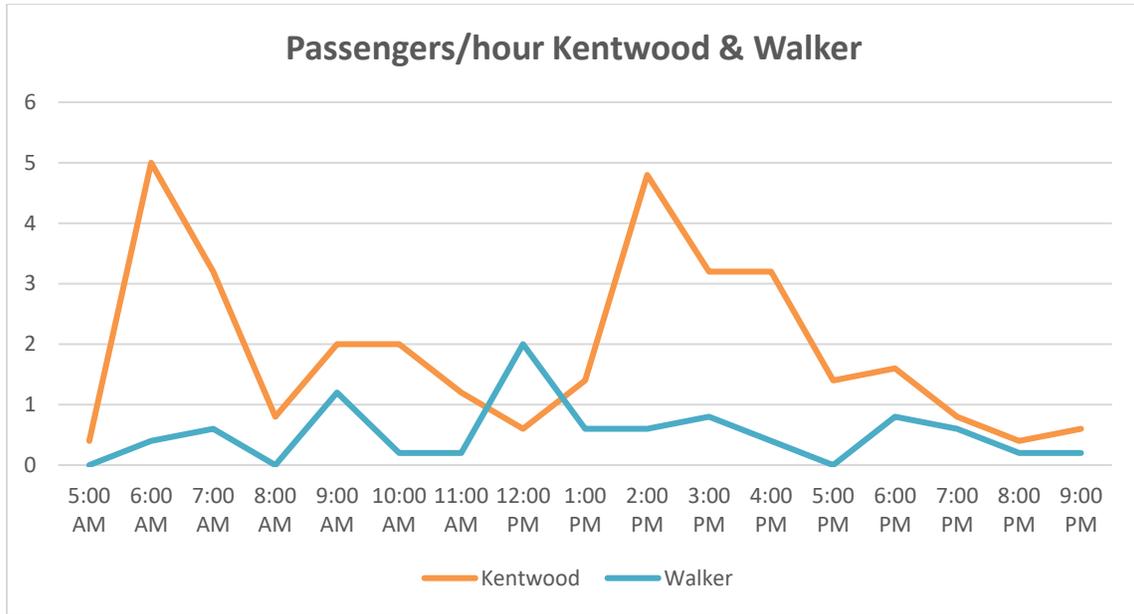
2 Trips taken this week in the expanded zone.

3248 Alpine Ave NW

3587 Alpine Ave NW

Interurban Transit Partnership

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





Date: November 30, 2023
To: ITP Board
From: Maxwell Dillivan, AICP – Senior Planner
Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – October 2023

OVERVIEW

Modest ridership and productivity increases as seen in recent months continued in October 2023, though an additional weekday in the month compared to October 2022 aided in bolstering systemwide metrics. Laker Line continues to exceed previous year’s ridership levels due to higher enrollment figures, and Route 3 continues its ridership growth as well. Overall, trends in October 2023 equate to a modest but positive beginning to the fiscal year.

BACKGROUND INFORMATION

Monthly Ridership

	Oct 2023	Oct 2022	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	404,540	388,301	↑ 4.2%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	202,711	185,272	↑ 9.4%
Total Monthly Fixed Route Ridership	607,251	573,574	↑ 5.9%

Daily Average Ridership

	Oct 2023	Oct 2022	% Change
Weekday Total	24,977	24,225	↑ 3.1%
Weekday Evening	3,310	3,148	↑ 5.1%
Saturday	8,360	9,431	↓ 11.4%
Sunday	4,862	3,539	↑ 37.4%

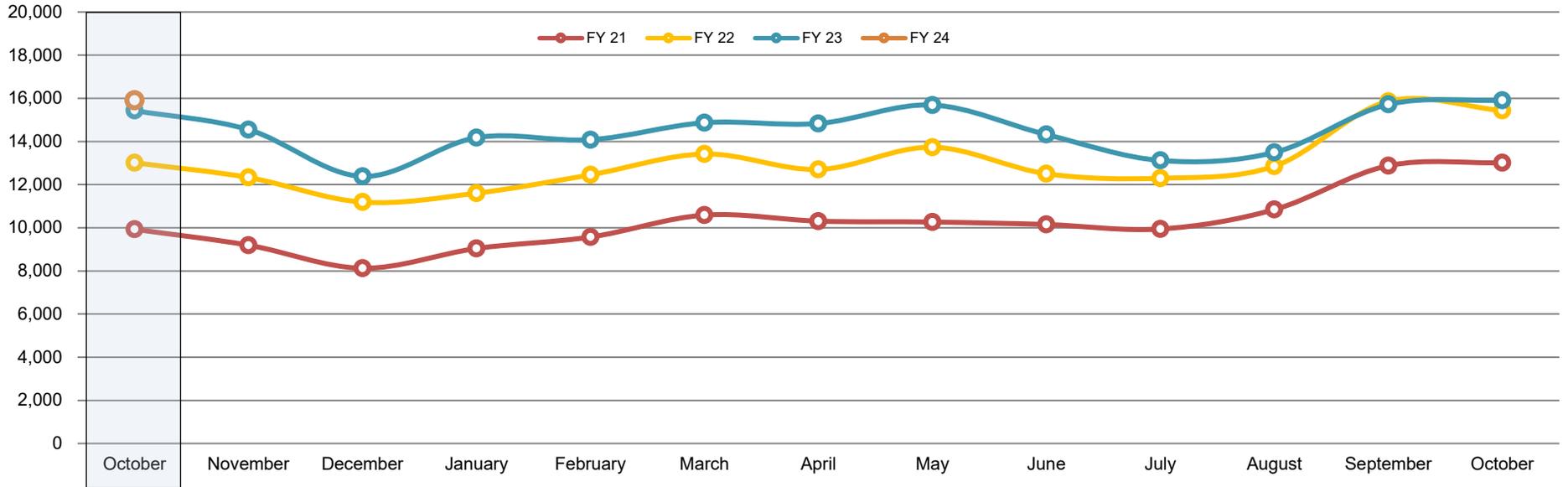
Productivity Summary

	Oct 2023	Oct 2022	% Change
Average passengers per hour per route	14.3	14.2	↑ 0.7%
Average passengers per mile per route	1.05	1.05	↑ 0.4%
Average farebox recovery percent per route	11.5%	11.1%	↑ 3.8%

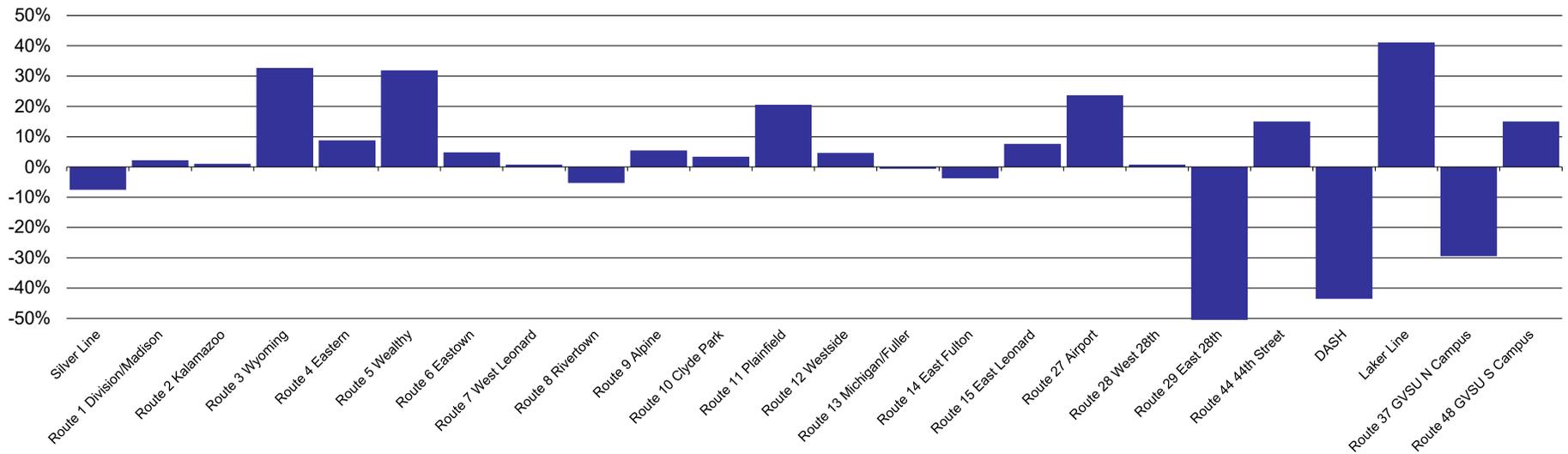
Fiscal Year Ridership

	FY 2024	FY 2023	% Change
Regular Fixed Route Service (<i>Routes 1–44</i>)	404,540	388,301	↑ 4.2%
Contracted Service (<i>GVSU, DASH, GRCC, and Ferris</i>)	202,711	185,272	↑ 9.4%
Total Fixed Route Ridership YTD	607,251	573,574	↑ 5.9%

Monthly Weekday Average Ridership History



Percent Change by Route: October 2023 compared to October 2022





Interurban Transit Partnership

Date: December 13, 2023
To: ITP Board
From: Linda Medina, Director of Finance
Subject: September 2023 Operating and Grant Statements and Professional Development and Travel Reports

Attached are the preliminary financial reports through September 30, 2023, for general operating and grants. Also attached is the Professional Development and Travel report. Our auditor, BDO, is currently performing our audit and financial statements and the single audit will be presented to the Board in January.

FY 22/23 YTD Operating Statement Analysis

Total revenues are slightly above budget before federal assistance:

- Expecting fare revenue to be over budget by 6.1%, while fixed route ridership outperformed expectations by 10.8%
- State Operating Assistance is 11% under budget due to reduced overall expenses
- Advertising and Miscellaneous is favorable as bus advertising out performed the guaranteed mag by 23.2% (70K) and interest income due to higher interest rates
- Received \$8,321,660 in ARP funding

Total expenses are 14% under budget before the use of 5307 preventive maintenance funding:

- Contractual Services are under budget 21% as a result of the reduction in billable security hours throughout the contract due to staffing as well as legal services being less than anticipated
- Materials and supplies are trending favorably as fuel costs are 21% under budget due to a sustained lower cost for CNG and diesel
- Utilities, Insurance, and Miscellaneous are under budget 24% due to actual insurance policy costs being lower than budgeted
- \$1.4 million of operating expenses have been capitalized to 5307 preventative maintenance

During the audit process an additional \$2 million of eligible operating expenses was capitalized bringing the total to \$3.4 million. This results in reducing the deficit from \$2.6 million to \$600 thousand.

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

The Rapid Operating Statement
Year to Date as of September 30, 2023

	YTD as of September 30, 2023		Variance from Budget		FY 21/22	Variance from FY 21/22	
	Adopted	Projected	\$	%	Actual	\$	%
Revenues and Operating Assistance							
Passenger Fares	\$ 3,978,849	\$ 4,220,455	\$ 241,606	6.1%	\$ 4,216,120	\$ 4,335	0.1%
Sale of Transportation Services							
CMH Contribution	414,711	402,936	(11,775)	-2.8%	393,262	9,674	2.5%
Dash Contract	1,465,874	1,659,742	193,868	13.2%	2,289,137	(629,395)	-27.5%
Grand Valley State University	3,113,764	3,188,376	74,612	2.4%	3,257,449	(69,073)	-2.1%
Van Pool Transportation	-	(1,242)	(1,242)	-100%	64,517	(65,759)	-101.9%
Township Services	434,895	388,756	(46,139)	-10.6%	425,945	(37,189)	-8.7%
Other	485,491	394,116	(91,375)	-18.8%	305,753	88,363	28.9%
Subtotal Sale of Transportation Services	5,914,735	6,032,684	117,949	2.0%	6,736,063	(703,379)	-10.4%
State Operating	15,448,739	13,731,631	(1,717,108)	-11.1%	15,105,760	(1,374,129)	-9.1%
Property Taxes	18,232,535	18,627,624	395,089	2.2%	18,012,199	615,425	3.4%
Advertising & Miscellaneous	682,340	1,735,869	1,053,529	154.4%	770,856	965,013	125.2%
Subtotal Revenues and Operating Assistance	44,257,198	44,348,263	91,065	0.2%	44,840,999	(492,736)	-1.1%
Grant Operating Revenue	8,564,938	8,321,660	(243,278)	-2.8%	20,442,504	(12,120,844)	-59.3%
Total Revenues and Operating Assistance	\$ 52,822,136	\$ 52,669,923	\$ (152,213)	-0.3%	\$ 65,283,503	\$ (12,613,580)	-19.3%
Expenses							
Salaries and Wages							
Administrative	\$ 6,275,114	\$ 5,734,856	\$ (540,259)	-8.6%	\$ 4,449,829	\$ 1,285,027	28.9%
Operators	14,940,291	13,170,555	(1,769,736)	-11.8%	11,891,322	1,279,233	10.8%
Maintenance	2,291,256	2,292,766	1,510	0.1%	1,846,222	446,544	24.2%
Subtotal Salaries and Wages	23,506,661	21,198,177	(2,308,484)	-9.8%	18,187,373	3,010,804	16.6%
Benefits	9,965,287	8,107,986	(1,857,301)	-18.6%	9,508,010	(1,400,023)	-14.7%
Contractual Services	3,942,021	3,092,782	(849,239)	-21.5%	3,441,342	(348,560)	-10.1%
Materials and Supplies							
Fuel and Lubricants	3,421,740	2,688,619	(733,121)	-21.4%	2,838,082	(149,463)	-5.3%
Other	1,990,688	1,742,013	(248,675)	-12.5%	1,603,522	138,491	8.6%
Subtotal Materials and Supplies	5,412,428	4,430,633	(981,795)	-18.1%	4,441,604	(10,971)	-0.2%
Utilities, Insurance, and Miscellaneous	5,684,786	4,292,051	(1,392,735)	-24.5%	4,101,635	190,416	4.6%
Purchased Transportation	7,765,005	7,269,465	(495,540)	-6.4%	5,558,119	1,711,346	30.8%
Expenses Before Capitalized Operating	56,276,188	48,391,094	(7,885,094)	-14.0%	45,238,083	3,153,011	7.0%
Capitalized Operating Expenses	(3,454,052)	(1,367,369)	2,086,683	-60.4%	-	(3,454,052)	0.0%
Total Operating Expenses	\$ 52,822,136	\$ 47,023,724	\$ (5,798,412)	-11.0%	\$ 45,238,083	\$ 1,785,642	3.9%
Net Surplus/(Deficit) without Grant Revenue		\$ (2,675,461)			\$ (397,084)		
Net Surplus/(Deficit) with Grant Revenue		\$ 5,646,199			\$ 20,045,420		

Interurban Transit Partnership
Grant Revenues & Expenditures
Month Ended 09/30/23

	Adopted Budget	Amended Budget	Month To Date	Year To Date	Balance	Percent Target 100%
1. Federal Grant Assistance	16,232,189	16,232,189	2,089,241	13,665,347	2,566,842	84%
2. State Grant Assistance	4,058,047	4,058,047	522,310	3,416,337	641,710	84%
3. Transfer In - Operating Budget	0	0	0	0	0	100%
4. Use of Restricted Net Assets	0	0	0	0	0	100%
5. Other Local	0	0	0	0	0	100%
6. Total Grant Revenue	20,290,236	20,290,236	2,611,551	17,081,684	3,208,552	84%
7. Administrative Salaries	0	0	0	0	0	100%
8. Driver Wages	0	0	0	0	0	100%
9. Temporary Wages	0	0	0	0	0	100%
10. Fringe Benefit Distribution	0	0	0	0	0	100%
11. Total Labor	0	0	0	0	0	100%
12. Tires & Tubes	322,000	322,000	44,843	285,691	36,309	89%
13. Office Supplies	0	0	0	0	0	100%
14. Printing	0	0	0	0	0	100%
15. Total Material & Supplies	322,000	322,000	44,843	285,691	36,309	89%
16. Purchased Transportation	1,200,000	1,200,000	0	1,042,169	157,831	87%
17. Specialized Services	0	0	0	400,876	400,876-	100%
18. Total Purchased Transportation	1,200,000	1,200,000	0	1,443,045	243,045-	120%
19. Dues & Subscriptions	26,000	26,000	0	24,060	1,940	93%
20. Professional Development	0	0	0	0	0	100%
21. Miscellaneous	0	1,859	0	1,859	0	100%
22. Total Other Expenses	26,000	27,859	0	25,919	1,940	93%
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%
27. Rolling Stock	4,320,079	4,320,079	341,232	3,967,098	352,981	92%
28. Facilities	3,617,625	6,055,443	1,657,003	5,574,604	480,839	92%
29. Equipment	675,298	1,883,609	1,950	1,694,496	189,113	90%
30. Other	1,742,950	2,041,091	305,523	1,972,710	68,381	97%
31. Total Capital	10,355,952	14,300,222	2,305,708	13,208,908	1,091,314	92%
32. Planning Services	4,932,231	986,102	49,243	483,114	502,988	49%
33. Capitalized Operating	3,454,053	3,454,053	211,757	1,635,007	1,819,046	47%
34. Total Expenditures	20,290,236	20,290,236	2,611,551	17,081,684	3,208,552	84%

PROFESSIONAL DEVELOPMENT & TRAVEL REPORT
 ALL EMPLOYEES
 SEPTEMBER 2023

AMOUNT	PURPOSE	EMPLOYEE (s)	LOCATION
\$ 1,215.69	APTA Transform Conference	J. Prescott, M. Wieringa, J. Nguyen	Orlando, FL
\$ 624.17	APTA Tech Conference	J. Hagel	Los Angeles, CA
\$ 705.49	Global Security Exchange Conference	M. Wieringa	Dallas, TX
\$ 295.00	Michigan Public Purchasing Officers Association Conference	E. Vesely	St. Joseph, MI
\$ 300.14	MPTA Annual Conference	S. Schipper D. Woods, S. Johnson, E. Beard, R. McDaniel, B. Majors, E. Anderson, E. Thalison, & J. Cimini	Thompsonville, MI
\$ 140.00	TSI Transit Supervisor Certification Course		Grand Rapids, MI
\$ 461.23	Lenel Certification Access Control Training	M. Wieringa	Rochester, NY
\$ 2,600.00	Lenel ONGuard Fundamentals Training	M. Wieringa	Virtual
\$ 495.00	Microsoft Azure Fundamentals Training	J. Hagel	Virtual
<u>\$ 6,836.72</u>			

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



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FINANCIAL OVERVIEW

DECEMBER 2023 – ITP BOARD MEETING

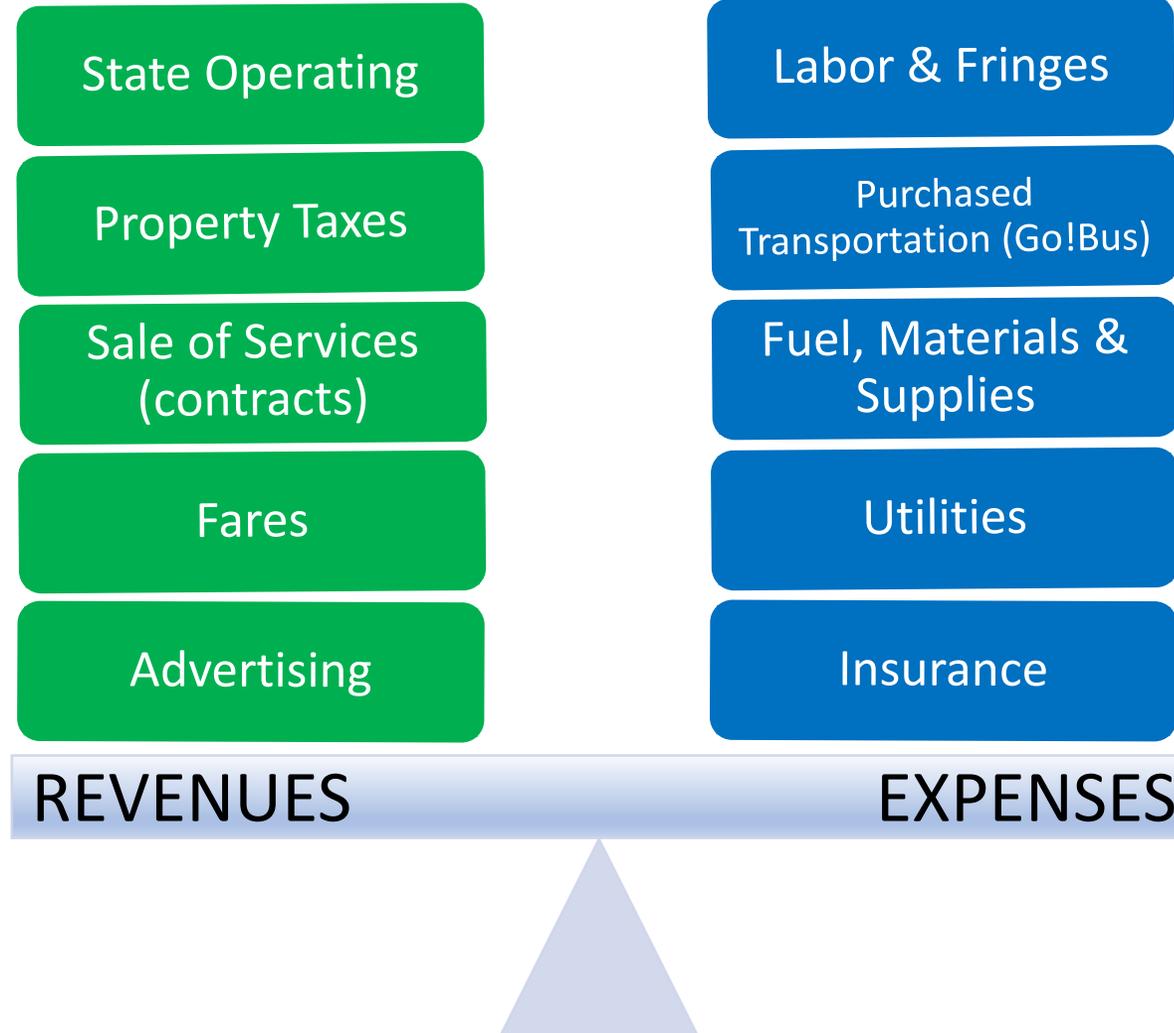
Mission Statement

Our mission is to create, offer, and continuously improve a flexible network of regional public transportation options and mobility solutions.

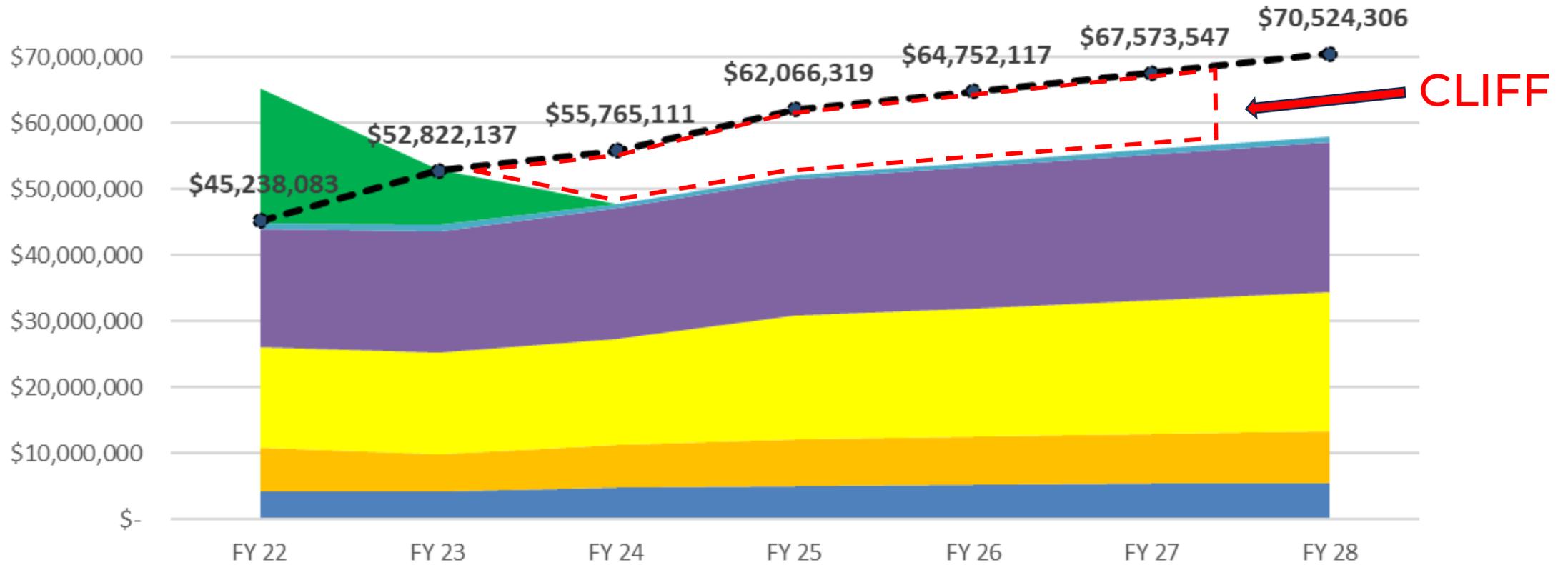
ANNUAL BUDGET

ANNUAL BUDGET	CAPITAL	OPERATING
WHAT?	<p>Purchase of vehicles, facilities, equipment, bus stops/stations, communication & IT systems</p> <p><i>Examples: FTA Formula Funds, Discretionary, State of Good Repair, Capital Investment Grants</i></p>	<p>Expenses used to operate services including labor/fringes, purchased transportation (Go!Bus), fuel, materials/supplies, utilities, insurance, etc.</p> <p><i>Primarily: Property Taxes, State Operating Assistance, and Fares</i></p>
WHY?	<p>Focus on assets needed to support long-term function, capital maintenance, improvements, and/or expansion</p>	<p>Used for the day-to-day operations of services and facilities</p>
HOW?	<p>Federal formula sources with State match</p>	<p>Millage minus capture, farebox, and State operating assistance for eligible expense reimbursement</p>

OPERATING BUDGET

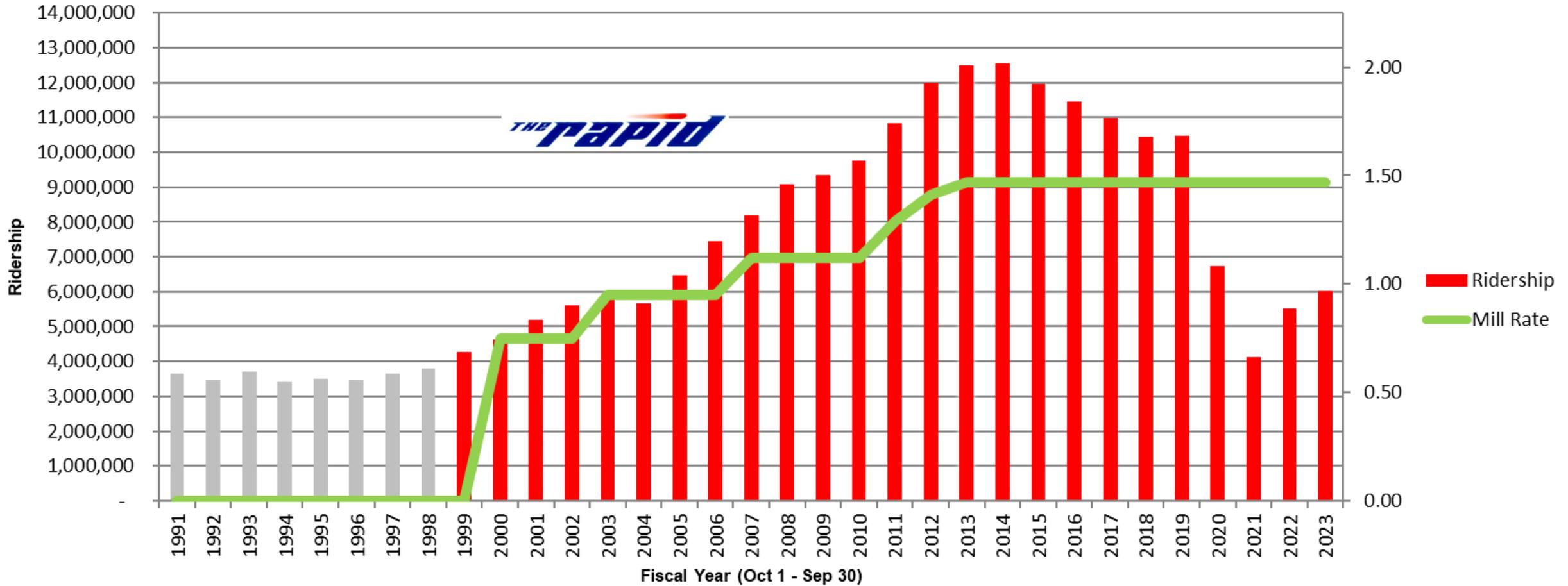


5-YEAR OPERATING PROJECTION

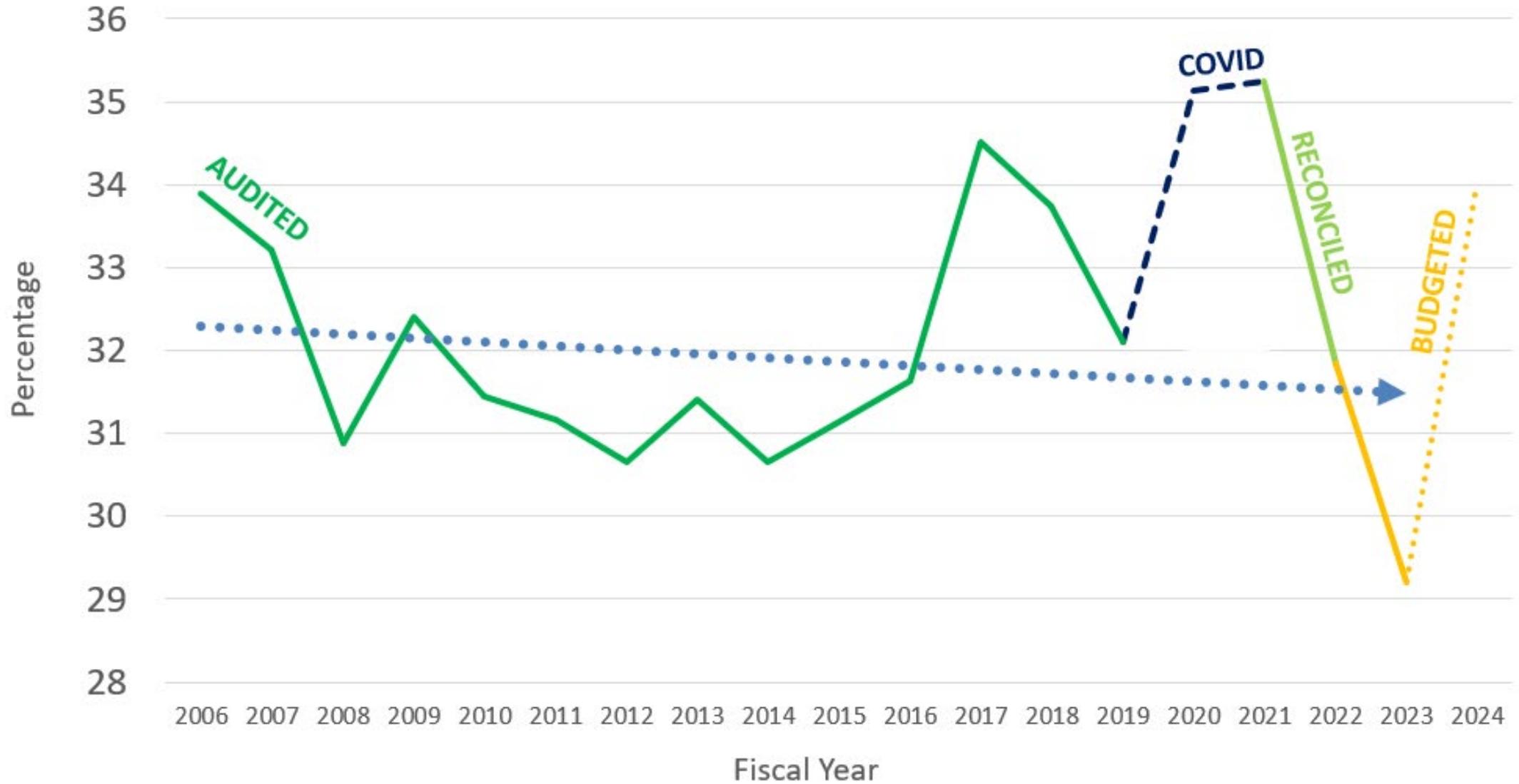


- Passenger Fares
- Sale of Transportation Services
- State Operating Assistance
- Property Taxes
- Advertising & Miscellaneous
- Grant Operating Revenues (COVID Relief)
- ◆ Total Operating Expenses

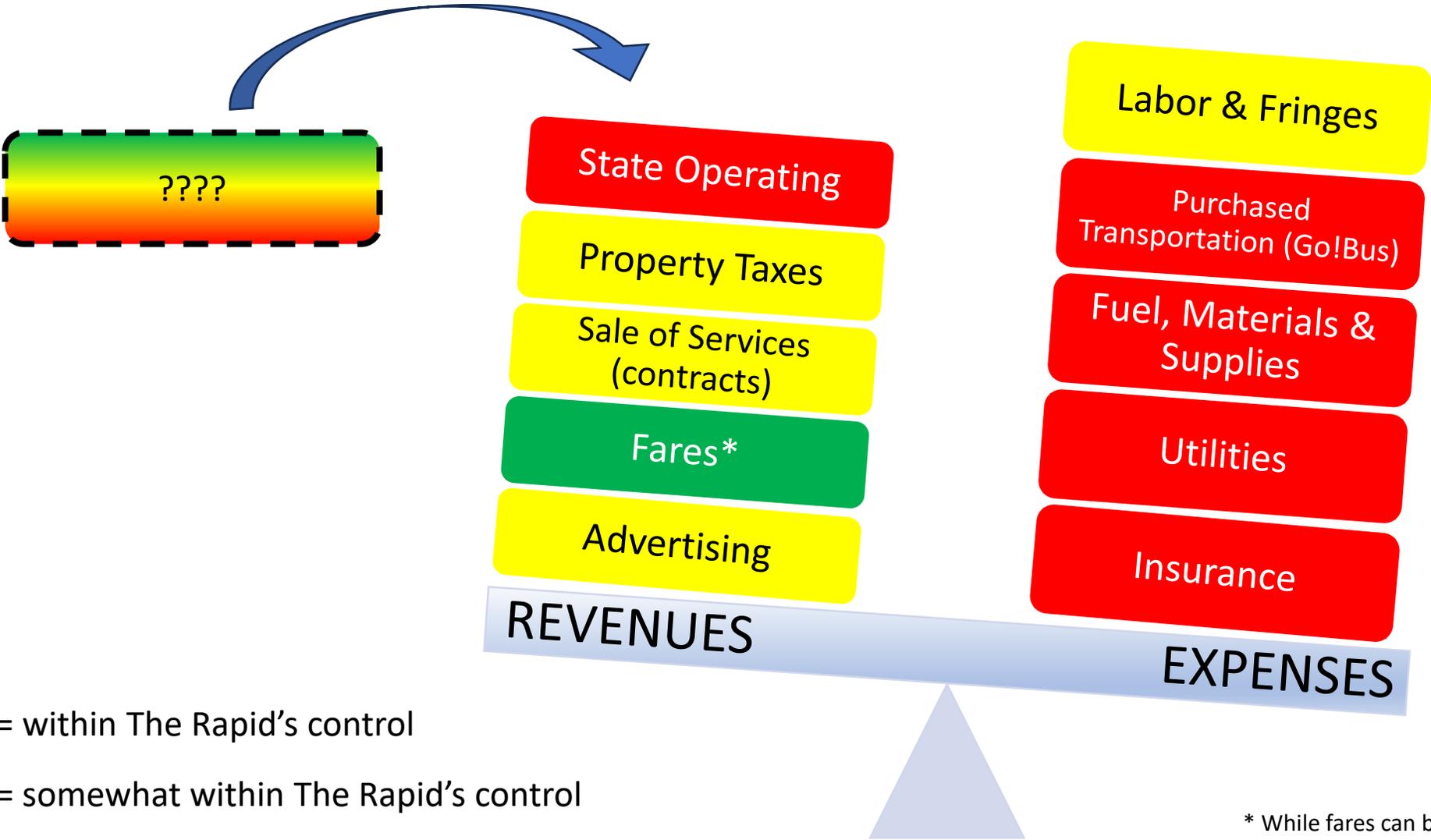
RIDERSHIP & MILLAGE HISTORY



UNSTABLE STATE OPERATING ASSISTANCE



REVENUE VS. EXPENSES



-  = within The Rapid's control
-  = somewhat within The Rapid's control
-  = not within The Rapid's control

* While fares can be adjusted, there are resulting ridership impacts along with an array of other externalities influencing ridership levels

CURRENT OPERATIONAL STATUS

EFFICIENCY & EFFECTIVENESS

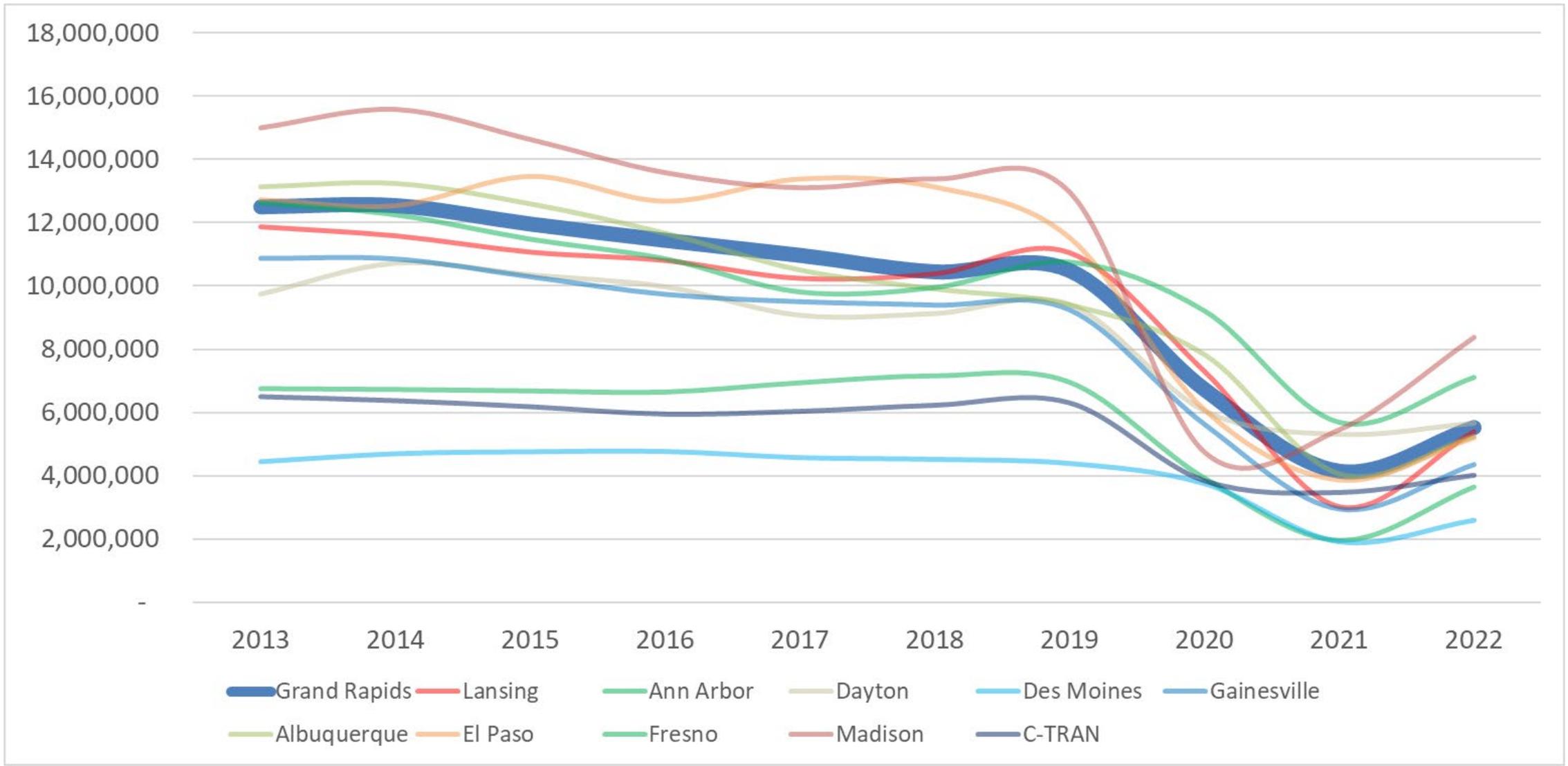
- We've been highly efficient for so long – can't 'tighten our screws' anymore
- Current operational status is not set up for growth – pressures will continue to increase

TMP PEER COMPARISON

- The Rapid provides a more cost efficient/effective service when compared to peers
- Ridership trends over the past 10-years are comparable

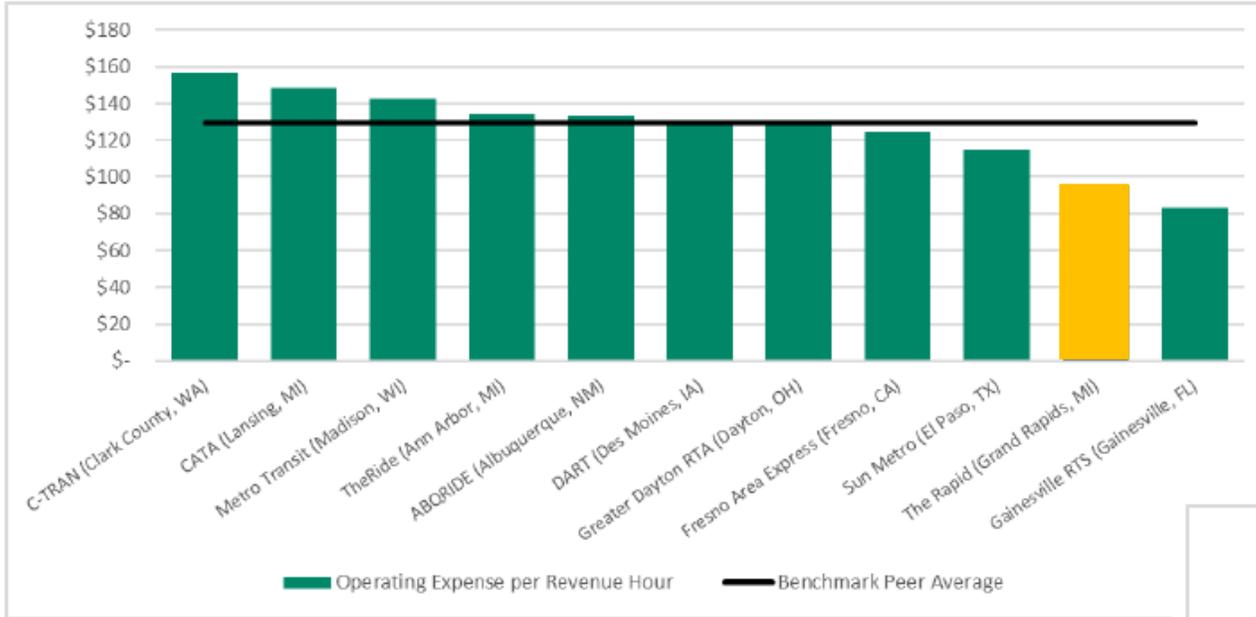


TMP PEER - RIDERSHIP COMPARISON



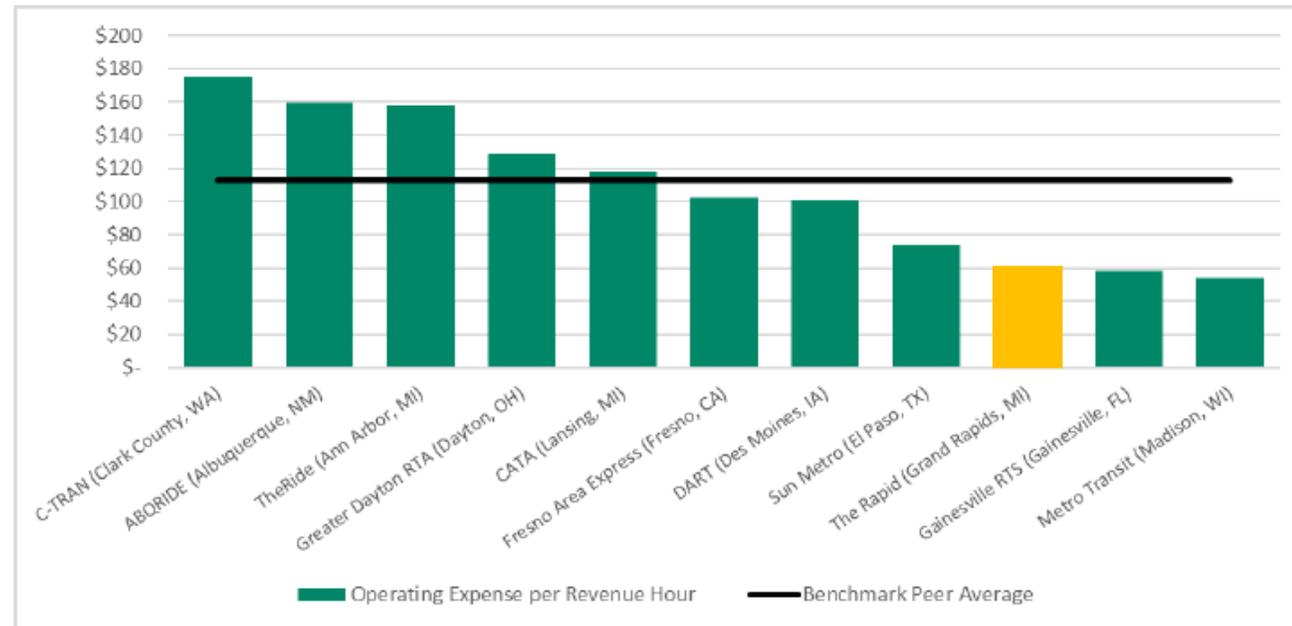
OPERATING COST PER REVENUE HOUR

FIXED ROUTE



Source: 2021 NTD Agency Profiles

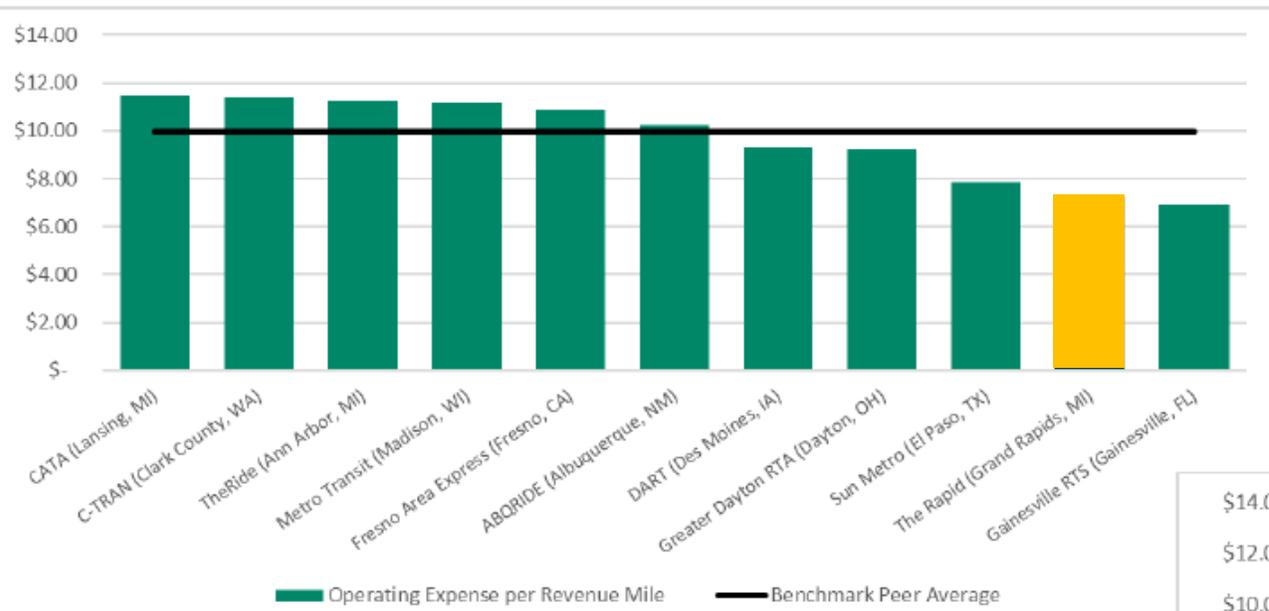
DEMAND RESPONSE



Source: 2021 NTD Agency Profiles

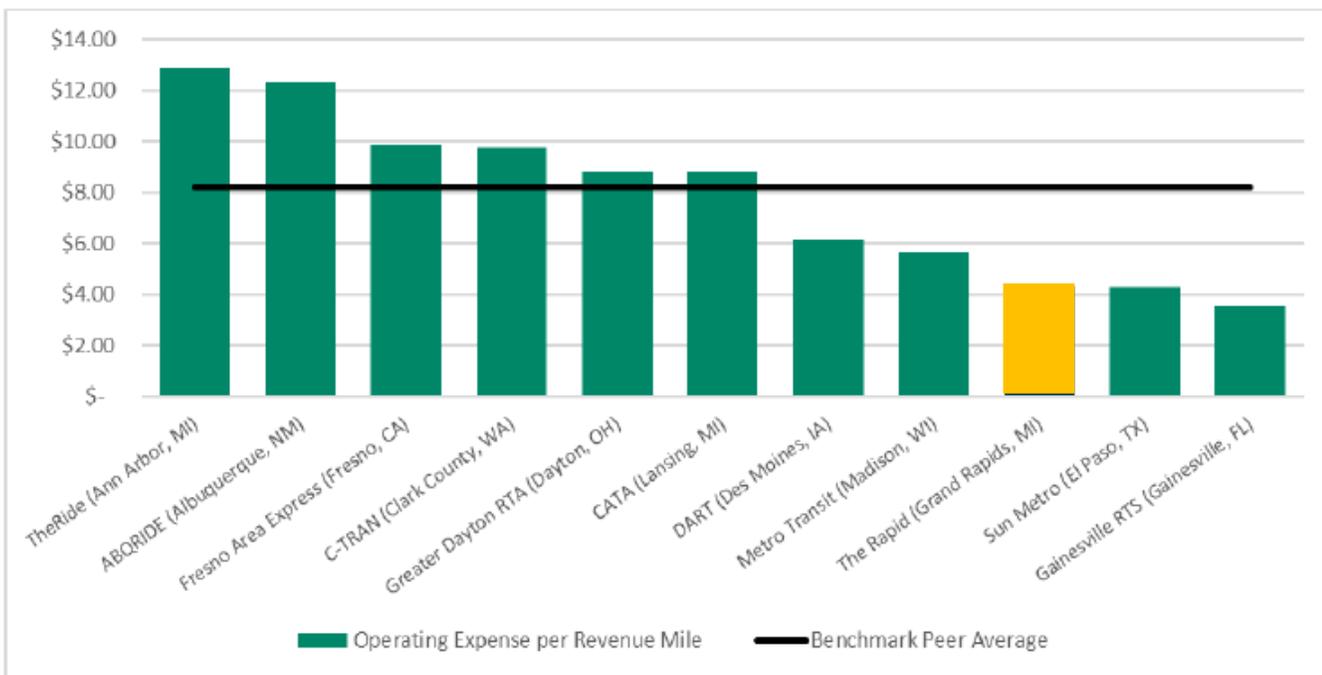
OPERATING COST PER REVENUE MILE

FIXED ROUTE



Source: 2021 NTD Agency Profiles

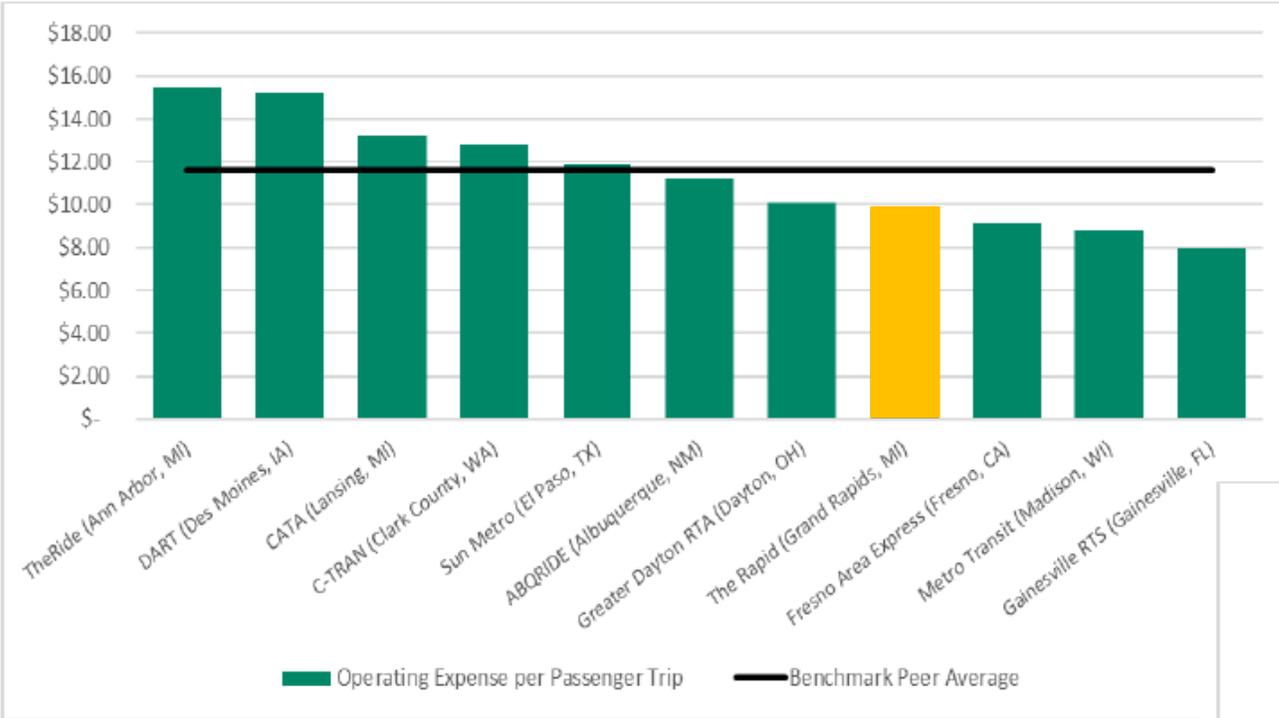
DEMAND RESPONSE



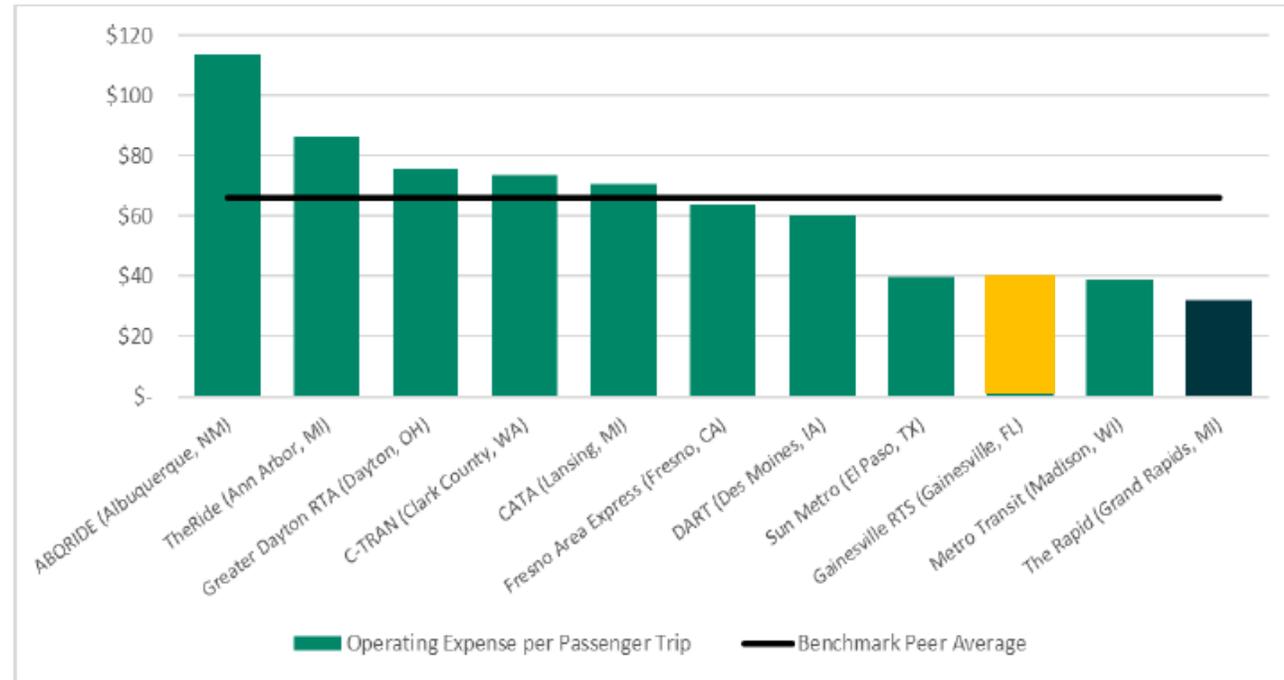
Source: 2021 NTD Agency Profiles

OPERATING COST PER PASSENGER TRIP

FIXED ROUTE



DEMAND RESPONSE



Source: 2021 NTD Agency Profiles

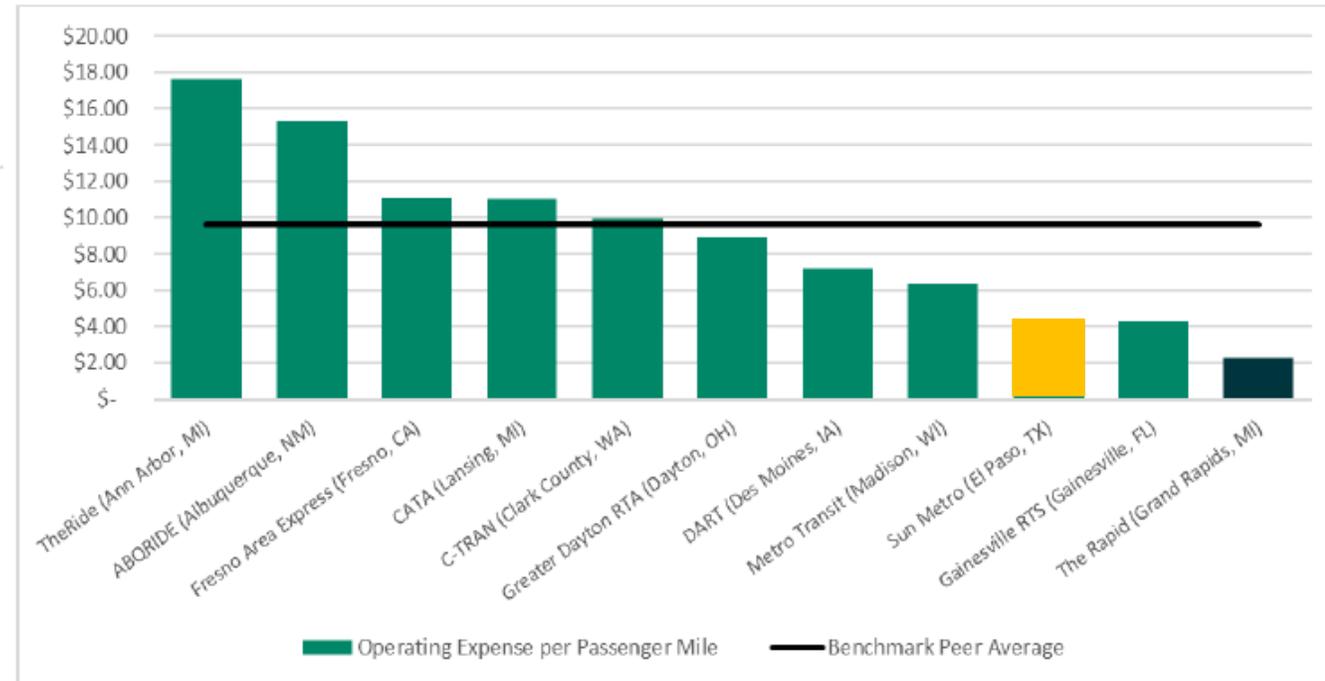
Source: 2021 NTD Agency Profiles

OPERATING COST PER PASSENGER MILE

FIXED ROUTE



DEMAND RESPONSE

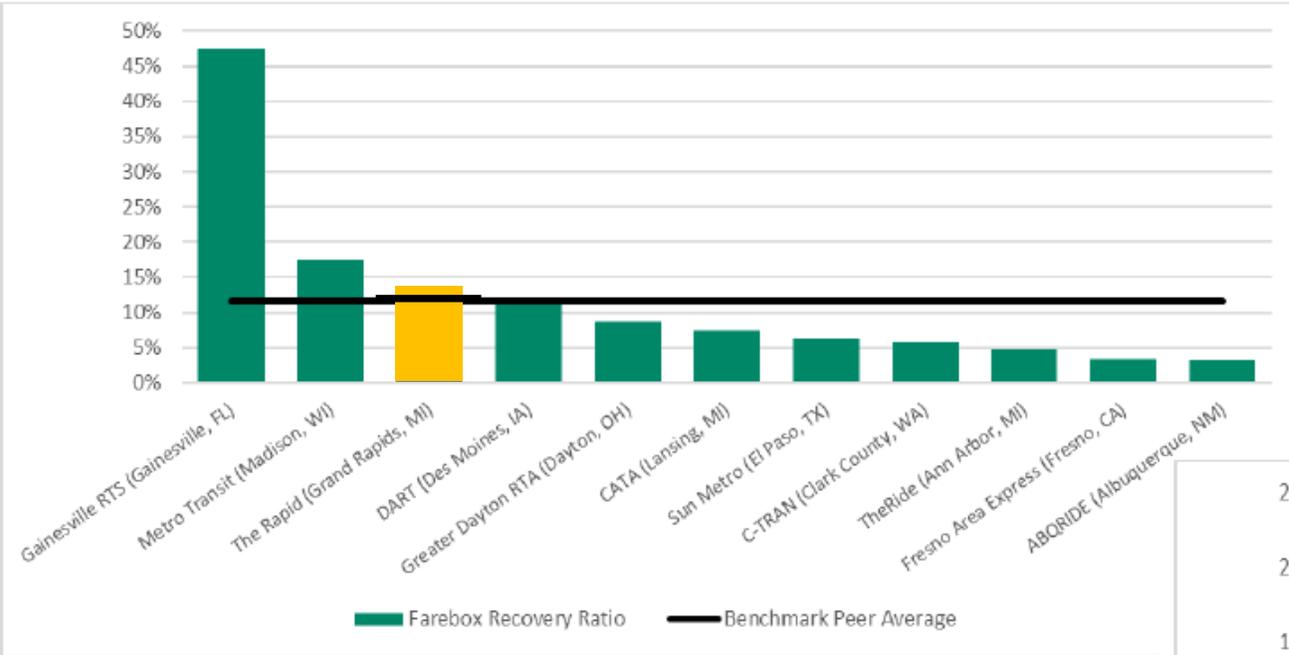


Source: 2021 NTD Agency Profiles

Source: 2021 NTD Agency Profiles

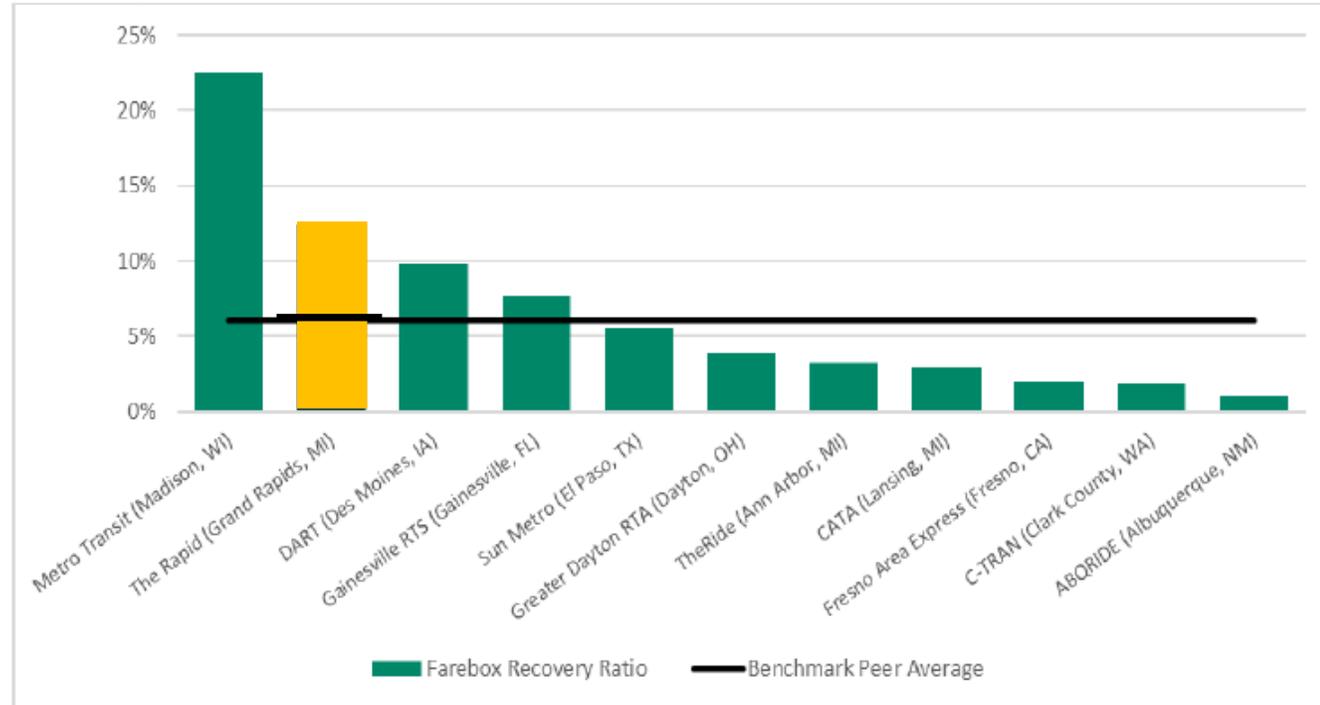
FAREBOX RECOVERY RATIO

FIXED ROUTE



Source: 2021 NTD Agency Profiles

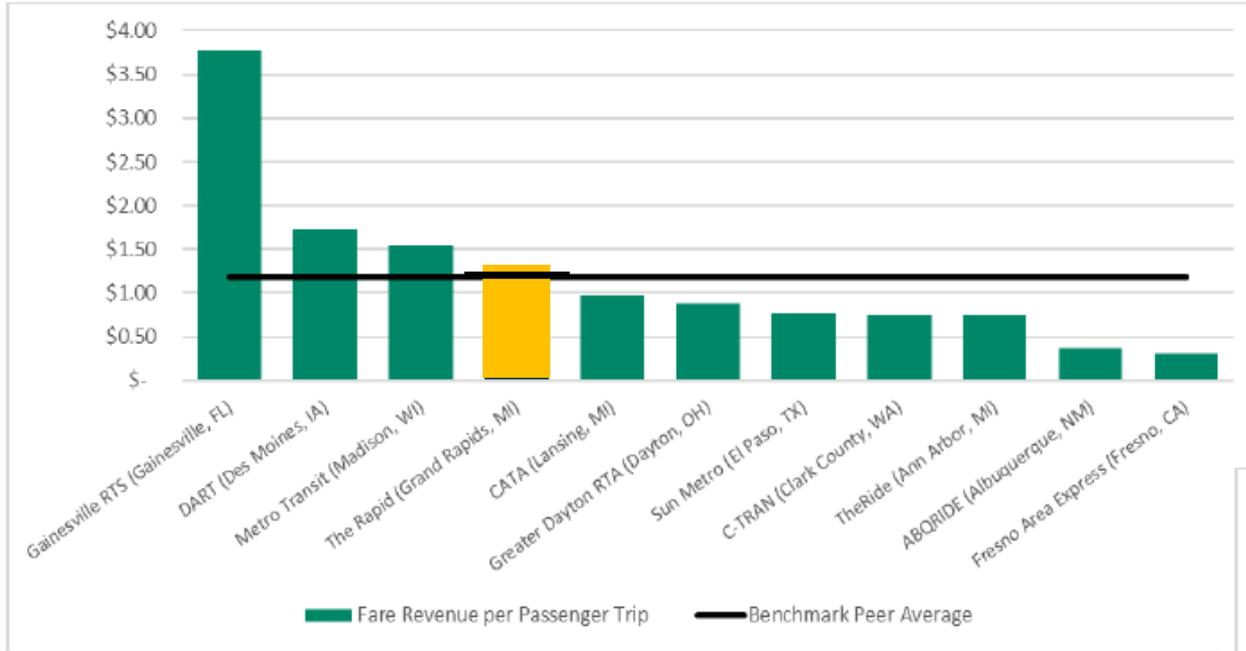
DEMAND RESPONSE



Source: 2021 NTD Agency Profiles

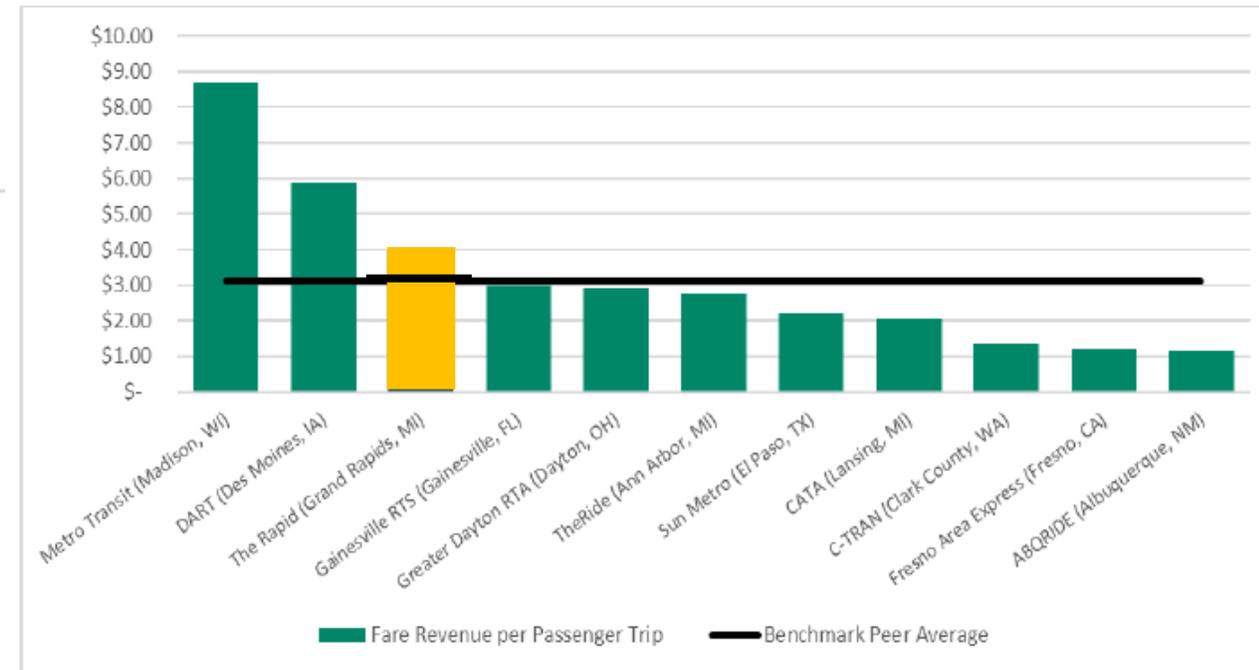
FARE REVENUE RECOVERY PER TRIP

FIXED ROUTE



Source: 2021 NTD Agency Profiles

DEMAND RESPONSE



Source: 2021 NTD Agency Profiles

From: Jack L. Hoffman

To: Rapid Board.

Date: 12/4/23

Subject: Transportation Funding Reform Update

On November 9, 2023 I spoke at the Michigan Transportation Commission and proposed that the commission request the director to prepare a report and recommendation on user fee policy, especially with regard to user fees on commercial trucks along the lines of the Illinois plan. I emphasized that under the Michigan Constitution and the State Transportation Commission enabling act, the initiative for setting user fee policy lay with the commission. On November 16 I met with Commissioner Schultz. We agreed on a division of labor for 2024. I will continue to appear to make the case. She will work on building the relationships necessary to make the transportation commission into an effective leadership body.

I have been following the Governor's Growing Michigan Together Council. I am in full agreement with recommendation #1 of the Infrastructure Work Group: "The state government needs to raise additional annual funding to maintain our current road system. To meet this need, the state should implement a phased approach that broadens funding sources for transportation, transitions Michigan from a reliance on the motor fuel tax, and raises additional revenue to fill the gap." The only realistic option for broadening transportation funding and transitioning from reliance on a motor fuel tax is mileage and weight based user fees. In short, by taking the initiative on user fees, the Commission will be implementing the recommendations of the governor's council.

If Governor Whitmer continues to appoint transportation commissioners and a commission chair who are open to a policy and program of a sustainable and flexible funding source for the state transportation system of highway facilities and programs, based primarily on market economics, a public service commission model for the commission and department, and mileage and weight based user fees, beginning with commercial trucks, then I believe an initial mileage and weight based user fee on commercial trucks following the Illinois plan could come on line as early as July 1, 2025.

The Illinois plan, if initiated in Michigan. would generate 1.4 billion per year. I am proposing that 25% of this amount be allocated to comprehensive transportation. If this allocation is achieved that would be an additional 350 million per year, more than doubling the current state allocation.