

### **Interurban Transit Partnership**

### **Board Members**

Mayor Gary Carey, Chair

Mayor Stephen Kepley, Vice-Chair

Charis Austin Andy Guy Rick Baker Jack Hoffman Robert Postema Tracie Coffman Mayor David LaGrand Terry Schweitzer Mayor Katie Favale Mayor Steve Maas Paul Troost Steven Gilbert Tim Mroz

### **BOARD OF DIRECTORS MEETING AGENDA**

Wednesday, January 29, 2025 – 4:00 p.m.

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

### **AGENDA**

	ACENDA	DDECENTED	ACTION								
4	DUDU IO COMMENT	<u>PRESENTER</u>	<u>ACTION</u>								
1.	PUBLIC COMMENT										
2.	INTRODUCTION										
۷.	East Grand Rapids ITP Board Member Appointee, Mr. Tim Mroz	Mayor Carey	Information								
	Last Grand Rapids 111 Board Member Appointee, IM. 1111 MIOZ	Mayor Carey	momation								
3.	MINUTES REVIEW - December 4, 2025	Mayor Carey	Approval								
4.	CEO'S REPORT	Deb Prato	Information								
5.	ACTION ITEMS										
	a. Public Transit Agency Safety Plan (PTASP)	Steve Luther	Approval								
	b. FY2025 Federal Transit Administration (FTA) Grant Application	Kevin Wisselink	Approval								
	c. FY2026 Specialized Services Grant Application	Kevin Wisselink	Approval								
	d. FY2026 MDOT Grant Application	Kevin Wisselink	Approval								
	e. Contract with Safe Fleet for Security Cameras for Paratransit	Mike Wieringa	Approval								
	f. Purchase of Nine (9) Compressed Natural Gas/Renewable Natural	Steve Clapp	Approval								
	Gas (CNG/RNG) 40' Buses										
	g. FY23/24 Audit	Linda Medina	Approval								
	h. Fare Capping Adjustment Recommendation	Nick Monoyios	Approval								
6.	PERFORMANCE REPORTS										
	a. Paratransit Route Ridership	Jason Prescott	Information								
	1. November/December 2024										
	2. On-Demand										
	b. Fixed Route Ridership	Tim Roseboom	Information								
	1. November/December										
	c. Finance	Linda Medina	Information								
	Operating Statement – November 2024										
	2. Professional Development and Travel Report										
	a. November 2024										
	3. Grant Statement										
7.	INFORMATIONAL ITEMS										
	a. Transit Master Plan (TMP) Final Report	Nick Monoyios	Information								
	b. Transportation Funding Reform Update	Jack Hoffman	Information								

8. **CHAIR'S REPORT Mayor Carey** Information 9. **COMMITTEE MEETING MINUTES** Planning & Technology Committee - January 6, 2025, canceled Information Terry Schweitzer b. Present Performance & Service Committee - November 12, 2024 Charis Austin Information Finance Committee - November 6, 2024 Mayor Kepley Information C. 10. CLOSED SESSION **Mayor Carey** Approval In accordance with section 8(a) of the Open Meetings Act for the purpose of the Board of Directors to consider the periodic evaluation of the CEO

11. ADJOURNMENT



### **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 Mayor Steve Maas Jack Hoffman Paul Troost

Mayor Stephen Kepley, Vice-Chair

Tracie Coffman OPEN Seat

### **BOARD OF DIRECTORS MEETING MINUTES**

Wednesday, December 4, 2024 – 4:00 p.m.

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

#### **ATTENDANCE:**

### **Board Members Present:**

Charis Austin, Mayor Carey, Tracie Coffman, Mayor Favale, Steven Gilbert, Andy Guy, Jack Hoffman, Mayor Kepley, Mayor Maas, Terry Schweitzer, Paul Troost

#### **Board Members Absent:**

Rick Baker, Mayor Bliss, Rob Postema

### Rapid Attendees:

Megan Carrington, Steve Clapp, Cassi Cooper, Justin Hagel, Kris Heald, Jeffrey King, Deron Kippen, Linda Medina, Nick Monoyios, James Nguyen, Deb Prato, Jason Prescott, Tim Roseboom, Steve Schipper, Mike Wieringa, Kevin Wisselink

#### Public Attendees:

Michael Williams (Disability Advocates), Max Dillivan (Mobile GR)

Chairman Mayor Carey called the meeting to order at 4:07 p.m.

#### 1. PUBLIC COMMENT

No Public Comment

#### 2. MINUTES REVIEW October 23, 2024

Chairman Mayor Carey entertained a motion to approve the meeting minutes from October 23, 2024. Mayor Maas motioned to approve, and Mayor Favale supported it. The motion passed unanimously.

#### 3. CEO's REPORT

Introduction of New Vehicles:

Ms. Prato noted a new fully wrapped 60' articulated bus has been introduced as part of the Laker Line expansion project, in partnership with Grand Valley and The Rapid. The bus features themed quarter panels that represent various locations along the route.

She also noted twelve new electric vehicles (EVs) have been added, marked with vibrant 1960s designs and various environmental messages, such as "Groovy Baby" and "Peace Love and Clean Energy". Collaboration with Mesmerize facilitated the design and wrapping of the vehicles, with plans to feature Austin Powers' likeness on the buses, pending legal approvals.

Transition of Vehicles:

Six Rapid Connect vehicles will be repurposed for Paratransit service after the program ends in December.

Transdev will utilize three different vehicle types for this service.

Thanks to Consumers Energy, the purchase of EV chargers has generated funds for the acquisition of an additional eight or nine vehicles. Acknowledgement of contributions from Mr. Deron Kippen and Mr. Steve Clapp for their support.

Ms. Prato shared updates on the rebranding of West Michigan Rideshare, with Mr. Jeffrey King leading the development of a mobility handbook toolkit aimed at sustainability coordinators rather than solely HR representatives.

A winter service pick will begin on December 30<sup>th</sup>. Route 33 will transition to all-day service, adding midday frequencies and shift-related morning and afternoon trips in opposite directions.

Ms. Prato noted the implementation of a "knock back" strategy to adjust schedules by five minutes at 5:00 p.m. for better on-time performance.

Holiday Service Adjustments:

Ms. Prato noted adjustments for holiday hours include changing the last bus service on Christmas Eve to better align with mall operational hours. Extended operational hours at Rapid Central Station (RCS) will provide warmth and safety for passengers during the evening.

Ms. Prato expressed gratitude for the year's achievements and anticipation for future successes in 2025. She wished everyone a safe and happy holiday season.

### 4. PRESENTATION

Title VI Fare Equity Analysis – Fare Cap Recommendations, Mr. Nick Monoyios

Mr. Monoyios presented an overview of the Title VI Equity Analysis – Disparate Impact/Disproportionate Burden (DIDB) conducted in accordance with the July 2013 Board approved Title VI Policy. This analysis was conducted regarding adult daily and monthly proposed fare cap changes which were discussed at the July 2024 Board Meeting.

See attached slides for the complete presentation.

Key Finding: The DIDB analysis indicated that there is no adverse impact on minority and low-income customers for increasing the adult day and adult monthly fare cap.

The Board gave its approval to move forward in the process and present the proposed fare capping adjustments for public input. The public input process will include in-person and electronic input through mid-January. Staff will return to the Board on January 29, 2025, to review the public input.

#### 5. ACTION ITEMS

a. Public Hearing for Fare Cap Recommendations, Mr. Nick Monoyios

The approval to start holding public meetings for the Fare Cap Recommendations.

Chairman Mayor Carey entertained a motion to approve the announcement of public feedback. Mayor Kepley motioned to approve, and Mr. Guy supported it. The motion passed unanimously.

b. Contract Extension – Innovations in Transit (INIT) E-fare Maintenance and Support, Mr. Nick Monoyios on behalf of Andy Prokopy

Mr. Monoyios is requesting authorization from the board to approve a contract with Innovations in Transportation (INIT) in the amount of \$111,788 for a one-year extension of software maintenance and support for the existing electronic fare collection system.

Mr. Schweitzer is looking for clarity on the contract's future, and Mr. Monoyios assures him that a oneyear contract will allow the team to assess its effectiveness. This short-term approach provides flexibility to evaluate performance and adjust terms if a longer commitment is considered later.

Chairman Mayor Carey entertained a motion to approve the one-year contract with Innovations in Transportation (INIT). Mayor Favale motioned to approve, and Ms. Austin supported it. The motion passed unanimously.

### c. Appointment of Directors, Articles of Incorporation Article IV section 2, Chairman Mayor Carey

Chairman Mayor Carey entertained a motion for anyone wishing to be chair or vice chair.

If it pleases the board, Chairman Mayor Carey entertained a motion for approval and support for Board Officers (Chair and Vice Chair) for the coming year.

Mayor Favale motioned to keep both Mayor Carey as Board Chairman, and Mayor Kepley as Vice Chairman for the coming year. Ms. Coffman supported it. The motion passed unanimously.

#### 6. PERFORMANCE REPORTS

#### a. Paratransit Route Ridership, Mr. Jason Prescott

- 1. October 2024
- 2. On-Demand

No questions or comments

#### b. Fixed Route Ridership, Mr. Tim Roseboom

1. October 2024

No questions or comments

#### c. Financial Reports, Ms. Linda Medina

- 1. Operating Statement September 2024
- 2. Professional Development and Travel Report
  - a. September 2024
- 3. Grant Statement

No questions or comments

### 7. CHAIRS REPORT

Chairman Mayor Carey yielded the floor.

#### 8. COMMITTEE REPORTS

### a. Planning & Technology Committee (September 9, 2024), Mr. Terry Schweitzer

Mr. Schweitzer noted during the most recent Planning and Technology Committee meeting on November 4, 2024, the primary focus of the discussion was the Transit Master Plan (TMP), which is nearing its final version. The committee reviewed the near-term, mid-term, and long-term options outlined in the TMP, emphasizing the importance of a comprehensive and actionable approach to transportation planning. One significant recommendation that emerged from the discussions was the formation of a TMP Implementation Stakeholder Committee. Mr. Schweitzer stressed that while the plan itself is crucial, the real challenge lies in effectively implementing it.

### b. Present Performance & Service Committee (July 23, 2024), Ms. Charis Austin

Ms. Austin noted during the latest Present Performance & Service Committee meeting the group discussed On-Time Performance metrics for both Paratransit and Linehaul services. Ms. Austin highlighted the productive discussion surrounding the new customer perception survey. The survey aims to gather valuable feedback from riders to improve services and identify areas for enhancement. She acknowledged the challenges the committee has faced, particularly in maintaining a quorum during meetings. Ms. Coffman contributed to the discussion by praising Mr. King's efforts on the survey, noting that the quality of work is commendable. She expressed excitement about presenting the survey findings to the entire board, highlighting that it will provide an excellent opportunity for the board to engage in deeper discussions and ask pertinent questions regarding service improvements.

### c. Finance Committee (June 12, 2024), Mayor Stephen Kepley

Mayor Kepley provided insights from the latest Finance Committee meeting which was characterized by productive discussion on three primary topics:

**Pension Fund Performance**: Mayor Kepley reported significant progress regarding the Pension Fund. When he began overseeing this in July 2014, the union plan was only 43.7% fully funded. He proudly announced that the plan is now fully funded at 100%, alongside the administrative plan, which is also at 100% funded. The impressive turnaround is attributed to strategic changes in investment practices, the hiring of a knowledgeable consultant, and direct engagement with fund managers, all of which have led to improved market performance. This achievement was a key goal for Mayor Kepley, and he expressed satisfaction with the successful outcomes.

**Financial Position:** The mayor has acknowledged positive financial development since the last meeting. The committee previously reported a balance of \$1.605M, and it was noted that an additional \$15,000 had been secured. Mayor Kepley congratulated the finance team for their diligent efforts in achieving this increase and improving the overall financial standing.

RINs Credits Discussion: The final topic of discussion revolved around Renewable Identification Numbers (RINs) credits. Mayor Kepley expressed gratitude to the staff for their comprehensive presentation, which provided clarity on RINs, a subject with which he had little prior knowledge. The presentation was instrumental in enhancing his understanding of the implications and significance of RINs in the financial landscape.

In place of the Chairs report, Chairman Mayor Carey expressed his desire to go into closed session in accordance with section 8(a) of the Open Meetings Act for the Board of Directors to consider the periodic evaluation of the CEO.

Mayor Kepley made the motion that the Board meet in closed session in accordance with section 8(a) of the Open Meetings Act for the purpose of the Board of Directors to consider the periodic evaluation of the CEO. Mayor Favale supported it.

Chairman Carey asked Ms. Heald to call a roll vote. Ms. Heald called roll, and noted we have a 2/3 roll call vote approval for closed session.

Chairman Mayor Carey asked only board members remain in the room.

#### \*CLOSED SESSION\*

Chairman Mayor Carey announced we are now back in open session and entertained a motion to renew the CEO's Contract and authorize himself as the Board Chairman to negotiate terms to bring back to the January Board meeting for full board approval.

Mayor Kepley motioned to approve, and Mayor Favale supported it. The motion passed unanimously.

#### 9. ADJOURNMENT

The meeting was adjourned at 5:28 p.m.
The next meeting is scheduled for January 29, 2025

Respectfully submitted,

Wind Good Secretary

# **FARE EQUITY ANALYSIS**

**Fare Capping Adjustments** 

**December 4, 2024** 



# **FARE POLICY – FEBRUARY 2014**

### **GOALS & OBJECTIVES**

Revenue	Determine a predictable and transparent fare revenue stream that ensures The Rapid's current and long-term financial requirements.
Recovery	Recommend a minimum farebox recovery ratio of operating costs with passenger paid fares.
Efficiency	Maximize operational efficiency by minimizing boarding times and fare collection costs with media and technologies that are faster, more reliable, and more accurate.
Ridership	Define acceptable ridership levels by setting fares that promote ridership growth.
Equity	Establish equitable fares that recognize Title VI protected minority & low-income riders.
Accessibility	Enhance mobility and system access through a fare system that is easy to use and understand.



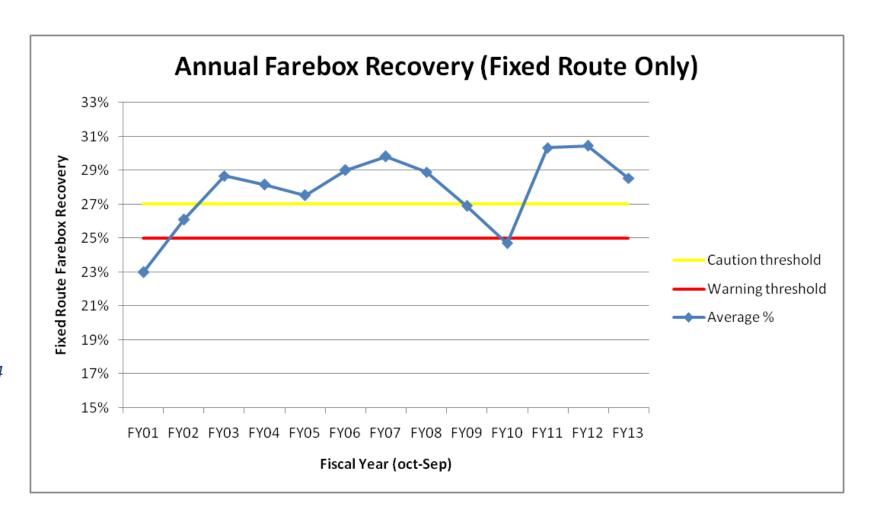
### **FARE POLICY – FAREBOX RECOVERY**

<27% = Caution

<25% = **Warning** 

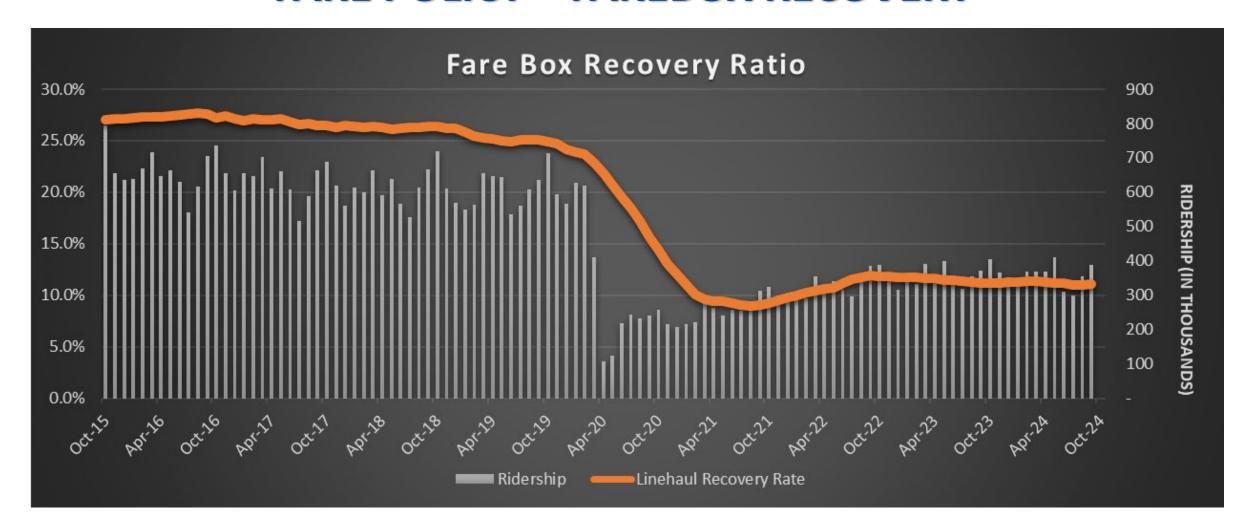
"A red (warning) standard at 25% triggers staff to evaluate the fare structure to recommend appropriate action."

ITP Fare Policy – Feb 2014





### **FARE POLICY – FAREBOX RECOVERY**





# **TITLE VI LEGISLATION**

• FTA Title VI legislation requires transit providers which operate 50 or more fixed route vehicles in peak service and are located in urbanized areas (UZA) of 200,000 or more people must administer a fare equity analysis for any proposed fare structure adjustments.



# WHAT IS A FARE EQUITY ANALYSIS?

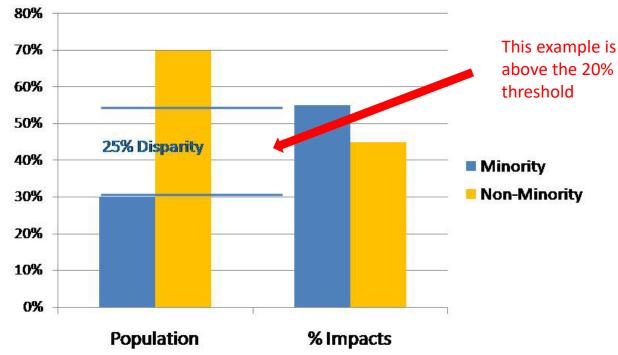
- A *fare equity analysis* is an assessment conducted by a transit provider to determine whether fare changes, either increases or decreases, will result in a *disparate impact* (race) or *disproportionate burden* (income) on Title VI-protected populations.
- This legislation will ensure that equity for minority and low-income riders are considered when developing fare change recommendations and maintaining compliance with FTA Title VI guidance is critical for The Rapid to obtain federal funding.



### **DIDB HISTORY**

• In July 2013, the Board approved a *Title VI Disparate Burden and Disproportionate Burden (DIDB) Policy* which authorized a twenty percent (20%) disparity threshold based on the cumulative demographic impact of the existing and any proposed fare changes

 This threshold applies to the difference of the impacts borne by minority & low-income populations compared to the same impacts borne by non-minority and non-lowincome populations.



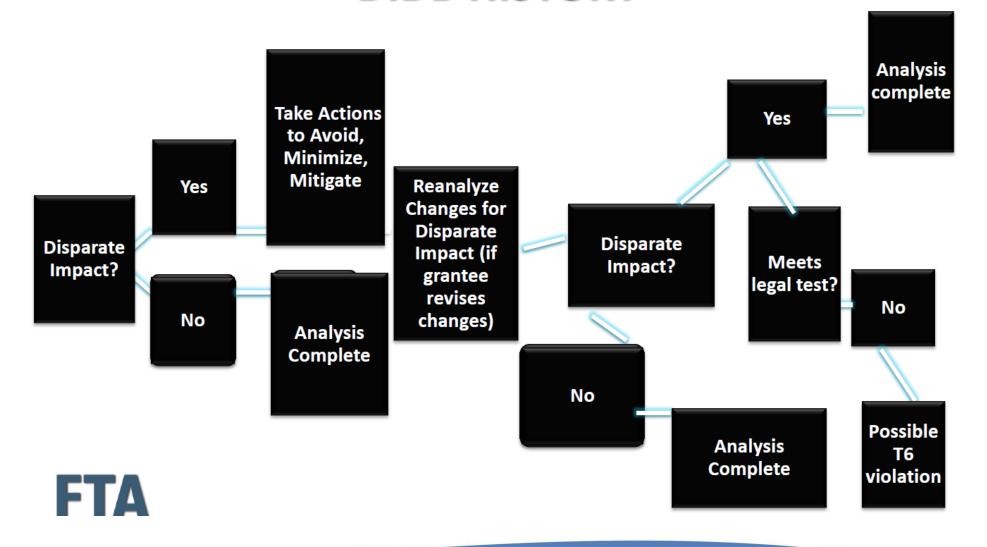


### **DIDB HISTORY**

- If ITP finds that either low-income and/or minority populations will bear a DIDB of either existing and/or proposed fare changes, ITP will take steps to avoid, minimize, or mitigate impacts where practicable
- If ITP chooses not to alter the proposed fare changes, the agency may implement these changes if there is substantial and legitimate justification for the change by demonstrating that there are no satisfactory alternatives that would lessen a negative impact on low-income and minority populations



### **DIDB HISTORY**





# **CURRENT FARE CAPPING STRUCTURE**

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$3.50	\$47.00
Ultra Light C (Wave card)	\$1.75	\$3.50	\$47.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	_
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$3.50	_



# PROPOSED FARE CAPPING ADJUSTMENTS

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$5.25	\$60.00
Ultra Light C (Wave card)	\$1.75	\$5.25	\$60.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	_
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$5.25	



### **DIDB ANALYSIS**

- DIDB evaluates the demographic composition of fare paying passengers only
- ETC on-board survey in October 2024 questions:
  - Did you purchase your own fare? (must be yes for DIDB)
  - What fare type?
  - Race?
  - Income?
  - Reaching day cap?
  - Reaching month cap?



### **DIDB ANALYSIS - SUMMARY**

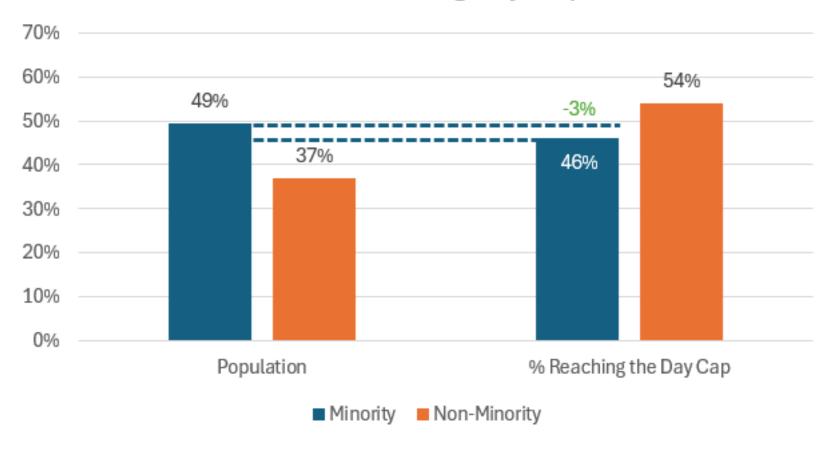
- ETC identified statistically significant sample size with high confidence and low margin of error (n=457 surveys)
- Of the 457 survey responses:
  - 212 purchased and used their own fare
    - 64 purchased and used an Adult Wave Card or Contactless Payment

Population Pu	rchasing Adult	Day Cap		Month Cap		
•	are or contactless	% Reaching the Day Cap	% Disparity	% Reaching the Month Cap	% Disparity	
Minority	49%	46%	-3%	33%	-16%	
In-Poverty	44%	36%	-8%	43%	-1%	



# **DIDB ANALYSIS - RACE to DAY CAP**

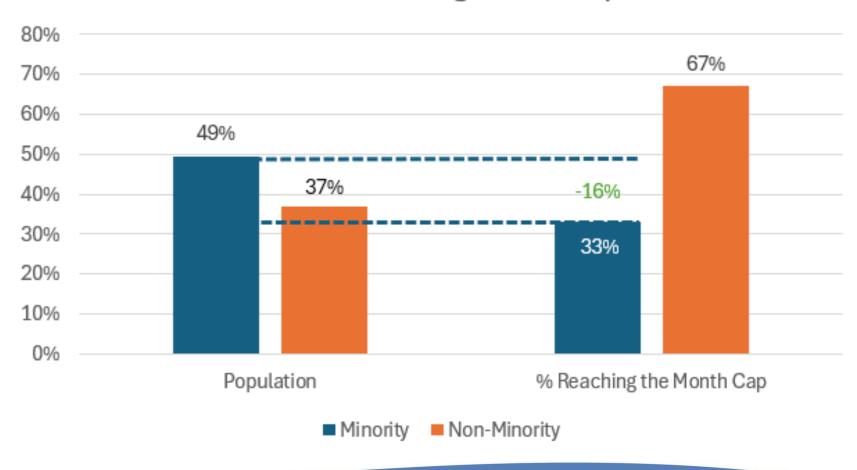
Race - Reaching Day-Cap





# **DIDB ANALYSIS – RACE to MONTH CAP**

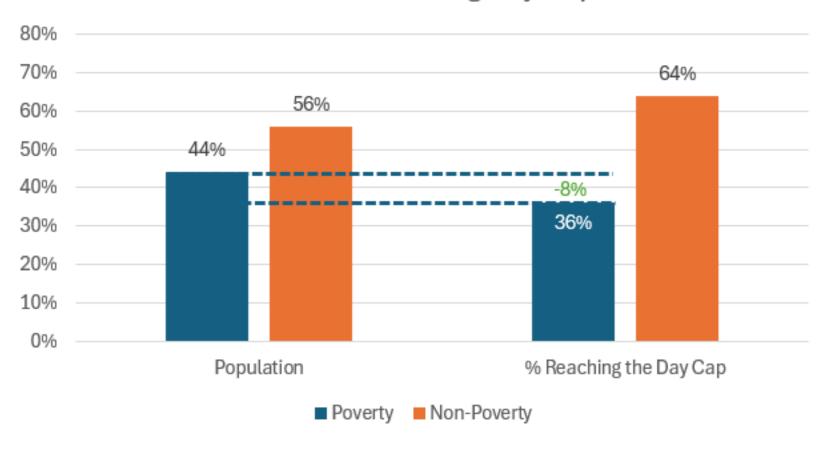
Race - Reaching Month Cap





### **DIDB ANALYSIS - INCOME to DAY CAP**

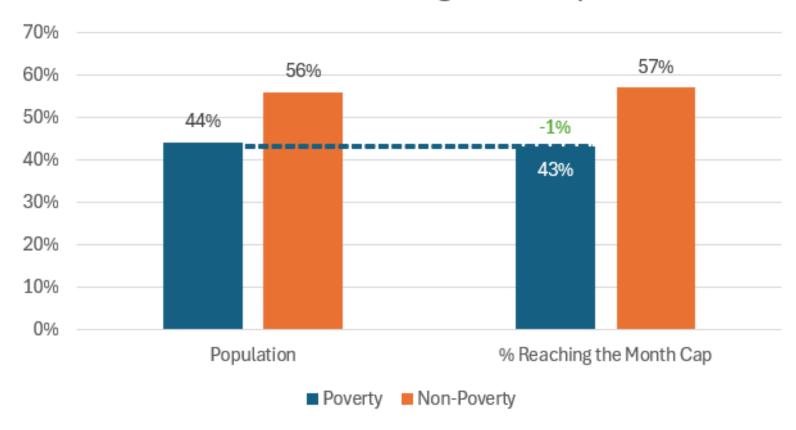
### Income - Reaching Day Cap





# **DIDB ANALYSIS – INCOME to MONTH CAP**

### Income - Reaching Month Cap





### **CONCLUSION & NEXT STEPS**

- The proposed fare capping adjustments to the Adult Wave Card and contactless
  payment changes (day cap only) will not result with disproportionally high adverse
  effects on minorities and low-income populations in accordance with ITP's DIDB
  policy
- Staff will conduct extensive communications to retrieve public feedback throughout December 2024 and January 2025 including a formal 30-day notice for an in-person public hearing in January.
- Staff will return to the Board in January 2025 with collected public feedback and a final fare capping restructuring recommendation for implementation effective on April 1, 2025





**Date:** January 29, 2025

To: ITP Board

From: Steve Luther, Director of Safety and Training

**Subject:** Approval of the Public Transit Agency Safety Plan

### **ACTION REQUESTED**

Staff requests the Board to approve The Rapid's annual submission of its Public Transit Agency Safety Plan (PTASP) as required by the Federal Transit Administration.

### **BACKGROUND**

On July 19, 2018, FTA published its final rule for a Public Transportation Agency Safety Plan (PTASP), which requires public transportation providers receiving federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that adopt a Safety Management Systems (SMS) approach.

Annual renewal is required by FTA and this year's submission includes changes to address *General Directive 24-1: Required Actions Regarding Assaults on Transit Workers.* The PTASP references our *Transit Worker Assault Prevention Plan,* published on June 13, 2024.

This approval allows the Accountable Executive, in this case the CEO, to certify that The Rapid has completed the PTASP according to the requirements under 49 CFR Part 673.

### **Interurban Transit Partnership**

### **Public Transportation Agency Safety Plan**

The Interurban Transit Partnership, aka The Rapid, is required to maintain a written safety plan along with supporting documents, including those related to program implementation and results from its safety management system as required in 49 CFR Part 673, and amended in the *Bipartisan Infrastructure Law changes to 49 U.S.C. §5329(d)*. The Rapid has existing documentation describing processes, procedures, and other information that are now incorporated into the Public Transit Agency Safety Plan (PTASP). If these documents are not a physical part of the PTASP, they are referenced by specifying the document names and locations within the appropriate sections of the plan.

### 1. Transit Agency Information

Transit Agency Name	Interurban Tr	ansit Partnership, A	KA The Rapid						
Transit Agency Address	300 Ellsworth	300 Ellsworth Ave SW, Grand Rapids, MI 49503							
Name and Title of Accountable Executive	Deb Prato, C	Deb Prato, CEO							
Name of Chief Safety Officer	Stephan Luther, Director of Safety and Training								
Modes of service covered by this plan	MB DO: Fixe DR DO: Dem DR PT: Para RB DO: Bus	FTA Funding Types	5307 5339 CMAQ						
Modes of service provided by the Transit Agency	DR DO: Dem DR PT: Para	ed Route Service, dinand Response, direct transit, currently op Rapid Transit, direct	ectly operated. erated by Transdev.						
Transit services provided on behalf of another entity.	Yes No Description of Arrangement The Rapid provides bus operators are maintenance services to the City of Grank Rapids to operate DASH service.								
Name and Address of entity for which service is provided	City of Grand Rapids 300 Monroe Ave NW Grand Rapids, MI 49503								

### 2. Plan Development, Approval, and Updates

Name of p	erson who is plan	Stephan Luther, Director of Safety and Training (CSO)						
Name of A Executive	Accountable	Deb Prato, CEO	Deb Prato, CEO					
Signature		Signature of Accountable Executive	Signature of Accountable Executive Date of Sig					
Accountable Executive (updated annually)								
		Name of Committee Chair	proval					
Approval	by the Safety	Stephan Luther, Committee Chair	01/09/2	025				
Committe	e	Relevant Documentation (title and location	1)					
		Signed PTASP Approval (copy attached)						
		Name of Individual/Entity That Approved This Plan	Date of Ap	proval				
Approval of Directo	by the Board rs or an	Mayor Gary Carey	Add Da	Date				
Equivalen	t Authority	Relevant Documentation (title and location)						
		Signed Board resolution located in Exec. office						
		Name of Individual/Entity That Certified This Plan	rtification					
Certificati	on of	Steve Schipper	See Below					
Complian	ce	Relevant Documentation (title and location)						
		Certified in TrAMS						
Revision	Section(s) Affected	Reason for Change	Date Issued					
001	All	Original Document		12/2/2020				
002	All	FTA recommendations		07/08/2021				
003	All	Bipartisan Infrastructure Law Changes to 49 U. and Annual Review	05/01/2022					
004	6	Addition of air purification and ADAS initiatives	08/01/2022					
005	All	PTASP with updated changes from FTA	03/28/2024					
006	All	2025 update including requirements from Gene	01/09/2025					

Revision 6, 01/09/2025 2

### **Annual Review and Update of the PTASP**

Annual review of this PTASP will occur near the beginning of each calendar year by the Chief Safety Officer, the Safety Committee, and the Management Team. The plan will be approved by the Safety Committee, the Board of Directors, and the Accountable Executive. The updated plan will replace all previous plans and will be available to employees at the time of implementation. The Plan review and updates will occur as close to the beginning of the year as feasible.

### 3. Safety Performance Targets

### **Safety Performance Targets**

The Rapid will provide safety performance targets for the upcoming year and compare them to actual safety performance during the previous 4 years in this plan, beginning in 2017 and advancing each year.

Safety performance targets are based on the measures established under the National Public Transportation Safety Plan.

- Fatalities: Total number of fatalities reported to NTD and rate per total vehicle miles by mode.
- Injuries: Total number of injuries reported to NTD and rate per total vehicle miles by mode.
- Safety Events: Total number of safety events reported to NTD and rate per total vehicle miles by mode.
- Transit Worker Assaults: Total number of assaults on transit workers reported to NTD and rate per total vehicle miles by mode. (Note: Reporting begins in FY 2023-2024).
- System Reliability: Mean distance between major mechanical failures by mode.

Annual Mileage	MRDO		DR DO	DR PT	
FY 2024	5,495,624	361,624	72,466	2,466,106	

### Actual Reported FY 2024 (based on performance measures)

Fatalities Reported to NTD		-	Reported NTD		ety Events rted to NTD	Assau	sit Worker Ilt Reported o NTD	Mean Distance Between Major Failures	
Mode	Total	Rate per 100,000 VM	Total	Rate per 100,000 VM	Total	Rate per 100,000 VM	Total	Rate per 100,000 VM	
MB DO	0	0.0	21	0.38	8	0.15	2	0.04	3,724
RB DO	0	0.0	0	0.0	1	0.28	0	0.0	2,588
DR PT	0	0.0	0	0.0	0	0.0	0	0.0	N/A
DR DO	0	0.0	0	0.0	0	0.0	0	0.0	1,516

### Target FY 2025 (based on a 5 percent reduction of 2023 performance measures)

	Fatalities Reported to NTD	Injuries Reported to NTD	Safety Events Reported to NTD	Transit Worker Assault Reported	Mean Distance Between Major
Mode	Rate per 100,000 VM	Rate per 100,000 VM	Rate per 100,000 VM	to NTD Rate per 100,000 VM	Failures (assume 10 percent increase)
MB DO	0.0	0.36	0.13	0.02	>3,352
RB DO	0.0	0.0	0.0	0.0	>2,329
DR PT	0.0	0.0	0.0	0.0	N/A
DR DO	0.0	0.0	0.0	0.0	>1,359

### **Safety Performance Target Coordination**

At the beginning of each fiscal year, The Rapid communicates its safety performance targets listed above with the State of Michigan Department of Transportation and Grand Valley Metropolitan Council, our regional MPO. The Rapid reports fatality, injury, and event data to NTD monthly and conducts a CEO certification of the data in February of the following year. Safety Performance Indicators (SPI) and Safety Performance Targets (SPT) are reported to the Management Team, CEO, and the Board of Directors on a regular basis throughout the year.

	Sta	State Entity Name and Address				Date Targets Tra	nsmitted	
Targets Transmitted to the State	Office of P	0050	ortation		Add Date			
Targets	Metropo	litan Planning ( and Addr	Organization Na ress	me	Date Targets Transmitted			
Transmitted to the Metropolitan Planning Organization(s)	678 Front	ey Metropolitan ( Ave. N.W. Ste. 20 oids, MI 49504 3876			Add Date			
Statement of Compliance	Transporta	tion Safety Progr 30018, and IIJA	ram (49 CFR Par	t 673), th	s and standards as set forth in FTA's Public , the Bipartisan Infrastructure Law (49 U.S.C. onal Public Transportation Safety Plan (49			
			PERFORMANC regate of all mod					
SP <sup>-</sup>	T Category	2021	2022	20	23	2024	4-Year Avg	
Annual VM -		7,429,410	8,143,796	8,09	1,953	8,395,820	8,015,245	
	al Fatalities	1	1		)	0	0.5	
	atality Rate	0.01	0.01		.0	0.0	0.006	
	tal Injuries	21	17		5	21	21	
	Injury Rate	0.31	0.21	0.		0.25	0.26	
	ety Events	35	25		7	9	19	
	Event Rate	0.47	0.31	0.		0.11	0.24	
Total Transit Work		N/A	N/A		2	2	2	
Transit Worker As		N/A	N/A	0.	02	0.02	0.02	
Mean Distance betw Failures –	veen Major - All Modes	48,805	47,260	2,5	39	2,609		

### 4. Safety Management Policy

#### SAFETY MANAGEMENT POLICY STATEMENT

The management of safety and security are core business functions. The Rapid is committed to developing, implementing, maintaining, and improving processes that ensure the highest practical level of safety and security performance in all our transit service delivery and organizational activities.

All employees are accountable for following safe work behaviors, understanding safety and security standards, and encouraging safe performance from coworkers and patrons, starting with the CEO, and spreading throughout the agency.

### The Rapid is committed to:

- Supporting the management of safety and security through the provision of adequate and appropriate resources, resulting in an organizational culture that fosters safe practices.
- Including safety and security input, reviews, and certification, in the planning and design of new and remodeled buildings, systems, processes or equipment.
- Encouraging effective employee safety and security reporting and communication.
- Devoting the same high level of attention to safety and security as is demonstrated in its provision of exceptional transportation service.
- Integrating the management of safety among the primary job descriptions and responsibilities of all employees.
- Establishing and operating hazard identification, hazard analysis, and safety risk evaluation activities, including an employee safety reporting program as a fundamental source for identifying safety hazards and concerns.
- Establishing a program to track near miss events to identify and mitigate potential hazards before accidents, incidents or injuries occur.
- Ensuring that no action will be taken against employees who disclose safety or security concerns
  unless disclosure reveals an illegal act, gross negligence, or a deliberate or willful disregard of
  regulations or procedures.
- Meeting or exceeding legislative and regulatory requirements.
- Ensuring that sufficiently skilled and trained personnel are available to administer the safety and security management processes.
- Ensuring that employees are provided with sufficient safety and security information and training to safely perform assigned jobs or tasks.
- Establishing and measuring safety performance targets against realistic data-driven safety performance indicators.
- Improving safety performance through management processes that ensure appropriate safety management action is taken and is effective.
- Ensuring that subcontractors, third party systems and contracted services conform, and can demonstrate continued conformance, to our safety performance standards.

#### **Safety Management Policy Communication:**

The Safety Management Policy is communicated directly to The Rapid's leadership, management and to each employee at the beginning of their employment, in periodic refresher training, and as an addition to the Employee Handbook and Operations Policy and Procedures Manual. It is also posted on the Vista and Blink sites as part of Safety communication. The policy statement is also shared with The Rapid's contractors or directly to the contractors' employees working onsite.

### Authorities, Accountabilities, and Responsibilities

The authorized Accountable Executive is the CEO of The Rapid. They have a responsibility to ensure that SMS and all safety activities are accomplished under their authority. The CEO has ultimate accountability and responsibility for:

- Directing the implementation and maintenance of SMS at The Rapid.
- Directing the implementation and maintenance of the *Transit Asset Management* (*TAM*) plan.
- Ensuring the allocation of the human and capital resources needed to develop and maintain SMS and TAM.
- Ensuring transparency in safety management priorities for both the Board of Directors and the agency's employees.
- Establishing guidance on the acceptable level of safety risk for The Rapid; and
- Ensuring that the safety management policy statement is appropriate and communicated throughout the agency.
- Ensuring that The Rapid's Safety Management System is effectively implemented, and action is taken to address substandard performance of the program.

The Chief Safety Officer (CSO) is the Director of Safety and Training. They are adequately trained in safety management, is responsible for day-to-day implementation and operation of the SMS reports directly to the Accountable Executive regarding safety.

They are responsible for:

- Managing the safety programs under SMS.
- Directing hazard identification and safety risk evaluation and/or analysis.
- Reviewing designs, plans, processes, procedures and/or equipment to ensure safety.
- Monitoring mitigation activities.
- Providing periodic reports on safety performance.
- Certifying safety critical elements of new or remodeled construction.
- Maintaining safety documentation; and
- Organizing the content of safety management training (not technical skills training)
- Collecting and analyzing safety data.
- Acting as a conduit for communicating safety from and to departmental/operational managers, front-line employees, and executive management, as necessary.
- Reviewing, revising, maintaining, and communicating The Rapid's safety plans and programs.
- Acting as a subject area expert and advisory resource in local, state, and federal safety regulations and standards.
- Providing safety information and intelligence to line managers and front-line employees.
- Monitoring safety performance.
- Advising senior management on safety matters.
- Conducting safety audits, inspections, and investigations; and
- Maintaining safety documents and records.

The CSO reports directly to the Accountable Executive or their designee for safety critical items.

### Chief Safety Officer and SMS Executive

**Accountable** 

**Executive** 

### Board of Directors and Agency Leadership

The Board of Directors will have free access to the PTASP and will be informed of any plan changes. A copy of the annual plan review will be presented to the Board as close to the first Board meeting as feasible of each calendar year.

**TAM Manager:** The position of TAM Manager is delegated to the Asset Management-Warranty Administrator. They are responsible for:

- Creating and maintaining the Transit Asset Management (TAM) plan for The Rapid.
- Creating and maintaining documents and records related to asset management at The Rapid.
- Coordinating with the Maintenance Manager, Facilities Manager and SMS Manager to establish benchmarks for a state of good repair to include safety assessments and evaluations.

**Security Director:** The Security Director reports to the COO and, in times of threat or disaster, to the CEO. They are responsible for:

- Managing security threats and vulnerabilities through both human and capital resources as needed.
- Directing threat and vulnerability identification, analysis, evaluation, and mitigation.
- Collecting and analyzing security data.
- Acting as a conduit for communicating security from and to departmental/operational managers, front-line employees, and executive management, as necessary.
- Acting as liaison between The Rapid and local, state, and Federal law enforcement.
- Reviewing, revising, maintaining, and communicating The Rapid's security and emergency response plans and programs.
- Acting as a subject area expert and advisory resource in local, state and federal security regulations and standards.
- Providing security information and intelligence to line managers and front-line employees
- Security performance monitoring.
- Advising senior management on security matters.
- Stopping processes in situations that are immediately dangerous to life and health.
- Conducting security audits, inspections, and investigations; and
- Maintaining security documents and records.

**Transportation Director:** The Transportation Director has a duty to support and communicate SMS principles, policies and procedures to supervisors, front-line bus operators and staff.

The Transportation Director is responsible for:

- Communicating safety and security initiatives, processes and practices to supervisors, bus operators, department staff and ridership.
- Forwarding reports of hazards from supervisors and bus operators, both real and potential, to the appropriate department.
- Participating in and delegating authority to the investigation of accidents, incidents and occurrences using SMS principles and providing written data for later analysis.
- Participating in safety and security meetings and training.
- Directing the collection and storage of accidents and incident reports for analysis.

**Key Staff** 

- Stopping processes in situations that are immediately dangerous to life and health.
- · Encouraging safe and secure behaviors; and
- Monitoring, evaluating, and providing feedback concerning safety behaviors to supervisor and bus operators.

**Transportation Supervisors:** Transportation supervisors have a responsibility to support and communicate SMS principals, policies and procedures to front-line bus operators and are responsible for:

- Communicating safety and security initiatives, processes and practices to operators, dual-class staff, and ridership, as necessary.
- Reporting hazards, both real and potential, to management.
- Forwarding reports of hazards from bus operators and ridership, both real and potential, to management.
- Investigating accidents, incidents and occurrences using SMS principles and producing written data for later analysis.
- Participating in safety and security meetings and training.
- Stopping processes in situations that are immediately dangerous to life and health.
- Encouraging safe and secure behaviors; and
- Monitoring, evaluating, and providing feedback concerning safety behaviors to personnel.

**Facilities Director:** As one of the keys to SMS success, the Facilities Director works closely with the Safety Department to remove or reduce hazards in the workplace, especially when it involves facilities, grounds, or infrastructure. The Facilities Director is responsible for:

- Assisting the agency with personnel and materials in support of SMS.
- Participating in safety committees and initiatives.
- Encouraging safe and secure behaviors.
- Directing the collection and storage of accidents and incident reports for analysis.
- Maintaining facility-related TAM policies, procedures, and records.
- Monitoring, evaluating, and providing feedback concerning safety behaviors to personnel.
- Stopping processes in situations that are immediately dangerous to life and health.
- Communicating and enforcing safety initiatives, policies and/or procedures as necessary; and
- Responding to employee safety concerns and providing feedback.

Fleet Maintenance Director, Fleet Maintenance Superintendent, Maintenance Supervisors: The Fleet Maintenance Director and maintenance supervisors are responsible for:

- Aiding the agency with personnel and materials in support of SMS.
- Participating in safety committees and initiatives.
- · Encouraging safe and secure behaviors.
- Directing the collection and storage of accidents and incident reports for analysis.
- Maintaining vehicle/equipment-related TAM policies, procedures, and records.
- Monitoring, evaluating, and providing feedback concerning safety behaviors to personnel.
- Stopping processes in situations that are immediately dangerous to life and health.

- Communicating and enforcing safety initiatives, policies and/or procedures as necessary; and
- Responding to employee safety concerns and providing feedback.

**Department Directors and Managers:** All department directors and managers are responsible for:

- Helping the agency with personnel and materials in support of SMS.
- Participating in safety initiatives.
- Communicating and enforcing safety initiatives, policies and/or procedures, as necessary.
- Responding to employee safety concerns and providing feedback.
- Stopping processes in situations that are immediately dangerous to life and health.
- Determining the human and financial needs for each department to provide safe and secure work environments for employees and agency patrons; and
- Allocating human and financial resources related to SMS to department staff.

Bus Operators, Maintenance Technicians, Facilities Technicians and Administrative Staff: Front-line employees are the eyes and ears of the organization and are the most likely to identify specific hazards and safety risks in the workplace. Employee activities include:

- Reporting hazards, both real and potential, to supervisors, managers, and safety personnel.
- · Performing safety functions diligently.
- Participating in safe work behaviors.
- Stopping processes in situations that are immediately dangerous to life and health.

**Safety Committee Members:** Membership is an equal number of frontline employee representatives and management representatives and may include personnel from Transportation, Maintenance, Facilities, Planning/Scheduling, Administration, Security and Safety. It is employee-driven, and its activities and responsibilities include:

- Reporting accidents, incidents, near miss events, injuries from employee groups.
- Directing employee safety reports to the appropriate committee or department for review and mitigation.
- Providing feedback to employee work groups.
- Identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment.
- Identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended.
- Identifying safety deficiencies for purposes of continuous improvement.

Contractors and Contractors' Employees: Contractors and their employees play an integral role in safety at The Rapid. Contractors are responsible for ensuring that the same degree of safety protection and training is supplied to their employees as is afforded to The Rapid's personnel. Copies of The Rapid's programs, including the PTASP and other appropriate safety programs are made available to contractors. If contractors have safety programs and plans, a copy will be made available to The Rapid.

# 5. Safety Hazard Management

#### Safety Hazard Identification

General information regarding hazards, incidents, and injuries for all The Rapid's employees, departments and contractors can be found through information from the FTA National Transit Database, Michigan's Department of Licensing and Regulatory Affairs, as well as other federal and state oversight agencies. This data is tracked, and in some cases reported to, for identifiable workplaces hazards and illnesses.

Internally, hazards are identified through employee observations and reporting or by means of periodic safety inspections and audits by a Safety Officer. Current records of inspection items and results are available from the Safety/Training Office. During the hazard assessment process, the potential consequences of unresolved hazards are highlighted.

The contracted paratransit service provider is expected to have its own hazard identification process as part of its safety plan or adopt The Rapid's plan as outlined in the PTASP.

# **Employee Safety Hazard Reporting System**

All employees are encouraged and expected to report real or potential safety hazards, accidents, injuries, other incidents, and near misses to The Rapid using one or more of the following methods:

**Verbal Report:** An employee may report a safety hazard, accident, or incident directly to their supervisor, manager, Safety Committee representative, or safety officer who will then report it to the Safety and Training Department for tracking and resolution. Verbal reports are entered into the Hazard Reporting System by the Safety and Training Department.

**Written Operator Report:** For accidents and incidents involving a transit vehicle, a written *Operator Report* is completed and turned into the supervisor's office before or at the end of the day on which the accident or incident occurred. The report is written by the operator involved in the incident and is included in the finished accident packet for scanning and storage.

**Written Supervisor Report:** A supervisor is assigned to each accident/incident and completes a written *Supervisor/Investigator Report* after compiling photos, video, operator, bus rider and witness reports. It becomes part of the finished accident packet.

**Blink Report (see sample):** Close calls and near misses can voluntarily be reported by following a link on Blink or by using a QR code distributed through posters and handouts. Reports are entered directly into the Safety Hazard, Near-Miss Report Survey and are managed by the Safety and Training Department.

All reports are tracked and collated to determine the types of events that may lead to accidents, property damage or injuries. The data is used to determine hazard trends and resources will be applied to reducing or mitigating the risk. If a near miss report describes a risk of greater concern, it can be added to the Hazard Log for assessment and tracking.

#### **Employee Hazard Identification and Near Miss Reporting Program**

The National Safety Council describes a near miss as "an unplanned event that did not result in injury, illness or damage – but had the potential to do so." When an employee experiences a close call, or near miss, they can report it voluntarily and anonymously, if they wish, using the Near Miss Report. Under normal circumstances, employees who report a near miss will not be subject to potential discipline related to the event unless:

- The employee's actions were the result of a willful violation of law or policies.
- The employee's actions contributed directly or indirectly to an injury, illness or damage.
- The employee was impaired by alcohol or illegal drugs (including marijuana) at the time of the event.

• Facts related to the event were proven to have been omitted; statements were falsified, or reports were exaggerated to put the employee in a better light.

#### Examples of a near miss include:

- Loss of control on an icy road resulting in no accident or injury.
- An incident contributing to a close call involving a pedestrian.
- An operator almost passes up a customer at a stop.
- Someone slipping on an icy sidewalk resulting in no fall and no injury.
- An object falling off a shelf almost hits an employee.
- A bus left in neutral with the parking brake off rolls forward and comes to rest on a curb.
- Incidents involving verbal altercations with customers.

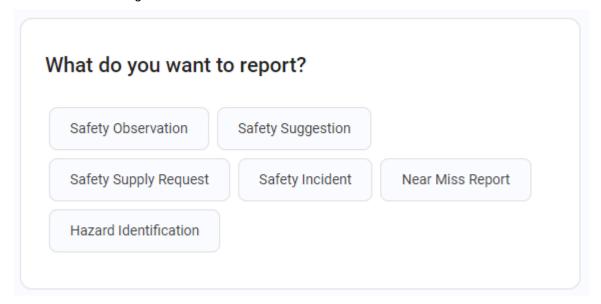


Figure 1: Blink sample

#### **Hazard Assessment**

Hazard analyses may occur within an individual department, during one of the monthly Safety Team meetings, or through other meetings with small groups or individuals. The assessment should include a description of the hazard, supporting test results, documents and/or photos and recommendations for resolution.

When a hazard has been identified and analyzed, it is resolved by determining its risk value, using the Risk Assessment Matrix, or RAM, (figure 2) to compare a hazard's severity and probable frequency, assessing the appropriate response to the hazard, and then determining the best method for remediation. Hazards with higher risk values should be addressed as soon as practical, with those posing imminent danger being given immediate attention. Work stoppages may be necessary when an activity is deemed too hazardous to continue without additional support or proper equipment.

The Rapid looks at existing hazard mitigations to determine if they are effective and sufficient before replacing them or adding other measures. This is also true for The Rapid's contractors and vendors, each of which must provide copies of their mitigation methods and must allow The Rapid to inspect equipment and review their safety programs.

The Risk Assessment Matrix (RAM) is used to determine risks to people, the environment, the agency's assets, and its reputation. The Rapid recognizes that the safety of the agency has a bearing on its

employees and takes a holistic approach to determining risks.

This process is the same for The Rapid's paratransit service provider if they do not have separate, equally effective methods.

#### Accident/Incident Review

Accidents and incidents are reviewed monthly by the Safety Department as part of NTD reporting requirements and are intended to determine causation and recommend mitigations. Activities include:

- Reviewing safety events and near miss reports to determine causation.
- Analyzing reports to determine human and organizational factors leading to safety events, both real and potential, and
- · Recommending methods to mitigate safety risks for the agency.

### **Stop Action Authority**

All employees have the authority to stop any activity or process that puts The Rapid's employees, guests, and/or patrons at risk of immediate death or injury. If this occurs, it must be reported as soon as reasonably possible to the department Director, the CSO, the COO and the CEO.

## Safety Hazard Log and Issue Tracker

The Safety Hazard Log and Issue Tracker is designed to allow employees to follow identified hazards from the initial report to conclusion in a format that contains a summary of the hazard or concern, date reported, recommendations for remediation, responsible parties, actions taken, results obtained and date of completion. Other documentation, such as inspection reports, environmental tests, hazard monitoring reports, are referenced for review if needed.

# RISK ASSESSMENT MATRIX – The Rapid

									<u> </u>	
Risk Assessment Matrix							SEVI	ERITY		
RAM			1. Catasti	rophic		2. Critical		3. Marginal	4. Negligible	
	A. Fre	A. Frequent		High (1A)		High (2A)			Serious (3A)	Medium (4A)
	B. Pro	C. Occasional High  D. Remote Serio		High (	(1B)		High (2B)	Serious (3B)	Medium (4B)	
a contrain	C. Occ			High (10)		Serious (2C)		Medium (3C)	Low (4C)	
	D. Rei			Serious	(1D)	ı	Medium (2D)	Medium (2D)	Medium (3D)	Low (4D)
	E. Imp			Medium (1E)		Medium (2E)		)	Medium (3E)	Low (4E)
	F. Elin	iminated						Elimi	nated	
	'									
RE	SOLUTION	REQ	UIREMENT	rs						
		igh		Unacceptab	·					
		ious		Undesirable				o ALARP may be required, decision by management		
		dium		_	Acceptable w/ review With review and documentation by management			nagement		
Low			Acceptable			without revi				
Eliminated			Acceptable			no action ne	eeded	1		
ALARP = As low as reasonably possible										
	LIKELIHOOD	)		od of event in cific item	MTE	BE*in Ho	Operating urs	(	Occurrence in time	Occurrence Description
А	Frequent		Will occur f	requently	< 1,000 oh		mon		Continuously Experienced	
В	Probable		Will occur s	several times	1,000 – 100,000 oh		Sem year	i-annually or once per	Will likely occur	
С	Occasional	I	Likely to oc	cur sometimes	100,000	- 1,0	00,000 oh	Once	e every 1-2 years	Will occur several times
D	Remote	Remote Unlikely b		t possible to	<u> </u>	1,000,000 - 100,000,000		Approximately once every 5 years		Unlikely, but can be expected to occur
E	E Improbable So unlikely, be experies		occur may not nced.	> 100,000,000 oh		0 oh	Historically possible not in the last 10 years.		Unlikely to occur, but possible	
F Eliminate Risk remove		ed / eliminated	Never		N/A					
							perienced durir tion, items, or a	•	planned life expectancy /-	of the system can be
_	SEVERITY BY SYSTEM		1. Catastrophic		2. Critical			3. Marginal	4. Negligible	
	tal System	> 24	4 hrs.		12 - 24 hrs	i.		4-	12 hrs.	< 4 hrs.
_	ruption				22 24:113			<u> </u>		
	rvice erations	ope	stantial or to ration				n of operation		ef disruption to operation	·
Pe	ople		ltiple perman fatality	ent injuries	Permanent		ong-term t one person		ury requiring medical	Minor injury requiring first aid at the scene

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or a fatality

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injury of at least one person

treatment away from work

first aid at the scene

SEVERITY BY				
SYSTEM	1. Catastrophic	2, Critical	3. Marginal	4. Negligible
cont.	21 Cottosti opinic	21 cities	21 marginar	4 Negripione
Financial	> \$ 1,000,000	<\$1,000,000	< \$ 250,000	<\$100,000
Legal and Regulatory Significant breach of the law. Individual or company law suits.		Breach of law; report /investigation by authority. Attracts compensation/ penalties/ enforcement action	Breach of regulatory requirements; report /involvement of authority. Attracts administrative fine	Technical non- compliance. No warning received; no regulatory reporting required
Environment	Permanent impact; affects a whole region; highly sensitive environment	Lasting months; impact on an extended area, area with some environmental sensitivity	Lasting weeks; reduced area, no environmentally sensitive surroundings	Lasting days or less; limited to small area, low significance/ sensitivity
Social	Major widespread social impacts	Significant , ongoing social issues	Some impacts on local population, mostly repairable	Minor disturbance of culture/social structures
Reputation	Noticeable reputational damage; national /international public attention and repercussions	Suspected reputational damage; local/regional public concern and reactions	Limited, local impact; concern/complaints from certain groups/organizations	Minor impact, awareness/concern from specific individuals
Injury	Death (not include suicides or by natural causes)	Fracture, Severe Bleeding, Brain injury, Dismemberment	Bruising, Abrasions, Bleeding (Ambulance transport)	Bruising, Abrasions, Sprains (No Ambulance transport)
Health	Exposure with irreversible impacts with loss of quality of life of a numerous group/ population or multiple fatalities	Exposure with irreversible impact on health with loss of quality of life or single fatality	Exposure with reversible impact on health or permanent change with no disability or loss of quality of life	Exposure to health hazard resulting in symptoms requiring medical intervention, with full recovery
Safety	Severe accident with major service disruption or loss of life, Potential Federal agency involvement, damages over \$250,000	Accident with serious injuries, damages exceed \$100,000	Reportable accident with over \$25,000 in damages	Incident with minor damage
	Technology infrastruc	ture: Applications that are catego		
Technology	cannot be accessed via Primary or DR infrastructure which includes data and major fiscal loss.	has an outage but can restore services at the primary or DR datacenter site in an allotted SLA timeframe. Causing Operations and fiscal loss.	has an outage, but UTA can restore services at the primary or DR datacenter site in an allotted SLA timeframe. Causing No Operations nor fiscal loss.	or not on list, has a brief outage that is not noticed by the users, nor affects any Operation, nor causes fiscal loss.
	A breach of patron, emplo	yee information, network infrast	ructure, security systems:	
Information Security	where PII/PCI data is exposed/ accessed by malware, virus or ransomware, an external or internal hacker, employee abusing trusted elevated permissions and breach is of non-encrypted data or cause the encryption of data causing data loss	where no PII/PCI data is exposed/accessed by malware, virus, or ransomware, an external or internal hacker, employee abusing trusted elevated permissions and breach is of non-encrypted data or cause the encryption of data. Data is recoverable by backup or DR.	where No PII/PCI data is exposed/accessed by malware, virus or ransomware, an external or internal hacker, employee abusing trusted elevated permissions and breach is of non-encrypted data information, but quickly fail- over to DR site.	Malware or other type of Virus is identified on a PC, Server, or another network node, but does not affect any process nor accesses data, and is quickly eliminated.
Security / Police	Criminal or terrorism attack of system resulting in death or serious bodily harm to customers.  Violent attack/ terrorism at UTA business unit or administrative facility with grave loss of life or significant bodily harm to multiple employees.	Non-life-threatening workplace violence incident or significant targeted criminal damage to business unit facilities, vehicles, or UTA critical infrastructure.	Suspicious package resulting in minor system delays; or trespasser (suicide) on the alignment (classified as security incident).	Assault of employee or customer; minor criminal activity on system or at business unit/ administrative facility.

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Figure 2: Risk Assessment Matrix (Sample)

#### **Safety Risk Mitigation**

Many hazards can be resolved through more than one means, but the general process for determining the best method should be by considering engineering controls, administrative work practices or employee protective equipment and training, in that order. A combination of methods to mitigate hazards may be necessary and both current methods and their effectiveness are to be considered during the decision-making process. Mitigations will be reviewed periodically by the Safety Committee to determine if they are effective, ineffective, or not implemented as intended.

## **Risk Reduction Program**

The Safety Committee establishes performance targets for the risk reduction program using a 3-year rolling average of data submitted to NTD as a means of measurement, with the understanding that data from transit worker assaults will begin in 2023 and continue forward until 2025.

#### Safety Event Reporting, Investigation and Review

The ultimate purpose for providing in-house management and investigation of work-related safety events is to limit injury and damage, identify facts, establish causes, suggest methods for preventing recurrence, and eliminate or reduce safety risks for The Rapid's transit workers and customers.

**Human Factors Analysis and Classification System,** or **HFACS** (fig. 3), is a method for determining all factors related to an accident, incident, or event. HFACS considers both active and latent factors and attempts to discover factors beyond the employee's involvement. The Safety Department uses HFACS as a tool to determine factors leading to safety events.

The four main categories of HFACS are Physical Actions, Pre-Conditions, Supervision and Organizational Influences. Within each of these are sub-categories that are designed to consider other specific factors involved in an event.

#### Types of safety events include:

- Motor Vehicle Collisions
- Falls on the same or to a lower level.
- Getting caught in, on or between equipment or vehicles.
- Exposure to chemicals, infectious diseases, electricity, heat, cold, or radiation.
- Bodily reaction from either voluntary or involuntary motion.
- Being struck against or by a moving, flying or falling object.
- Being rubbed or abraded by friction, pressure, or vibration.

#### **Examples of incidents include:**

- Acts of violence against an employee.
- Acts of violence by an employee against a person or persons.
- Reports of unsafe acts by employees or customers.
- Bomb threats or other threats of violence.
- Evacuations for life safety reasons.

#### **Employee Injury and Transit Worker Assault:**

Injuries, and physical or non-physical assaults are reported by the affected employee, or a witness, to Dispatch or his or her immediate supervisor as soon as possible. If the affected employee needs medical attention, the appropriate response by coworkers is to:

Assess the injury.

- Call 911 if necessary.
- Call for other assistance, if available.
- Begin emergency medical treatment, if willing and able.
- Continue treatment until emergency responders arrive.
- Contact a Safety/Training Officer and complete a written report as soon as practical.

As soon as possible, the affected employee must complete an Employee Injury Report for the Human Resources Department. In compliance with MIOSHA regulations, all reportable employee injuries will be recorded by a representative from the Human Resources Department and a summary will be posted from February 1 to April 30 each year for employee review.

The department Director will investigate and log for review by the Safety and Training Department. Remedial recommendations may be made by the Safety and Training Department or Safety Committee and will follow normal channels of communication. Investigative resources will include the Employee Injury Report, eyewitness accounts, employee interviews, equipment testing and any other reasonable means to determine root causes. Injury reports will be kept on file for future analysis. In the case of assaults on transit workers and others, the lead investigation will be conducted by the Director of Security.

#### **Vehicle Collisions**

All vehicle collisions are reported to the Transportation Department by the operator while still at the scene. Bus Operators are instructed to contact Dispatch at the time of the safety event. In most cases, the vehicle operator and a Transportation Supervisor complete separate reports. When the collision is minor and does not involve a safety hazard, the vehicle operator may be instructed to continue in service. A written report is completed at the end of the Operator's workday and may be accompanied by a Supervisor's and other reports. Reports are reviewed by the Transportation Director, who determines preventability. Reports may also be reviewed by The Rapid's insurance carrier and the Safety/Training Department.

Copies of the accident/incident reports and a summary are kept for review and reporting, as required by agency policy or governmental standards.

### **Safety Program (MIOSHA and Transit Specific) Management:**

The Rapid's safety program consists of many different plans and programs. The list below is a sampling of the separate modules.

- HVAC 608 and 609 Technician Certification
- Abrasive Wheel Program
- Accident Prevention Plan
- Aerial Work Platform Licensing
- Bloodborne Pathogen Exposure Program
- Confined Spaces Plan
- CPR/AED Training Program
- Defensive Driving Program
- Drug and Alcohol Awareness Program
- Electrical Safety Plan
- Eyewash and Emergency Shower Maintenance Program
- Fall Protection Program
- Fire Protection Plan
- Hand and Foot Safety
- Hand Tool Safety
- Hazard Communication (Right to Know)
- Hearing Conservation
- Incident Investigation
- Infectious Disease Exposure Program

- Job Safety Analysis Plan
- Lockout/Tagout Program
- OSHA 10- and 30-Hour Training
- Overhead Cranes
- Portable Ladders Requirements
- Powered Industrial Truck Licensing
- Personal Protective Equipment Program
- Respiratory Protection
- Safety Meetings and Committees
- Safety Policy
- Snow Removal Plan
- Spill Cleanup Plan
- Transit Worker Assault Prevention Plan
- Underground Storage Tank Maintenance
- Walking/Working Surfaces Requirements
- Weather Safety
- Welding Safety

The Rapid's safety programs and plans are regularly monitored, reviewed, and revised as needed. Program reviews include the safety department and other stakeholders involved in implementing and maintaining the program. The standard method for program reviews is as follows:

- The review for a specific program is scheduled and the current program is shared with stakeholders who review it individually.
- The stakeholders meet to discuss changes and a draft is produced.
- The draft is approved, and the revised program is dated and signed by the appropriate parties.
- Records are retained as prescribed by The Rapid's record retention policies.

# 6. Safety Assurance

## **Safety Performance Monitoring and Measurement**

Members of the Safety and Training Department are responsible for monitoring and measuring safety programs, processes, and procedures at The Rapid. The results of monitoring activities are reviewed by the Safety and Training Department along with department managers, supervisors, and individual employees to determine potential consequences.

When encountering non-compliance or insufficiencies, the Safety and Training Department will work with affected employees to determine the best methods for improvement. The same applies to contractors and vendors. The Rapid will attempt to work directly with any affected employees and will actively elicit ideas and suggestions before determining the best course of action.

Information will be documented on the Hazard Log or, if the investigation is lengthy, a separate report will be generated and stored electronically in one of the Safety and Training Department folders. If contractors have a separate program, they will supply copies of any activities related to hazard monitoring, measurement, and mitigation.

To monitor and measure the success and quality of The Rapids' hazard management efforts, the methods below are used.

- Safety Audits and Inspections: Safety audits and inspections refer to on-site visual inspections of the physical environment. An audit refers to a broad, general inspection of a work area or vehicle, and an inspection is focused on a specific feature (i.e., the Maintenance Shop would undergo a safety audit and the eyewash station in the shop would be inspected).
- HFACS Reviews: HFACS reports are tracked on the HFACS Summary for analysis and review.
   Accident/Incident factors that may not be evident in the original reports may be highlighted through a closer look at other potential causes.
- Operator Evaluations: Evaluations of bus operator performance can determine errors occurring
  with the individual and with operators in general. As common errors are discovered, methods for
  mitigating the hazards can be implemented. Operator evaluations can be conducted by the
  Transportation or Safety departments.
- Technician Evaluations: Evaluations of technician performance can determine errors occurring
  with the individual and with technicians in general. As common errors are discovered, methods for
  mitigating the hazards can be implemented. Technician evaluations can be conducted by the
  Maintenance, Facilities, or Safety Departments.
- Safety Compliance Reviews: As safety program reviews are completed, a compliance review is conducted to ensure that employees continue to perform safely. Any changes in a safety program must be communicated to all affected employees.
- Trend/Statistical Analyses: Accident, injury, incident, or close call trends are analyzed monthly, risk levels are determined, and appropriate changes or mitigations are applied. Each affected department is notified.
- Safety Program Reviews: Periodic reviews of The Rapid's safety programs are conducted to
  determine their validity and effectiveness. If a safety program undergoes revision or updating, all
  affected employees must be informed through training or other appropriate means. Safety
  compliance is also reviewed.

- **MIOSHA CET Inspections:** Third party (particularly MIOSHA's CET Division) audits of The Rapid's safety program are periodically scheduled to discover any deficiencies, inefficiencies, or inappropriate applications. When reported, the Safety Department will determine the level of risk to the agency and begin mitigation.
- Reviews of Potential Practical Drift: Not all instances of practical drift have negative results. The
  purpose of reviewing instances of practical drift, or employee non-compliance, is to determine if a
  safety rule needs to be refreshed with the affected workgroup (i.e., the importance of wearing
  safety glasses) or perhaps revised to conform to a more appropriate safety rule.

## Activities to Conduct Investigations of Safety Events to Identify Causal Factors

#### **Organizational and Human Factors:**

The Rapid views safety events from an organizational perspective and is expressed in terms of safety defenses and causal factors. Initial investigations are based on gathering data as reported in accident/injury/incident reports conducted by supervisors or department managers. The Safety and Training department uses these initial reports and applies its own techniques and procedures in discovering factors or causes based on a review using HFACS (see figure 3). The intent of each investigation is to compare the type of failures in each area of defense to apply effective mitigations or remedies. A failure in supervision, for example, cannot be fixed by retraining an individual employee.

Click her	/Incident Re	xt.	er		Incident Da	cident Date: Click here to nter a date.	
Incident	Description:	Click here	to enter text.				
Type of Failure	Catego	ory 1	Category 2	Category 3		Notes	
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			Other				
Latent	Organizatio	onal	Resource				
Lucini	Influences	VIII	Management				
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			☐ Supervisory Violations				
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#### **Data Review and Analysis:**

Data collected by the Safety and Training Department is monitored through periodic reviews and analyses. It is used to determine the success and appropriateness of safety performance indicators and targets. If an indicator or target is determined to need adjustment, all stakeholders will be involved in review and revision if necessary. Safety indicators and targets are useful to determine when change is needed, and resources need to be redirected.

Areas for data monitoring include:

- Accident/Incident reports and summaries
- · Injury reports and summaries
- Near Miss data
- NTD Safety data

## **Management of Change**

Management of change is accomplished through the following:

- Retention and control of documents, blueprints, and floorplans
- Inserting safety certification in plans, designs, and documents.
- Review and recertification of changes in plans, designs, and documents.

### **Continuous Improvement**

The process of continuous improvement is designed to identify potential or real deficiencies in the PTASP and to address them in a systematic and efficient manner. It is achieved through data collection, analysis, planning, designing and execution of safety programs and mitigations. As new technology, equipment, and techniques for working environments become available, the Safety Department will assist with the review, analysis, and testing for possible inclusion at The Rapid. Safety rule testing is applied when appropriate to ensure that any risks from new hazards introduced by system improvements are reduced to the lowest level practical.

Two notable improvements include methods for air purification on buses and in facilities, and the addition of Advanced Driver Assist Systems (ADAS) on fleet vehicles to better improve the safety of our operators, customers, and the public. The Rapid will continue to study these two improvements and implement them on our system if the opportunity arises.

Activities involving continuous improvement are subject to review and approval by the Safety Committee.

# 7. Safety Promotion

#### **Competencies and Training**

Safety Communication and Training Information concerning workplace safety issues is provided to employees through company-wide or departmental meetings, Safety Team briefings, bulletin board postings, memos, and other written communications. All employees are encouraged to report hazardous conditions or safety concerns by reporting it to the Safety/Training Department, a Safety Team Member, Dispatch, or the appropriate Supervisor. These reports form the foundation for Safety Team analyses, reviews, and recommendations. Workplace safety training is conducted under the direction or approval of the Safety/Training Department. The primary goal of safety training is to give employees the information and skills necessary to perform their assigned tasks without endangering themselves or others. The training complies with current State and federal standards and covers potential safety and health hazards as well as safe work practices and procedures to eliminate or minimize hazards. Safety training occurs

during initial training, at sufficient intervals to refresh employees on safe practices, when safety protocols change, when deficiencies in safety programs or procedures are identified, and as new hazards are identified in the workplace. An example of a new hazard might include the recent COVID-19 pandemic.

Examples of subjects eligible for safety training include:

- Safe driving best practices.
- Procedures designed to improve general safety in the workplace.
- Infectious disease prevention and exposure minimization, as guided by the Centers for Disease Control or local health departments.
- Safe practices for using tools and equipment.
- Ergonomic best practices.

Training records will be kept by the Safety/Training Officer and will include:

- Dates of training
- Employee names
- Copies of training materials
- Training subject

Employee sign-in sheets and/or course certification. The Human Resources Department will keep copies of individual training records.

All safety training is considered mandatory for affected employees. Other training, such as Basic First Aid and CPR, are considered voluntary and will be offered to employees as time and resources permit. All employees are encouraged to participate in community safety training and will receive credit for the classes as it applies to the work environment.

### **Safety Communication**

The following processes and activities are used to communicate safety and safety performance information throughout The Rapid:

**Safety Training:** Safety training includes initial employee training, classroom style training for new employees, online courses for new and current employees, and recurring training as needed with individuals.

**Safety Memos:** Memos are issued by the Safety Department and include information regarding new or updated safety rules, policies or procedures, warnings about recognized hazards, or critical safety notices.

**Digital Communication Displays:** The digital communication displays are used for transmitting the same information as issued in safety memos and include periodic safety reminders.

**Blink:** The communication platform allows safety communication with occasional postings, surveys, access to elements of the safety program, electronic forms, employee chats, and critical safety notices.

**Vista:** The software, primarily used by the Human Resources Department, houses the chemical inventory and additional safety program material.

**Agency Website:** The agency website is used for communicating safety information to The Rapid's customers and the community at large.

**Agency Social Media:** The agency social media is used for communicating safety information to The Rapid's customers and the community at large in a similar way as the agency website.

**Public Media:** Personnel from the Communications Department are responsible for interacting with public media and can issue prepared statements, participate in interviews, and share information as approved by management.

### **Safety Committee**

The Safety Committee consists of an equal number of frontline transit workers representatives and management representatives. The management representatives and committee chair are chosen by the Accountable Executive or their designee. The frontline workers are chosen by ATU – Local 836. The committee is scaled appropriately in size, scope, and complexity of the agency and is convened by a joint labor-management process.

The Safety Committee is comprised of 8 voting members and is currently chaired by the Director of Safety and Training, appointed by the Accountable Executive. Agendas are developed by the chair with the understanding that any member or employee of The Rapid can contribute by completing an agenda request form. Meeting notes are recorded in writing and maintained in electronic format on The Rapid's servers. Paper copies or pdf copies are available to members on request.

Safety training is made available through online offerings from FTA, OSHA, MIOSHA, NIOSH, FMCSA, APTA, ATU, NSC, and any other state or national safety organization with training resources.

The committee will access subject matter experts as needed to aid in determining recommendations.

The Safety Committee will consider, discuss, and vote on agenda items it deems worthy of forwarding to the Accountable Executive for consideration and further action.

Communication with the Board of Directors will be done through the Accountable Executive in the form of a report.

If the Safety Committee were to become deadlocked on an issue, the matter will be turned over to the Safety Committee of Ann Arbor Area Transit Authority (TheRide) or Capital Area Transportation Authority (CATA), who will be given the issue or issues at hand, a brief or interview with a spokesperson representing each side of the deadlock and will be allowed a reasonable time to render a decision.

#### **Safety Committee Responsibilities:**

At a minimum, the Safety Committee will:

- 1. Review and approve The Rapid's PTASP
- 2. Set annual performance targets for the safety risk reduction program.
- 3. Identify and recommend safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through The Rapid's safety risk assessment, including safety risk mitigations associated with any instance where The Rapid did not meet an annual safety performance target in the safety risk reduction program.
- 4. Identify safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where The Rapid did not meet an annual safety performance target in the safety risk reduction program.
- 5. Identify safety deficiencies for continuous improvement including instances where The Rapid did not meet an annual safety performance target in the safety risk reductions program.

# **Additional Information**

#### **Supporting Documentation**

- Military Standard 882E
- The Rapid Emergency Response Plan (ERP)
- The Rapid Security Plan
- Individual safety plans and programs
- Transit Asset Management Plan (TAM)

# **Definitions of Special Terms Used in the PTASP**

Term	Definition
Accountable Executive	A single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's PTASP, in accordance with 49 U.S.C. 5329(d) and the transit agency's TAM Plan in accordance with 49 U.S.C. 5326
Assault on a Transit Worker	As defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.
CDC	Centers for Disease Control and Prevention of the United States Department of Health and Human Services.
Chief Safety Officer	An adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
Direct Recipient	An entity that receives Federal financial assistance directly from the Federal Transit Administration.
Emergency	As defined under 49 U.S.C. 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, sever storm, or landslide) or a catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and emergency Assistance Act (42 U.S.C. 5170).
Equivalent Entity	An entity that carries out duties like that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. chapter 53, including sufficient authority to review and approve a recipient or subrecipient's PTASP.
FTA	The Federal Transit Administration, an operating administration within the United States Department of Transportation.
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment, public perception, or reputation of a public transit system.
Human Factors Analysis and	A standardized process for determining active and latent causes of human error. The 4 levels of potential failure are unsafe acts, preconditions for unsafe acts, unsafe supervision, and organizational influences.

Classification System (HFACS)			
Injury	Harm to persons because of a safety event that requires immediate medical attention away from the scene.		
Investigation	The process of determining the causal and contributing factors of a safety event, or hazard, for the purpose of preventing recurrence and mitigating safety risk.		
Joint Labor- Management Process	A formal approach to discuss topics affecting transit workers and the public transportation system.		
Large Urbanized Area Provider	A recipient or subrecipient of financial assistance under 49 U.S.C. 5307 that serves an urbanized area with a population of 200,000 or more as determined by Census data.		
Military Standard 882E	The basis for Safety Management Systems in public transportation. This system safety standard practice identifies the Department of Defense (DoD) Systems Engineering (SE) approach to eliminating hazards, where possible, and minimizing risks where those hazards cannot be eliminated. This Standard covers hazards as they apply to systems / products / equipment / infrastructure (including both hardware and software) throughout design, development, test, production, use, and disposal.  http://everyspec.com/MIL-STD/MIL-STD-0800-0899/MIL-STD-882E_41682/		
National Public Transportation Safety Plan	The plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. chapter 53		
Near-miss (also known as a Close Call)	A narrowly avoided safety event.		
Operator of a Public Transportation System	A provider of public transportation. The Rapid is such an operator organized under Michigan Act 197.		
Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.		
Performance Target	A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a set period required by FTA.		
Potential Consequence	The possible effect of a hazard.		
Practical Drift	The slow uncoupling of practice from written procedure. It usually occurs to fit the needs of the individual but may indicate an undocumented improvement in procedures.		
Public Transportation	As defined under 49 U.S.C. 5302, regular, continuing shared-ride surface transportation services that are open to the public or open to a segment of the public defined by age, disability, or low income; and does not include:		

	<ul> <li>Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity).</li> </ul>
	Intercity bus service.
	Charter bus service.
	School bus service.
	Sightseeing service.
	<ul> <li>Courtesy shuttle service for patrons of one or more specific establishments.</li> </ul>
	Intra-terminal or intra-facility shuttle services.
Public Transportation Agency Safety Plan (PTASP)	A documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329.
Recipient	A State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C. chapter 53.
Root Cause	The basic condition that leads to an accident or incident. The root cause does not always produce accidents and injuries but does produce an environment where accidents and injuries become more likely to occur.
Safety	Freedom from conditions that can cause death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment. Safety is freedom from unintentional harm.
Safety Assurance	Processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
Safety Committee	The formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329.
Safety Event	An unexpected and undesirable outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; damage to the environment; or harm to an agency's reputation.
Safety Management Policy	A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.
Safety Management System (SMS)	The formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS include systematic procedures, practices, and policies for managing hazards and safety risks.
SMS Executive	A Chief Safety Officer or an equivalent.

Safety Performance Target	A quantifiable level of performance or condition expressed as a value for the measure, related to safety management activities, to be achieved within a specified period.
Safety Promotion	A combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
Safety Risk	The composite of predicted severity and likelihood of a potential consequence of a hazard.
Safety Risk Assessment	The formal activity whereby a transit agency determines safety risk management priorities by establishing the significance or value of its safety risk.
Safety Risk Management	A process within a transit agency's PTASP for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences.
Safety Risk Mitigation	A method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.
Safety Set-aside	The allocation of not less than 0.75 percent of assistance received by a large, urbanized area provider under 49 U.S.C. 5307 to safety-related projects eligible under 49 U.S.C. 5307.
Security	Freedom from conditions that can cause death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment caused intentionally by others. Acts of vandalism, violence or terrorism are considered security events. Security is freedom from intentional harm.
State of Good Repair	The condition in which a capital asset can operate at a full level of performance.
Subrecipient	An entity that receives Federal transit grant funds indirectly through a State or a direct recipient.
Swiss Cheese Model of Accident Causation	As described by James Reason, organizations build defenses to reduce or eliminate safety risks. Each defense contains weaknesses or "holes" through which a hazard can move forward. If the holes in defenses line up, an accident, injury or catastrophic event can occur.  Hazards  Loss not prevented
Transit Agency	An operator of a public transportation system that is a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 or a rail transit agency.

Transit Asset Management Plan (TAM)	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs of their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.	
Transit Worker	Any employee, contractor, or volunteer working on behalf of the transit agency.	
Urbanized Area	As defined under 49 U.S.C. 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an "urbanized area" by the Secretary of Commerce.	
Work Injury	Any injury, occupational disease or disability that arises out of, or during any work-related activity and requires first aid or medical treatment. Worker's Compensation and MIOSHA related injuries are considered work injuries for the purposes of this policy.	

# List of Acronyms Used in the PTASP

Acronym	Word or Phrase
ADA	Americans with Disabilities Act
AED	Automated Electronic Defibrillator
АРТА	American Public Transportation Association
CAP	Corrective Action Plan
СВА	Collective Bargaining Agreement
ссти	Closed Circuit Television
CDL	Commercial Driver's License
CEO	Chief Executive Officer
CFO	Chief Financial Officer
CFR	Code of Federal Regulations
СМ	Change Management (aka Configuration Management)
CNG	Compressed Natural Gas
соо	Chief Operations Officer
СООР	Continuity of Operations Plan
CPTED	Crime Prevention Through Environmental Design

CPR	Cardiopulmonary Resuscitation
cso	Chief Safety Officer
DOJ	Department of Justice
DOT	Department of Transportation
EEO	Equal Employment Opportunity
EEOC	Equal Employment Opportunity Commission
EOC	Emergency Operations Center
ЕРА	Environmental Protection Agency
ERP	Emergency Response Plan
FMCSA	Federal Motor Carrier Safety Administration
FMLA	Family Medical Leave Act
FOIA	Freedom of Information Act
FTA	Federal Transit Administration
HFACS	Human Factors Analysis and Classification System
HIPAA	Health Insurance Portability and Accountability Act
HR	Human Resources
ІТ	Information Technology
MDT	Mobile Data Terminal
MIOSHA	Michigan Occupational Safety and Health Administration
MOA/MOU	Memorandum of Agreement/Memorandum of Understanding
МРО	Metropolitan Planning Organization
NFPA	National Fire Protection Association
NIMS	National Incident Management System
NIOSH	National Institute for Occupational Safety and Health
NTD	National Transit Database
NTSB	National Transportation Safety Board

ОЕМ	Original Equipment Manufacturer/Manufacturing	
ОНА	Operational Hazard Analysis	
OSHA	Occupational Safety and Health Administration	
PA	Public Address	
РНА	Preliminary Hazard Analysis	
PIO	Public Information Officer	
РМР	Project Management Plan	
PPE	Personal Protective Equipment	
PTASP	Public Transit Agency Safety Plan	
SMS	Safety Management System	
SSI	Sensitive Security Information	
SSMP	Safety and Security Management Plan	
SSP	System Security Program	
SSPP	System Safety Program Plan	
TRB	Transportation Research Board	
TSI	Transportation Safety Institute	
TSSP	Transit Safety and Security Program (certificate)	
TVA	Threat and Vulnerability Assessment	
VIPR	Visible Intermodal Protection and Response Team	
WMD	Weapons of Mass Destruction	



# INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

# RESOLUTION No. 012925-1

**Fiscal Year: 2025-2026** 

Moved and supported to adopt the following resolution:

Approval to accept the Public Transit Agency Safety Plan for the current fiscal year.

BE IT RESOLVED that the Board of Directors approves the Public Transit Agency Safety Plan for The Rapid as amended to include changes recommended in the Bipartisan Infrastructure Law (amending Chapter 53 of Title 49 of the U.S. Code.)

# **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: January 29, 2025

To: The Rapid Board of Directors

From: Kevin Wisselink, Director-Procurement and Capital Planning

Subject: FY 2025 FEDERAL TRANSIT ADMINISTRATION (FTA)

**GRANT APPLICATION** 

### ACTION REQUESTED

Staff is requesting The Rapid Board approve the FY 2025 Federal Transit Administration (FTA) grant application to allow the CEO or her designee to execute a grant contract on behalf of The Rapid Board.

### **BACKGROUND**

Each year The Rapid presents an annual grant application for federal Section 5307 capital and planning assistance, Section 5339 formula capital funding, Section 5337 State of Good Repair and Congestion Mitigation and Air Quality (CMAQ)/Carbon Reduction (CRU) funds to the Rapid Board for approval. With Board approval, staff will start the submission process for these FY 2025 grants.

# **APPORTIONMENTS**

The FY 2025 apportionments have not been released and are only an estimate. The following chart compares FY 2025 with the previous two years' apportionments:

Apportionment	FY 2023	FY 2024	FY 2025
Section 5307	\$13,134,519	\$13,369,994	\$13,823,120
Section 5339	\$1,038,295	\$1,076,342	\$1,076,342
Section 5337	\$1,189,902	\$1,581,197	\$1,581,197
CMAQ/CRU	\$706,207	\$324,819	\$586,808

The Michigan Department of Transportation (MDOT) will provide a 20% match for federal funds allocated on all capital and planning requests such as preventive maintenance, equipment and planning projects. Attachment A provides a list of projects, identifying the funding source and the state match.

#### Section 5307 Federal Formula Funds:

Section 5307 program provides formula funding to urbanized areas with population greater than 50,000. In areas with population greater than 200,000, funds are used to support transit capital projects only. Staff recommends a capital program totaling \$17,278,900 with an 80% federal share of \$13,823,120 and a 20% state share of \$3,455,780 in matched funds.

# United Planning Work Program (UPWP):

Planning funds total \$326,000 with an 80% federal share totaling \$260,800 and a 20% state share of \$65,200. These funds are for the planning projects in the UPWP approved by the ITP Board. The FY 2025 UPWP projects are as follows: Community Outreach \$216,000, Short Range Transportation Plan \$60,000 and Technical Program Support \$50,000

#### Section 5339 Bus and Bus Facility Formula Funds:

The Section 5339 is a federal formula grant program to replace, rehabilitate and purchase buses, bus related equipment and to construct bus-related facilities. Staff recommends \$1,345,427 with an 80% federal share of \$1,076,342 and a 20% state share of \$269,085 in matched funds.

### Congestion, Mitigation, Air Quality (CMAQ) and Carbon Reduction (CRU) Funds:

CMAQ and Carbon reduction funds are used to assist with operating and capital costs associated with programs that reduce carbon monoxide (CO), nitrates (NOx) and particulate emissions in the region. FY 2025 CMAQ/CRU requests include a federal share of \$586,808 in capital funds and a state match of \$109,202 totaling \$696,010. Operating funds for the Rideshare program are 100% federally funded at \$150,000.

#### Section 5337 State of Good Repair Funds:

The Section 5337 is a federal grant program to provide capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Staff recommends \$1,976,496 with an 80% federal share of \$1,581,197 and a 20% state share of \$395,299.

# Attachment A The Rapid FY 2025 Capital Plan

	Total	Federal	Total	Total
Project Name	Federal	Source	State	Cost
Section 5307				
Capital Costs of Contracting	1,040,000	5307	260,000	1,300,000
Computer Hardware	609,600	5307	152,400	762,000
Computer Software	380,000	5307	95,000	475,000
Intelligent Transportation System	2,015,040	5307	503,760	2,518,800
Office Furniture/Equipment	40,000	5307	10,000	50,000
Preventive Maintenance	3,200,000	5307	800,000	4,000,000
Real Estate Acquisition	4,000,000	5307	1,000,000	5,000,000
Rehab Admin/Maintenance Facility	120,000	5307	30,000	150,000
Replacement Paratransit Vehicles	1,447,840	5307	361,960	1,809,800
Revenue Tire Lease	250,000	5307	62,500	312,500
Shelters	320,000	5307	80,000	400,000
Shop Equipment	23,840	5307	5,960	29,800
Surveillance/Security Equipment	116,000	5307	29,000	145,000
Total Capital	\$13,562,320		\$3,390,580	\$16,952,900
Planning Funds	260,800	5307	65,200 326,0	
Total (5307)	\$13,823,120		\$3,455,780	\$17,278,900
CMAQ/CRU			·	
Replacement Bus	396,808	CRU	99,202	496,010
Rideshare	150,000	CMAQ	0	150,000
Clean Air Action Days	40,000	CMAQ	10,000	50,000
Total (CMAQ/CRU)	\$586,808		\$109,202	\$696,010
Section 5339 Bus/Bus Facility				
Replacement Bus	1,076,342	5339	339 269,085 1,	
Total (5339)	\$1,076,342		\$269,085 \$1,345,	
Section 5337 State of Good Repair				
Replacement BRT Bus	1,581,197	5337	395,299	1,976,496
Total (5337)	\$1,581,197		\$395,299	\$1,976,496

# INTERURBAN TRANSIT PARTNERSHIP BOARD

# **RESOLUTION NO. 012925-2**

# Fiscal Year 2025

Moved and supported to adopt the following resolution:

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Federal Transit Administration "Infrastructure Investment and Jobs Act."

WHEREAS, the Secretary of Transportation is authorized to make grants for a mass transportation program of projects and budget;

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs of the program; and

WHEREAS, it is required by the Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964, as amended, that the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the applicant that disadvantaged business enterprises be utilized to the fullest extent possible in connection with these projects, and that

disadvantaged businesses shall have the maximum construction contracts, supplies, equipment contracts, or consultant and other services.

NOW, THEREFORE, BE IT RESOLVED by the Interurban Transit Partnership Board;

- 1. That the CEO or her designee is authorized to execute and file an application on behalf of the Interurban Transit Partnership Board with the Department of Transportation.
- 2. That the CEO or her designee is authorized to execute and file assurances, or any other document required by the Department of Transportation effectuating the purpose of Title VI or the Civil Rights Act of 1964.
- 3. That the CEO or her designee is authorized to furnish additional information as the Department of Transportation may require in connection with the grant application.
- 4. That the CEO or her designee is authorized to set forth and execute a Disadvantaged Business Enterprise Program in connection with this grant application.
- 5. That the CEO or her designee is authorized to execute grant agreements on behalf of the Interurban Transit Partnership Board and the Michigan Department of Transportation for aid in the financing of transit assistance.

<u>CERTIFICATE</u>	
The undersigned, duly qualified and acting Secretary of the certifies that the foregoing is a true and correct copy of a resmeeting of the Interurban Transit Partnership Board.	
	Kris Heald, Board Secretary
	Date

6. That the CEO or her designee is authorized to initiate any TIP, STIP, or UPWP amendments as required for execution of this grant.



Date: January 29, 2025

To: The Rapid Board of Directors

From: Kevin Wisselink, Director- Procurement and Capital Planning

Subject: FY 2026 Specialized Services Grant Application

### **ACTION REQUESTED**

Board approval is requested authorizing submittal of the fiscal year 2026 Specialized Services operating assistance grant application to MDOT and subsequent execution of a contract with MDOT for third party operating assistance with the four recipient agencies: Kent County Community Action of the County of Kent, Kent County CMH Authority d/b/a Network 180, Hope Network and Senior Neighbors.

#### BACKGROUND

Each year The Rapid applies for Specialized Services operating assistance from the Michigan Department of Transportation (MDOT) for senior/disabled transportation in Kent County, which is beyond The Rapid's service area and/or hours of operation. The annual Specialized Service program is prepared by The Rapid in cooperation with the service provider agencies. The Rapid's role in this program is to provide coordination for the various providers to prevent any duplication of services. In fiscal year 2025, The Rapid will receive a total of \$795,474, in Specialized Services operating funds as a pass-through grant. This funding level is determined by MDOT. It is anticipated that a total of \$795,474 will also be reinstated and awarded to The Rapid for the Specialized Services Operating Assistance Program for fiscal year 2026.

The Rapid has a Specialized Services Coordination Committee which meets to determine funding level distribution recommendations to The Rapid Board. The committee met in September 2024 to determine the distribution amounts for FY 2026. The committee also assists in coordination of service to prevent duplication of service and to share information. All agencies listed in Attachment A are represented on the Coordination Committee.

The Rapid staff will present the FY 2026 Specialized Services Operating Assistance Grant Application to the Consumer Advisory Committee (CAC) at the January 2025 meeting.

# SPECIALIZED SERVICES OPERATING ASSISTANCE Fiscal Year 2026

Agency	Description of Service	MDOT Funds
Kent County	Service is provided Monday through Friday,	\$39,774
Community Action	8:00 am until 4:00 pm for seniors and people	
of the County of	with disabilities in Kent County primarily in	
Kent	rural and suburban areas where mass transit	
	is unavailable or current services are	
	insufficient based on current demands.	
Kent County CMH	Service is provided Monday-Friday 8am-	\$350,008
d/b/a Network 180	8pm to and from community activities from	
	Network 180 vocational and non-vocational	
	programs for people with disabilities and	
	behavioral support needs.	
Hope Network	Service is provided seven days a week, 24	\$302,280
	hours depending on the program. Programs	
	include Kent Community Transit,	
	Competitive Employment Ride Program and	
	Wheels to work. Service is provided to	
	disadvantaged, disabled and seniors	
	throughout Kent Count to employment trips,	
	day programs, and various other trips.	
Senior Neighbors	Service is provided Monday through Friday	\$103,412
	from 7:00 am until 4:00 pm for Seniors in	
	rural areas of Kent County.	

TOTAL \$795,474

#### **RESOLUTION NO. 012925-3**

#### Fiscal Year 2025

WHEREAS, The Interurban Transit Partnership Board is designated by the Michigan Department of Transportation as the applicant for the Specialized Services assistance program for fiscal year 2026; and

WHEREBY, The Interurban Transit Partnership Board does hereby make its intentions known to apply for State financial assistance for specialized transportation services during 2026; and,

HEREBY authorizes the CEO or her designee to execute grant agreements and amendments on behalf of the Interurban Transit Partnership Board with the Michigan Department of Transportation to aid in the provision of specialized transportation services for fiscal years 2026; and

HEREBY authorizes the CEO or her designee to execute third party agreements with Kent County Community Action of the County of Kent, Hope Network, Kent County CMH Authority d/b/a Network 180, and Senior Neighbors for 2026 Specialized Services Operating Assistance.

### 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: January 29, 2025

TO: The Rapid Board of Directors

FROM: Kevin Wisselink, Director- Procurement and Capital Planning

SUBJECT: FY 2026 MDOT GRANT APPLICATION

#### **ACTION REQUESTED**

Staff is requesting The Rapid Board approve the FY 2026 Michigan Department of Transportation (MDOT) grant application and authorize the CEO or her designee to execute a grant contract on behalf of The Rapid.

# **BACKGROUND**

Each February, MDOT requires that transit agencies file a grant application for capital, operating and planning assistance for the upcoming fiscal year. The MDOT application is the first grant application in the annual cycle. This draft application is for MDOT use in estimating funding for state budgeting purposes. A final application with project descriptions will be brought to the Board in late FY 2025 when applying for the federal grant application.

#### **OPERATING ASSISTANCE**

The Rapid is requesting \$28,783,306 in State operating assistance based on projected eligible expenses of \$57,566,613. Requested operating assistance is based on 50% of eligible operating expenses, the maximum amount eligible under Act 51, however, actual state match is anticipated to be around 26.0423% or \$14,991,670 Actual expenditures for FY 2026 will be determined through service and budget decisions made by the Board prior to October 1, 2025

### CAPITAL ASSISTANCE - FTA Section 5307

Total capital assistance of \$16,690,000 with a state capital share of \$3,338,000 is requested based on a 20 percent match of the \$13,352,000 estimated federal apportionment of Section 5307 funds. The 20 percent match applies to all capital projects unless otherwise specified. All individual projects and splits are between Federal Transit Administration (FTA) and MDOT as listed in Attachment A. The Board can review and modify all capital and operating programs again in late fall when the federal grant application is filed. There is no local share required for the capital portion of this application.

# PLANNING ASSISTANCE - FTA Section 5307

Total planning assistance of \$205,000 with a state share of \$41,000 is requested based on a 20 percent match of the \$164,000 federal planning funds listed in Attachment A. This amount is an estimate; specific planning activities and a final budget will be developed and brought to the Board

as a part of the annual Unified Planning Work Program (UPWP) prepared in the spring of 2025, at which the application amounts can be amended.

## CONGESTION MITIGATION, AIR QUALITY (CMAQ) AND CARBON REDUCTION PROGRAM

CMAQ and Carbon Reduction funds are used to assist with operating and capital costs associated with programs that reduce carbon monoxide, nitrates, and particulate emissions in the region. The Rapid is requesting a total of \$381,074 with a federal share of \$334,859 and a state share of \$46,215 for the following projects; \$181,074 for Replacement 40' Buses, \$50,000 for Clean Air Action days and \$150,000 (100% federal funding) for the Rideshare program. This amount is an estimate; specific CMAQ/CRU activities can be amended with a final budget when a call for projects is requested from the MPO in the spring of 2025.

## CAPITAL ASSISTANCE – FTA Section 5339

Section 5339 is formula funds and may be used for bus and bus facility projects. A total request of \$1,317,000 with an 80% federal share of \$1,053,600 and a 20% state share of \$263,400.

### CAPITAL ASSISTANCE – FTA Section 5337

Section 5337 is formula funds and may be used to provide capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. A total request of \$1,976,500 with an 80% federal share of \$1,581,200 and a 20% state share of \$395,300.

# Attachment A The Rapid FY 2026 Capital Plan

Project Name	Total Federal	Federal Source	State Match	Funding Source	Total Cost
Section 5307					
A&E	40,000	5307	10,000	CTF	50,000
ADA Vehicle Equipment	4,000	5307	1,000	CTF	5,000
Bus Tire Lease	260,000	5307	65,000	CTF	325,000
Capital Costs of Contracting	1,040,000	5307	260,000	CTF	1,300,000
Computer Hardware	185,600	5307	46,400	CTF	232,000
Computer Software	300,000	5307	75,000	CTF	375,000
Facility Equipment	40,000	5307	10,000	CTF	50,000
ITS	638,400	5307	159,600	CTF	798,000
Preventative Maintenance	3,200,000	5307	800,000	CTF	4,000,000
Rehab Admin/Maintenance Facility	640,000	5307	160,000	CTF	800,000
Busch Drive Expansion	2,400,000	5307	600,000	CTF	3,000,000
Replacement 40' Buses	2,180,000	5307	545,000	CTF	2,725,000
Replacement Paratransit Vehicles	1,912,000	5307	478,000	CTF	2,390,000
Service Vehicles	60,000	5307	15,000	CTF	75,000
Shelters/Stop Improvements	160,000	5307	40,000	CTF	200,000
Shop Equipment	8,000	5307	2,000	CTF	10,000
Surveillance/Security Equipment	120,000	5307	30,000	CTF	150,000
Total Capital	\$13,188,000		\$3,297,000		\$16,485,000
Planning Funds	164,000	5307	41,000	CTF	205,000
Total (5307)	\$13,352,000		\$3,338,000		\$16,690,000
CMAQ/CRU					
Replacement 40' Buses	144,859	CMAQ	36,215	CTF	181,074
Rideshare	150,000	CMAQ	0		150,000
Clean Air Action Days	40,000	CRU	10,000	CTF	50,000
Total (CMAQ/CRU)	\$334,859		\$46,215		\$381,074
Section 5339 Bus/Bus Facility	_				
Replacement 40' Buses	1,053,600	5339	263,400	CTF	1,317,000
Total (5339)	\$1,053,600		\$263,400		\$1,317,000
Section 5337 State of Good Repair					
Replacement 40' Buses	1,581,200	5337	395,300	CTF	1,976,500
Total (5337)	\$1,581,200		\$395,300		\$1,976,500

### INTERURBAN TRANSIT PARTNERSHIP BOARD

### **RESOLUTION NO. 012925-4**

#### Fiscal Year 2025

#### **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 Commission of 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 performance indicators have been reviewed and approved by the governing body.

WHEREAS, the Interurban Transit Partnership Board will review and approve a balanced budget for fiscal year 2026; and

WHEREAS, the Interurban Transit Partnership Board has reviewed and approved the proposed balanced estimated budget for Section 5307 of \$13,352,000 in federal funds, matched with \$3,338,000 estimated state funds. Estimated Section 5339 budget of \$1,053,600 in federal funds, matched with \$263,400 estimated state funds. Estimated Section 5337 budget of \$1,581,200 in federal funds, matched with \$395,300 estimated state funds. Estimated CMAQ/CRU budget of \$334,859 in federal funds, matched with \$46,215 estimated state funds and \$57,566,613 total estimated eligible expenses.

NOW, THEREFORE, BE IT RESOLVED, that the Interurban Transit Partnership Board does herby 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 CEO or her designee, as the Transportation Coordinator for all public transportation matters and is authorized to provide such information as deemed necessary by the commission or department for its administration of Act 51 for 2026; and

BE IT RESOLVED, that the CEO or her designee are hereby authorized to execute agreements, contract extensions and to initiate any Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), or Unified Planning Work Program (UPWP) amendments with the Michigan Department of Transportation on behalf of the Interurban Transit Partnership Board for capital, operating, planning, 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:** January 29, 2025

**To:** ITP Board

From: Mike Wieringa – Director of Security

**Subject:** Project 2025-23: Security Cameras for Thirteen (13) New Paratransit Vehicles

## **ACTION REQUESTED**

Authorization is requested by the ITP Board to enter into a contract with Safe Fleet for the purchase and installation of onboard security camera systems on thirteen (13) new Ford E-450 cutaway paratransit vehicles at a cost of \$125,520.

# **BACKGROUND**

ITP first utilized Safe Fleet camera systems when they were the winning contractors through a Request for Proposal (RFP) process for new onboard security cameras for ITP's paratransit fleet. Subsequently, all Go!Bus and on-demand vehicles were equipped with Safe Fleet cameras and Safe Fleet mobile digital recorders (MDRs). Further, ITP also utilizes Safe Fleet cameras on all fixed route vehicles.

Replacing all the cameras and MDRs in ITP's paratransit and fixed route fleet would be cost prohibitive and many were not fully depreciated. Also, having more than one system would mean multiple software systems to manage them. Consequently, it was decided that all new cameras and MDRs must be compatible with Safe Fleet software, including the cameras for the 13 new paratransit vehicles.

ITP is very happy with the performance of all the previously installed Safe Fleet systems.

# **PROCUREMENT**

This will be a sole source procurement based on the above cited rationale. ITP requested Safe Fleet to provide a proposal for the cost to purchase and install each of the vehicles with six (6) cameras and all the necessary technology to operate the cameras. ITP conducted a comparison of the proposed price to the previous demand response vehicle camera system installations and determined that the new costs proposed by Safe Fleet are fair and reasonable.

### **FUNDING**

Funding is provided by Federal and State Grant funds.



#### INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

#### RESOLUTION No. 012925-5

Fiscal Year: 2025

Moved and supported to adopt the following resolution:

Approval to enter a contract with Safe Fleet to purchase and install onboard vehicle camera systems on 13 new E-450 Ford cutaway paratransit vehicles at a cost of \$125,520.

BE IT RESOLVED that the ITP CEO is hereby authorized to enter a contract with Safe Fleet to purchase and install onboard vehicle camera systems on 13 new Ford E-450 cutaway paratransit vehicles at a cost of \$125,520 in accordance with the information presented to the ITP Board on January 29, 2025.

#### <u>CERTIFICATE</u>

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:** January 29, 2025

To: ITP Board of Directors

**From:** Steven Clapp – Director of Fleet Maintenance

Subject: Purchase of Nine (9) CNG/RNG 40' Fixed-Route Revenue Buses

#### **ACTION REQUESTED**

Authorization is requested from the Interurban Transit Partnership (ITP) Board of Directors to purchase nine (9) Compressed Natural Gas/Renewable Natural Gas (CNG/RNG) 40' buses from the Gillig Corporation in the amount of \$7,549,596 with an additional \$90,000 in contingency to add new technology or safety enhancements should they become available.

#### **BACKGROUND**

The vehicles will replace existing diesel-powered buses that have met their useful life of 12 years/500,000 miles in accordance with FTA regulations. The CNG/RNG buses will decrease emissions and provide reduced fuel costs as compared to diesel powered buses.

#### **PROCUREMENT**

The vehicles will be purchased under the existing contract with the Gillig Corporation which was competitively bid in compliance with FTA requirements (ITP Project 2021-16).

#### **FUNDING SOURCE**

Funding for the buses will be derived from approved Federal and State capital assistance grants. No local match is required.

# **RESOLUTION NO. 012925-6**

# Fiscal Year 2025

Moved and supported to adopt the following resolution:
Approval to execute an agreement with Gillig Corporation for the purchase of nine (9) CNG 40' buses.
BE IT RESOLVED that the CEO is hereby authorized to execute an agreement with the Gillig Corporation to purchase nine (9) CNG 40' buses, in the amount of \$7,549,596 with an additional contingency of \$90,000 for technology and safety enhancements in accordance with information presented to the ITP Board on January 29, 2025.
<u>CERTIFICATE</u>
The undersigned, duly qualified and acting secretary of the Interurban Transit Partnership Board of Directors, 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 of Directors.
Kris Heald, ITP Board Secretary



**Date:** January 29, 2025

**To:** ITP Board of Directors

From: Linda Medina, Director of Finance

**Subject:** Financial Statements and Single Audit Reports Years Ended September 30,

2024, and 2023

#### **OVERVIEW**

Attached for your approval are the Financial Statements and Single Audit Reports for fiscal years ended September 30, 2024, and 2023 and the audit wrap up report.

#### **BACKGROUND**

The FY 23/24 audit was completed by BDO USA in accordance with standards contained in Government Auditing Standards. The necessary financial statements along with any required supplemental information per State and Federal regulations are presented in the Financial Statements and Single Audit Reports.

The financial statements are prepared in conformity with general accepted accounting procedures (GAAP) on an accrual basis. Revenues are recognized in the period in which earned, and expenses are recognized in the period incurred.

Once again, BDO USA issued an unmodified opinion on the report and no material weaknesses or significant deficiencies were identified. This opinion confirms that the financial statements are fairly and appropriately presented and in compliance with GAAP. Below are the highlights for FY 23/24:

- Net position increased by \$10.2 million dollars in FY 23/24. Operating revenue increased \$240,000 (5%) compared to FY 22/23 due to increased ridership, but non-operating revenue decreased \$4 million (2%) with the reduction in capital spending.
- Expenses decreased \$566,000 (1%) compared to FY 22/23. The Services category decreased by \$438,000 (10%) due to the change from contracted to in-house security operations, Utilities reduced by \$164,000 (12%) due to favorable weather, and the Miscellaneous category decreased by \$106,000 (20%) as outreach and promotional campaigns were reduced, following the robust campaigns launched in FY 22/23 for Transit App and open payments.
- From year to year there was a \$3 million (2%) decrease in capital assets. The Rapid
  continues to invest in revenue service vehicles, facilities, support equipment,
  information systems technology, etc. to maintain and enhance community and
  regional outcomes. This year's purchases included revenue service linehaul vehicles,

Demand Response revenue service vehicles (propane and electric), and completion of the Ellsworth and Rapid Central Station rehabilitation projects.

• Comparing FY 23/24 actual to budget, expenses were \$11.7 million (20%) under budget and revenues were \$642,000 (1%) under budget. The net effect of revenue and expenses is returning \$5.6 million to reserves instead of using \$5.4 million as budgeted.

Also included in the report is information regarding the defined benefit pension plans. In FY 23/24, a high-range contribution was made to both plans. Both plans had a favorable return.

Please feel free to contact me directly at (616) 774-1149 or <a href="mailto:lmedina@ridetherapid.org">lmedina@ridetherapid.org</a> with any additional questions regarding the audit report.

Financial Statements Years Ended September 30, 2024 and 2023

Required Supplementary Information, Supplementary Information, and Schedule of Expenditures of Federal Awards and Reports Required by *Government Auditing* Standards and Uniform Guidance Year Ended September 30, 2024



Financial Statements Years Ended September 30, 2024 and 2023

Required Supplementary Information, Supplementary Information, and Schedule of Expenditures of Federal Awards and Reports Required by Government Auditing Standards and Uniform Guidance

Year Ended September 30, 2024

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#### **Independent Auditor's Report**

Members of the Board Interurban Transit Partnership Grand Rapids, Michigan

#### Report on the Audit of the Financial Statements

#### **Opinions**

We have audited the financial statements of Interurban Transit Partnership (ITP), as of and for the years ended September 30, 2024 and 2023 (as of and for the years ended June 30, 2024 and 2023 for the Fiduciary Funds), and the related notes to the financial statements, which collectively comprise ITP's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of Interurban Transit Partnership as of September 30, 2024 and 2023 (June 30, 2024 and 2023 for the Fiduciary Funds), and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended, in accordance with accounting principles generally accepted in the United States of America.

#### **Basis for Opinions**

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of ITP and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about ITP's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.



#### Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and Government Auditing Standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit
  procedures that are appropriate in the circumstances, but not for the purpose of
  expressing an opinion on the effectiveness of ITP's internal control. Accordingly, no such
  opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about ITP's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audits.

#### Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis, the schedules of changes in the net pension (asset) liability and related ratios, and the schedules of contributions be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of



management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

#### Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise ITP's basic financial statements. The accompanying combining statements, and various schedules as listed in the table of contents, and the schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, are presented for purposes of additional analysis and are not required parts of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining statements, and various schedules as listed in the table of contents, and the schedule of expenditures of federal awards, are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

#### Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 23, 2025 on our consideration of ITP's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of ITP's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering ITP's internal control over financial reporting and compliance.

BDO USA, P.C.

January 23, 2025

#### Management's Discussion and Analysis

This section of Interurban Transit Partnership's (ITP) annual financial report presents our discussion and analysis of ITP's financial performance during the fiscal years ended September 30, 2024 and 2023.

#### Financial Highlights

- The state operating assistance reimbursement rate (for eligible operating expenses) for fiscal year (FY) ended 2024 increased to 33.8553% from 29.2015% in FY 2023. The rate was 29.5134% in FY 2022.
- ITP levied 1.395 mills in 2024, 1.41 mills in 2023, and 1.41 mills in 2022, respectively, as approved by the taxpayers, adjusted by MCL211.34d (Headlee adjustment).
- GASB 68 Accounting and Financial Reporting for Pensions, requires that ITP's net pension (asset) liability, as well as deferred outflows and inflows of resources related to pensions, be recorded in its financial statements. ITP recognized a net pension asset of \$618,866 as of September 30, 2024. ITP recognized a net pension liability of \$1,146,920, and \$2,927,208 as of September 30, 2023, and 2022, respectively.

#### Overview of the Financial Statements

The financial section of this annual report consists of four parts: management's discussion and analysis (this section), the basic financial statements and notes to the financial statements, required supplementary information, and other supplementary information.

The financial statements provide both long-term and short-term information about ITP's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of other supplementary information that further explains and supports the information in the financial statements.

The financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to public transit authorities on an accrual basis. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and depreciation of assets is recognized in the statements of revenues, expenses, and changes in net position. All assets, deferred outflows of resources, liabilities, and deferred inflows of resources associated with the operation of ITP are included in the statements of net position.

The statements of net position report the net position and how it has changed. Net position, the difference between assets, deferred outflows of resources, liabilities, and deferred inflows of resources is one way to measure the financial health or position of ITP.

#### Financial Analysis of ITP

#### **Net Position**

ITP's net position increased by \$10.2 million for the year ended September 30, 2024, an increase of 5% from September 30, 2023 (see Table A-1). The increase in current assets was influenced by additional revenue ITP continues to invest in capital assets (buildings, vehicles, technology, and

## Management's Discussion and Analysis

infrastructure) to achieve community and regional outcomes. This fiscal year's significant capital purchases include the purchase of revenue vehicles, completion of the Ellsworth and Rapid Central Station Info Booth renovations, and the Silver Line station wheel guides program. The net pension (asset) liability decreased as the asset return was favorable for the defined benefit plans.

ITP's net position increased by \$5.8 million for the year ended September 30, 2023, an increase of 3% from September 30, 2022 (see Table A-1). The increase in current assets includes the last of federal COVID reimbursement of operating expenses. The reimbursement increased cash investments and ITP's five-year financial outlook. ITP continues to invest in capital assets (land, buildings, vehicles, equipment, and infrastructure) to achieve community and regional outcomes. This fiscal year's significant capital purchases include the purchase of revenue vehicles, renovation of the Ellsworth building, the Cummins Park and Ride Lot in Walker, and an additional compressor at the Lake Line facility. The net pension liability decreased as the asset return was favorable for the defined benefit plans.

Table A-1
Net Position
(in thousands of dollars)

September 30,	2024	2023	2022
Current assets Capital assets, net Net pension asset	\$ 96,846 151,406 619	\$ 88,042 148,395 -	\$ 77,697 151,476 -
Total Assets	248,871	236,437	229,173
Deferred Outflows of Resources	548	953	1,821
Current Liabilities	10,621	8,806	7,836
Long-Term Liabilities	341	1,724	2,927
Deferred Inflows of Resources	23,500	22,108	21,247
Net Position Net investment in capital assets Unrestricted	151,406 63,551	148,395 56,357	151,476 47,508
Total Net Position	\$ 214,957	\$ 204,752	\$ 198,984

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## Management's Discussion and Analysis

#### Changes in Net Position

Net position increased by \$10.2 million from September 30, 2023 to September 30, 2024 (see Table A-2). Operating revenue increased slightly as ridership saw a slight increase. The change in non-operating revenues is a result of higher property values increasing property tax revenues and the inclusion of the Alternative Fuel Credit and RIN credits. Capital contributions increased this fiscal year with the purchase of linehaul and specialized service revenue vehicles, electric buses, the renovation of the Rapid Central Station Info Booth, the completion of the Ellsworth renovation, the VOIP bus radio upgrade, and the Silver Line station wheel guides program.

Net position increased by \$5.8 million from September 30, 2022 to September 30, 2023 (see Table A-2). Operating revenues increased as ridership is recovering. The change in non-operating revenues is a result of the decrease in federal funding due to the completion of the American Rescue Plan Act (ARPA) grant. Capital contributions increased this fiscal year with the purchase of linehaul and specialized service revenue vehicles, the renovation of the Ellsworth building, the addition of the Cummings Park and Ride Lot and the purchase of an additional CNG fueling compressor at the Laker Line facility.

Table A-2 Change in Net Position (in thousands of dollars)

Year ended September 30,	2024	2023	2022
Operating Revenues Passenger fares Advertising	\$ 4,783 377	\$ 4,535 \$ 385	4,216 411
Total Operating Revenues	5,160	4,920	4,627
Operating Expenses Salaries and fringe benefits Supplies and other operating expenses Depreciation and loss on disposal of assets	27,722 22,645 16,884	27,649 23,780 16,676	26,582 20,263 16,234
Total Operating Expenses	67,251	68,105	63,079
Operating Loss	(62,091)	(63,185)	(58,452)
Non-Operating Revenues State and federal Property taxes Other local	22,077 20,316 9,762	29,968 18,868 7,364	38,298 18,012 7,096
Total Non-Operating Revenues	52,155	56,200	63,406
Income (Loss), before capital contributions  Capital Contributions	(9,936) 20,141	(6,985) 12,753	4,954 9,427
Change in Net Position  Net Position, beginning of year	10,205	5,768 198,984	14,381 184,603
Net Position, end of year	\$ 214,957	\$ 204,752 \$	198,984

## Management's Discussion and Analysis

Table A-3
Operating Expenses Before Depreciation
(in thousands of dollars)

The table below compares fiscal year ended September 30, 2024 to September 30, 2023 for operating expenses before depreciation. The main changes from year-to-year are attributed to the transition of the Security function to in-house instead of outsourcing the service, favorable weather conditions which lead to a decrease in expected utility costs, and marketing expenses declined as the promotional campaign for the Transit App and Open Payment System was completed in the previous fiscal year.

Year ended September 30,		2024	2023	Change (%)
Labor	\$	19,269	\$ 18,989	1.0
Fringe benefits	•	8,453	8,660	(2.0)
Services		3,923	4,361	(10.0)
Materials and supplies consumed		4,714	4,794	(2.0)
Utilities		1,240	1,404	(12.0)
Casualty and liability costs		2,592	2,468	<b>5.0</b>
Purchased transportation		9,666	9,642	-
Miscellaneous		411	517	(20.0)

The table below compares fiscal year ended September 30, 2023 to September 30, 2022 for operating expenses before depreciation. The main changes from year-to-year are attributed to an increase in overtime due to labor challenges, the completion of the Rapid Central Station driveway rehabilitation project, implementation of a new purchased transportation contract (demand response), a dramatic increase in pass through funding for Specialized Services, and overall inflation and economic pressures resulted in inflation.

Year ended September 30,	2023	2022	Change (%)
Labor	\$ 18,989	\$ 18,207	4.3
Fringe benefits	8,660	8,375	3.4
Services	4,361	3,946	10.5
Materials and supplies consumed	4,794	4,745	1.0
Utilities	1,404	1,334	5.2
Casualty and liability costs	2,468	2,453	0.6
Purchased transportation	9,642	6,855	40.7
Miscellaneous	517	492	5.1

## Management's Discussion and Analysis

#### **Capital Assets**

As of September 30, 2024, ITP had invested approximately \$295,115,000 in capital assets, including land, land improvements, buildings, revenue equipment, and machinery and operating equipment. Net of accumulated depreciation, capital assets on September 30, 2024 totaled approximately \$151,406,000 (see Table A-4). This amount represents a net increase (including additions and disposals, net of depreciation) of approximately \$3.0 million, or 2.0%, from September 30, 2023.

As of September 30, 2023, ITP had invested approximately \$281,795,000 in capital assets, including land, land improvements, buildings, revenue equipment, and machinery and operating equipment. Net of accumulated depreciation, capital assets on September 30, 2023 totaled approximately \$148,395,000" (see Table A-4). This amount represents a net decrease (including additions and disposals, net of depreciation) of approximately \$3.1 million, or 2.0%, from September 30, 2022.

Table A-4 Capital Assets, Net of Depreciation (in thousands of dollars)

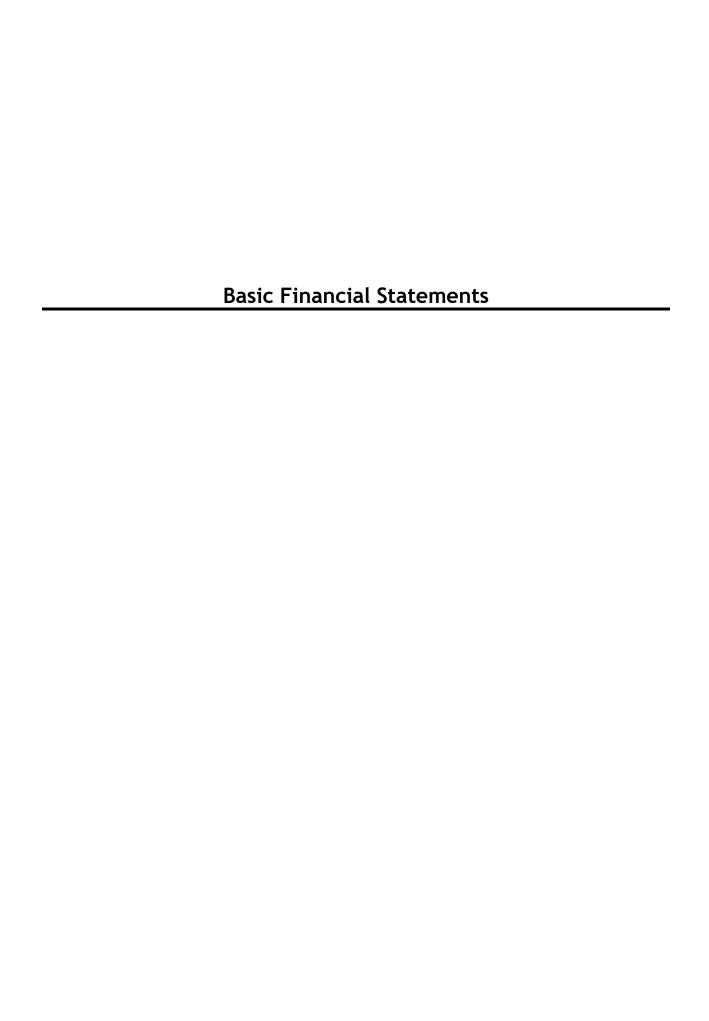
September 30,		2024		2023	Change (%)
Land	\$	12,139	\$	12,139	-
Artwork	·	<sup>2</sup> 368	•	368	-
Easements		55		55	1.0
Construction in progress		-		1,958	(100.0)
Land improvements		2,758		3,032	(9.0)
Facilities		78,738		79,099	` -
Revenue vehicles		44,720		39,112	13.0
Support equipment		6,720		5,749	24.0
Information systems and technology		5,032		5,639	(11.0)
Software and software development		381		403	(5.5)
Subscription Based Information Technology					
Arrangements (SBITA)		495		841	(41.1)
Total Net Capital Assets	\$	151,406	\$	148,395	2.0
					_
September 30,		2023		2022	Change (%)
Land	\$	12,139	\$	12,139	-
Artwork		368	·	368	-
Easements		55		55	-
Construction in progress		1,958		-	100.0
Land improvements		3,032		2,709	11.9
Facilities		79,099		83,112	(4.8)
Revenue vehicles		39,112		42,700	(7.6)
Support equipment		5,749		3,883	39.5
Information systems and technology		5,639		5,908	(4.6)
Software and software development		403		602	(38.2)
Subscription Based Information Technology					
Arrangements (SBITA)		841		-	100.0
Total Net Capital Assets	\$	148,395	\$	151,476	(2.1)

#### Management's Discussion and Analysis

#### **Economic Factors and Next Year's Budget**

ITP's focus in FY 2023/2024 was to continue to double down on communicating the value transit provides in achieving community equity, access and regional economic growth goals and outcomes. Transit is no longer a conversation limited to how many riders are on ITP's system. The conversation has turned to the value a transit network and infrastructure brings to support and promote the vitality of the community it serves. ITP is a strategic partner in growth and economic development, playing its part means providing access to employment, health care, and education and by offering and continuously improving and reimagining a flexible network of public transportation and mobility solutions. This year ITP signed a ten year Laker Line agreement and executed a new contract with Grand Rapids Community College for student all access to the system.

For FY 2024/2025, the Board of Directors adopted a \$58.2 million operating budget, exclusive of depreciation, and a \$30.9 million capital budget. Ridership, passenger fares contract service revenue remains consistent. Property tax revenue is anticipated to be stable, and state operating assistance decreased to 29.1515%. Unrestricted net reserves will be used to offset the deficit between revenue and expenses. The goals is to continue to participate in legislative briefings and testimonies to support the newly formed Legislative Transit Caucus, identify alternative revenue tools used by other states through the Transit Master Plan, and review our internal revenue sources to identify potential additional funding solutions. Transitioning ITP's fleet to zero emissions continues to be a priority of ITP. The linehaul fleet is currently 77% CNG and 23% diesel. Staff continues to explore strategies to ensure long term financial sustainability.



# Statements of Net Position Enterprise Fund

September 30,	2024	2023
Assets		
Current Assets		
Cash and investments (Note 2)	\$ 77,844,369	\$ 75,924,629
Property taxes receivable, net	867,676	2,315,218
Due from federal government	9,694,898	3,740,872
Due from State of Michigan	958,839	2,195,997
Billed receivables	5,460,562	1,763,040
Materials and supplies inventories	736,621	747,054
Prepaid expenses and deposits	1,283,055	1,354,706
Total Current Assets	96,846,020	88,041,516
Capital Assets (Note 3)		
Facilities	125,709,426	121,383,660
Revenue vehicles	92,338,639	86,039,523
Support equipment	23,165,066	20,329,630
Land and improvements	18,605,827	18,541,503
Information systems, technology, and software	33,794,510	32,041,549
Other non-depreciable assets	423,813	423,813
Subscription Based Information Technology		
Arrangements (SBITA)	1,077,359	1,077,359
Construction in progress	-	1,958,118
	295,114,640	281,795,155
Less: accumulated depreciation and amortization	(143,708,284)	(133,400,530)
Net Capital Assets	151,406,356	148,394,625
Net Pension Asset	618,866	-
Total Assets	\$ 248,871,242	\$ 236,436,141
Deferred Outflows of Resources		
Related to pensions (Note 4)	\$ 547,940	\$ 953,056
hetated to pensions (Note 4)	3 347,740	000,666 د

# Statements of Net Position Enterprise Fund

September 30,	2024	2023
Liabilities		
Current Liabilities Accounts payable Accrued payroll Unredeemed fares Unearned revenues Due to state of Michigan Current portion of subscription liabilities (Note 7)	\$ 2,649,451 2,276,155 880,921 240,444 4,274,491 300,342	\$ 3,586,605 2,029,206 790,927 269,458 1,870,612 259,040
Total Current Liabilities	10,621,804	8,805,848
Net Pension Liability (Note 4)	-	1,146,920
Subscription Liabilities, net of current portion (Note 7)	340,399	576,790
Total Liabilities	\$ 10,962,203	\$ 10,529,558
Deferred Inflows of Resources Property taxes received or receivable before the levy date Related to pensions (Note 4)	\$ 21,594,103 1,906,141	\$ 20,071,589 2,035,988
Total Deferred Inflows of Resources	\$ 23,500,244	\$ 22,107,577
Net Position  Net investment in capital assets  Unrestricted	\$ 150,765,615 64,191,120	\$ 147,558,795 57,193,267
Total Net Position	\$ 214,956,735	\$ 204,752,062

## Statements of Revenues, Expenses, and Changes in Net Position Enterprise Fund

Year ended September 30,	2024	2023
Operating Revenues Passenger fares Advertising	\$ 4,783,317 376,547	\$ 4,534,783 385,457
Total Operating Revenues	5,159,864	4,920,240
Operating Expenses Salaries and fringe benefits Supplies and other operating expenses Depreciation and loss on disposal of assets	27,722,014 22,644,824 16,884,156	27,648,668 23,780,278 16,676,021
Total Operating Expenses	67,250,994	68,104,967
Operating Loss	(62,091,130)	(63,184,727)
Non-Operating Revenues State Federal Property taxes Other local	17,219,454 4,857,030 20,315,753 9,762,208	16,839,046 13,128,675 18,867,978 7,363,867
Total Non-Operating Revenues	52,154,445	56,199,566
Loss, before capital contributions  Capital Contributions	(9,936,685) 20,141,358	(6,985,161) 12,753,274
Change in Net Position	10,204,673	5,768,113
Net Position, beginning of year	204,752,062	198,983,949
Net Position, end of year	\$ 214,956,735	\$ 204,752,062

# Statements of Cash Flows Enterprise Fund

Year ended September 30,	2024	2023
Cash from Operating Activities Receipts from customers Payments to suppliers Payments to employees and fringe benefits	\$ 1,552,337 (23,499,895) (28,965,582)	\$ 7,939,457 (23,611,683) (29,020,156)
Net Cash Used in Operating Activities	(50,913,140)	(44,692,382)
Cash from Noncapital Financing Activities Federal grants received State grants received Local government assistance received Property taxes Other income	4,857,030 20,860,491 6,580,524 23,285,808 1,046,476	13,128,675 15,649,086 5,932,328 19,383,771 324,998
Net Cash Provided by Noncapital Financing Activities	56,630,329	54,418,858
Cash from Capital and Related Financing Activities Federal contributed capital State contributed capital Purchase of capital assets Proceeds from sale of capital assets	10,219,274 3,703,652 (19,895,887) 87,822	7,608,161 2,957,694 (12,517,218) 92,218
Net Cash Used in Capital and Related Financing Activities	(5,885,139)	(1,859,145)
Cash from Investing Activity Interest received on investments	2,087,690	1,004,299
Net Increase in Cash and Investments	1,919,740	8,871,630
Cash and Investments, beginning of year	75,924,629	67,052,999
Cash and Investments, end of year	\$ 77,844,369	\$ 75,924,629
Reconciliation of Operating Loss to Net Cash Used in Operating Activities Operating loss Adjustments to reconcile operating loss to net cash used in operating activities:	\$ (62,091,130)	\$ (63,184,727)
Depreciation and loss on disposal of assets Changes in assets and liabilities:	16,884,156	16,676,021
(Increase) decrease in billed receivables (Increase) decrease in inventories (Increase) decrease in prepaid expenses and deposits Increase (decrease) in accounts payable Increase (decrease) in accrued payroll Increase in unredeemed fares Decrease in pension-related items	(3,697,523) 10,433 71,651 (937,154) 246,949 89,994 (1,490,517)	2,855,379 (50,963) (55,980) 275,540 124,834 163,837 (1,496,322)
Net Cash Used in Operating Activities	\$ (50,913,140)	\$ (44,692,382)

# Statements of Fiduciary Net Position Fiduciary Funds

J	u	n	е	3	0	,

	Pension Trust Funds			
	2024		2023	
Assets				
Cash and short-term investments (Note 2)	\$ 658,276	\$	727,749	
Receivables: Interest and dividends receivable	2,848		3,071	
Investments, at fair value (Note 2): Bond mutual funds Equity mutual funds	3,667,845 10,957,689		3,114,317 10,210,834	
Total Investments, at fair value	14,625,534		13,325,151	
Total Assets	15,286,658		14,055,971	
Net Position Held in Trust for Pension Benefits	\$ 15,286,658	\$	14,055,971	

# Statements of Changes in Fiduciary Net Position Fiduciary Funds

Year	ended	June	30.
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	Pension Trust Funds				
			2023		
Additions					
Employer and employee contributions	\$	413,245	\$	900,000	
Investment income:					
Net appreciation		1,561,717		1,283,668	
Interest		32,272		23,467	
Dividends		366,665		275,560	
Investment expense		(12,643)		(12,304)	
Total Investment Income		1,948,011		1,570,391	
Total Additions, net of investment income		2,361,256		2,470,391	
Deductions					
Benefits		1,090,984		1,091,824	
Administrative expense		39,585		42,792	
Total Deductions		1,130,569		1,134,616	
Change in Net Position		1,230,687		1,335,775	
Net Position Held in Trust for Pension Benefits,					
beginning of year		14,055,971		12,720,196	
Net Position Held in Trust for Pension Benefits,					
end of year	\$	15,286,658	\$	14,055,971	

#### **Notes to Financial Statements**

#### 1. Summary of Significant Accounting Policies

#### Reporting Entity

Interurban Transit Partnership (ITP) was created in 2000 pursuant to the provisions of the Public Transit Authority Act of 1986, as amended. The six-member municipalities of East Grand Rapids, Grandville, Kentwood, Walker, and Wyoming each levy taxes to fund operations.

ITP provides public passenger transportation to the general public in the greater Grand Rapids area. These financial statements include the Enterprise Fund and the Pension Trust Funds of ITP.

#### Measurement Focus and Basis of Accounting

The Enterprise Fund's and Pension Trust Funds' financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when earned; expenses are recognized when incurred. Grants are recognized as revenue as soon as all eligibility requirements have been met.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with the fund's principal ongoing operations. The principal operating revenues are passenger fares. Operating expenses include salaries and benefits, supplies and operating expense, and depreciation. All revenues not meeting this definition are reported as non-operating revenues.

#### Cash

ITP considers cash on hand, demand deposits, and short-term investments in Kent County's investment pool, and governmental money market funds with local financial institutions with maturities of three months or less when purchased to be cash for the statements of cash flows.

#### Materials and Supplies Inventories

Materials and supplies inventories are stated at the lower of average cost or market.

#### Investments

Investments in bond mutual funds and equities are recorded at fair value based on quoted market prices.

#### Capital Assets

Property, buildings, and equipment are recorded at cost. Depreciation is computed on the straight-line method based on the estimated useful lives of the related assets. Assets having a useful life in excess of three years and whose costs exceed \$1,000 are capitalized. Expenditures for maintenance and repairs are charged to expense as incurred. Contributions of funds from federal, state, or local sources for the purpose of purchasing property, plant, and equipment are recorded as contributions when received.

#### **Notes to Financial Statements**

Estimated useful lives of the related assets by asset category are as follows:

Asset category	Useful Life (Years)
Facilities	20-40
Revenue vehicles	3-12
Support equipment	3-10
Land improvements	10-30
Information systems, technology, and software	3-10

#### **Unearned Revenues**

Unearned revenues arise when resources are received by ITP before it has a legal claim to them, as when grant monies are received prior to the incurrence of qualifying expenditures. In subsequent periods, when revenue recognition criteria are met or when ITP has a legal claim to the resources, the liability for unearned revenue is removed from the statements of net position and revenue is recognized.

#### **Deferred Outflows of Resources**

In addition to assets, the statements of net position report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expenses) until then. ITP has pension-related items that qualify to be reported in this category. These amounts are expensed in the plan years in which it applies.

#### **Deferred Inflows of Resources**

In addition to liabilities, the statements of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. ITP has two items that qualify for reporting in this category. First, ITP reports a deferred inflow of resources for property taxes received or receivable prior to the period for which they were levied. Second are the future resources yet to be recognized in relation to the pension actuarial calculation. These future resources arise from differences in the estimates used by the actuary to calculate the pension liability and the actual results. The amounts are amortized over a period determined by the actuary.

#### **Pensions**

For purposes of measuring the net pension (asset) liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of ITP's pension plans and additions to/deductions from the plans' fiduciary net positions have been determined on the same basis as they are reported by the plans. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

#### **Notes to Financial Statements**

#### **Net Position**

Net position represents the difference between assets, deferred outflows of resources, liabilities, and deferred inflows of resources. Net position invested in capital assets is net of accumulated depreciation. Net position is reported as restricted when there are limitations imposed on its use either through legislation or external restrictions imposed by creditors, grantors, laws, or regulations of other governments.

#### **Compensated Absences**

Bus operators, maintenance, and facility employees are credited 56 hours of personal paid leave each year on their seniority date. An employee who has worked less than 1,680 hours in the prior 12 months shall be credited with a proportionate share of paid personal leave. Paid personal leave may be accrued with no maximum limit. Upon termination, employees are paid for unused personal leave at their current rates.

#### **Property Taxes**

Property taxes are levied as an enforceable lien on property as of December 1. ITP's taxes are billed on July 1 and are due without penalty on July 31 for the city of Grand Rapids and September 14 for all other local governments. Real property taxes not collected as of March 1 are turned over to Kent County for collection. The county then advances ITP 100% of the delinquent real property taxes. Collection of the delinquent personal property taxes remains the responsibility of the local communities.

Property taxes are recognized as revenue in the period for which they are levied, with proper allowances made for estimated uncollectible amounts. ITP levied 1.395 mills and 1.41 mills for fiscal years 2024 and 2023, respectively, for operations as approved by the voters and adjusted by MCL211.34d (Headlee adjustment) in a prior year.

#### Advertising

ITP advertising is outsourced. The contracting agency is responsible for any related expenses. ITP records no advertising expenses, and none are included in total eligible operating expenses.

#### Subscription-Based Information Technology Arrangements

ITP is party to two subscription-based information technology arrangements (SBITAs). ITP recognizes a subscription liability and an intangible right-to-use subscription asset (subscription asset) in the financial statements. ITP recognizes subscription liabilities with an initial term greater than 12 months. Remaining subscription terms range from three to four years with fixed payments due annually. For SBITAs with a maximum possible term of 12 months or less at commencement, ITP recognizes expenses based on the provisions of the arrangement.

At the commencement of a SBITA, ITP initially measures the subscription liability at the present value of expected subscription payments to be made over the SBITA term. Subsequently, the subscription liability is reduced by the principal portion of subscription payments made. The subscription asset is initially measured as the initial measurement of the subscription liability, adjusted for payments associated with the SBITA contract made to the vendor at the commencement of the subscription term, plus any capitalizable initial implementation costs, less any vendor

#### **Notes to Financial Statements**

incentives received at the commencement of the subscription term. Subsequently, the subscription asset is amortized on a straight-line basis over the shorter of the useful life of the IT asset or subscription term.

Key estimates and judgments related to SBITAs include how ITP determines (1) the discount rate it uses to discount the expected subscription payments to present value, (2) the subscription term, and (3) subscription payments.

ITP uses the interest rate charged by the vendor as the discount rate. When the interest rate charged by the vendor is not provided, ITP generally uses its estimated incremental borrowing rate as the discount rate. The subscription term includes the noncancellable period during which ITP has a noncancellable right to use the underlying IT assets. The subscription term also includes periods covered by an option to extend if reasonably certain ITP or vendor will exercise that option or to terminate if it is reasonably certain that ITP or vendor will not exercise that option. Subscription payments included in the measurement of the subscription liability are composed of fixed payments.

ITP monitors changes in circumstances that would require a remeasurement of a SBITA and will remeasure the subscription asset and subscription liability if certain changes occur that are expected to significantly affect the amount of the subscription liability.

Subscription assets are reported with other capital assets and subscription liabilities are reported with long-term obligations on the statement of net position.

ITP capitalizes qualifying initial implementation costs of \$1,000 or more as part of the subscription asset. Preliminary project stage outlays are expensed as included. Operation and additional implementation stage activities are expensed as incurred unless they meet specific capitalization criteria.

#### **Estimates**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

#### Subsequent Events

Management has evaluated subsequent events through January 23, 2025, the date the financial statements were available to be issued. Based on that evaluation, there were no matters identified that had a significant impact on the financial statements as presented.

#### 2. Cash and Investments

#### **Deposits**

State statutes require that certificates of deposit, savings accounts, deposit accounts, and depository receipts are made with banks doing and having a place of business in the state of Michigan that are also members of a federal or national insurance corporation.

#### **Notes to Financial Statements**

#### Custodial Credit Risk Related to Deposits

Custodial credit risk is the risk that, in the event of a bank failure, ITP's deposits might not be recovered. ITP minimizes custodial credit risk by pre-qualifying financial institutions. At September 30, 2024, the bank balances were \$78,178,791, of which \$76,118,085 was uninsured and uncollateralized. At September 30, 2023, the bank balances were \$77,156,747, of which \$74,736,405 was uninsured and uncollateralized.

Accounts held by government depositors are insured as follows:

In-state accounts: All time, savings, and demand deposits owned by a public unit in an insured depository institution are added together and insured up to \$250,000.

#### Investments

State statutes authorize ITP to invest in obligations and certain repurchase agreements of the U.S. Treasury and related governmental agencies, commercial paper rated prime at the time of purchase and maturing not more than 270 days from the date of purchase, bankers acceptances and certificates of deposit issued or created by any state or national bank insured with the applicable federal agency, investment pools authorized by the Surplus Funds Investment Pool Act, and mutual funds composed entirely of the above investments.

ITP's Enterprise Fund had the following investment, which is measured at amortized cost:

September 30,			2024		2023
Investment	Maturity <b>Amorti</b> :		ortized Cost	Am	nortized Cost
Kent County Investment Pool	Less than 1 year	\$	6,546,424	\$	6,291,536

#### Interest Rate Risk

ITP minimizes interest rate risk, which is the risk that the market value of securities in the portfolio will fall due to changes in market interest rates, by structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities in the open market and investing operating funds primarily in shorter-term investments.

#### Custodial Credit Risk Related to Investments

Custodial credit risk is the risk that, in the event of the failure of the counterparty, ITP will not be able to recover the value of its investments that are in the possession of an outside party. ITP minimizes custodial credit risk by limiting investments and pre-qualifying financial institutions. ITP had no investments subject to custodial credit risk at September 30, 2024 and 2023.

#### Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. ITP's policy to mitigate such risk is by limiting investment choices to that of the highest ratings and direct obligations of the United States or those that are guaranteed by the United States.

#### **Notes to Financial Statements**

At September 30, 2024, ITP's investments had the following credit ratings and exposure:

Investment Type	Rating	Credit Exposure as a Percentage of Total Investments (%)
Enterprise Fund	-	
Kent County Investment Pool	Not rated	100
Pension Trust Funds		
Money market funds	Moody's A-mf	4.3
Bond mutual funds and equities	Not rated	95.7

#### Fair Value Measurement

ITP is required to disclose amounts within a framework established for measuring fair value. That framework provides a fair value hierarchy that prioritizes the inputs to valuation techniques used to measure fair value. The hierarchy gives the highest priority to unadjusted quoted prices in active markets for identical assets or liabilities (Level 1 measurements) and the lowest priority to unobservable inputs (Level 3 measurements). The three levels of the fair value hierarchy are as follows:

Level 1 - This level consists of quoted prices in active markets for identical securities.

Level 2 - This level consists of prices determined using other significant observable inputs. Observable inputs are inputs that other market participants may use in pricing a security. These may include prices for similar securities, interest rates, prepayment speeds, credit risk, and others.

Level 3 - This level consists of prices determined using significant unobservable inputs. In situations where quoted prices are observable, or inputs are unavailable or deemed less relevant, unobservable inputs may be used. Unobservable inputs reflect on ITP's own assumptions about the factors market participants would use in pricing an investment and would be based on the best information available.

The following tables set forth by level, within the fair value hierarchy, present the investment assets at fair value as of June 30, 2024 and 2023. As required by the fair value measurement standard, assets are classified in their entirety based on the lowest level of input that is significant to the fair value measurement.

The balances of assets measured at fair value on a recurring basis are as follows:

June 30, 2024

	Level 1	Level 2	Level 3	Total
Pension Trust Fund				
Cash and short-term investments	\$ 658,276	\$ -	\$ -	\$ 658,276
Equity mutual funds	10,957,689	-	-	10,957,689
Bond mutual funds	3,667,845	-	-	3,667,845
Investments, at fair value	\$ 15,283,810	\$ -	\$ -	\$ 15,283,810

# **Notes to Financial Statements**

June 30, 2023

	Level 1	Level 2	Level 3	Total
Pension Trust Fund				
Cash and short-term investments	\$ 727,749	\$ -	\$ -	\$ 727,749
Equity mutual funds	10,210,834	-	-	10,210,834
Bond mutual funds	3,114,317	-	-	3,114,317
Investments, at fair value	\$ 14,052,900	\$ -	\$ -	\$ 14,052,900

# 3. Capital Assets

Capital asset activity is as follows:

						Balance,
	_	Balance,	A 1 100		Deletions/	September 30,
	Uct	tober 1, 2023	Additions	Kec	lassifications	2024
Capital Assets						
Capital assets not being						
depreciated:						
Construction in progress	\$	1,958,118	\$ -	\$	(1,958,118)	\$ -
Land		12,138,892	-		-	12,138,892
Artwork		368,470	-		-	368,470
Easements - intangible		55,343	-		-	55,343
Capital assets being depreciated:						
Facilities		121,383,660	4,325,766		-	125,709,426
Revenue vehicles		86,039,523	12,603,466		(6,304,350)	92,338,639
Support equipment		20,329,630	2,956,232		(120,796)	23,165,066
Land improvements		6,402,611	64,324		-	6,466,935
Information systems and						
technology		27,936,487	1,753,681		(151,255)	29,538,913
Software - intangible		4,105,062	150,535		-	4,255,597
SBITA		1,077,359	-		-	1,077,359
Total Capital Assets		281,795,155	21,854,004		(8,534,519)	295,114,640
Accumulated Depreciation						
Facilities		42,285,437	4,686,086		-	46,971,523
Revenue vehicles		46,928,090	7,329,936		(6,304,350)	47,953,676
Support equipment		14,580,516	1,650,275		(120,796)	16,109,995
Land improvements		3,371,303	338,449		-	3,709,752
Information systems and						
technology		22,297,448	2,360,539		(151,255)	24,506,732
Software - intangible		3,701,681	259,560		-	3,961,241
SBITA		236,055	259,310		-	495,365
Total Accumulated Depreciation		133,400,530	16,884,155		(6,576,401)	143,708,284
Net Capital Assets	\$	148,394,625	\$ 4,969,849	\$	(1,958,118)	\$ 151,406,356

#### **Notes to Financial Statements**

	Balance, October 1, 2022	Additions	Recl	Deletions/ assifications	Balance, September 30, 2023
Capital Assets					
Capital assets not being					
depreciated:					
Construction in progress	\$ -	\$ 1,958,118	\$	-	\$ 1,958,118
Land	12,138,892	-		-	12,138,892
Artwork	368,470	-		-	368,470
Easements - intangible	55,343	-		-	55,343
Capital assets being depreciated:					
Facilities	120,752,930	630,730		-	121,383,660
Revenue vehicles	83,915,094	3,483,312		(1,358,883)	86,039,523
Support equipment	17,876,445	3,268,959		(815,774)	20,329,630
Land improvements	5,722,146	680,465		-	6,402,611
Information systems and		,			, ,
technology	25,490,842	2,445,645		-	27,936,487
Software - intangible	4,055,072	49,990		-	4,105,062
SBITA	-	1,077,359		-	1,077,359
Total Capital Assets	270,375,234	13,594,578		(2,174,657)	281,795,155
Accumulated Depreciation					
Facilities	37,640,566	4,644,871		_	42,285,437
Revenue vehicles	41,215,590	7,071,383		(1,358,883)	46,928,090
Support equipment	13,993,822	1,402,468		(815,774)	14,580,516
Land improvements	3,013,542	357,761		-	3,371,303
Information systems and	-,-:-,-:-	221,121			-,,
technology	19,582,693	2,714,755		_	22,297,448
Software - intangible	3,452,953	248,728		_	3,701,681
SBITA	-	236,055		-	236,055
Total Accumulated Depreciation	118,899,166	16,676,021		(2,174,657)	133,400,530
Net Capital Assets	\$ 151,476,068	\$ (3,081,443)	\$	-	\$ 148,394,625

#### 4. Pension and Retirement Plans

ITP has two single-employer defined benefit pension plans that provide retirement benefits to plan members and beneficiaries consisting of the Interurban Transit Partnership Pension Plan (Administrative Plan) and the Interurban Transit Partnership and Amalgamated Transit Union Pension Plan (Non-Administrative Plan).

#### Plan Description - Administrative Plan

ITP administers the Administrative Plan, a single-employer defined benefit pension plan that provides pensions for participants as defined by the plan document. The plan is currently closed to new participants. Administrative employees were eligible to participate when they attained 21 years of age and completed one full year of service. One full year of service is defined as at least 1,000 hours of service in the 12-consecutive-month period beginning on the employee's hire date. The plan provided for vesting based on years of credited service, ranging from 20% at three years to 100% at five or more years. The pension benefit, payable monthly for life to the retired employee, equals 50% of the employee's average monthly compensation, adjusted for the employee's years of credited service. Full benefits are received if the employee retires at age 65 and is fully vested.

#### **Notes to Financial Statements**

The financial statements of the plan are included in these financial statements as a Pension Trust Fund (a fiduciary fund).

The plan's membership consisted of:

June 30,	2024	2023
Retirees and beneficiaries currently receiving benefits Terminated employees entitled to benefits but not yet	12	13
receiving them	10	11
Active plan members	1	1
Total	23	25

#### Plan Description - Non-Administrative Plan

ITP administers the Amalgamated Transit Union Pension Plan, a single-employer defined benefit pension plan that provides pensions for participants as defined by the plan document. The plan is a non-contributory defined benefit pension plan for ITP's non-administrative employees (drivers and mechanics). The plan is currently closed to new participants. Non-administrative employees were eligible to participate upon completion of 60 days of continuous service. Accumulated benefits attributable to ITP contributions are fully vested after five years of service. Termination of employment prior to completion of five years of service results in the forfeiture of the accumulated benefits attributable to ITP contributions. The pension benefit, payable monthly for life to the retired employee, equals a minimum of \$230.45, increased by a function of the employee's years of credited service or \$34 per year of service, whichever is greater.

The financial statements of the plan are included in these financial statements as a Pension Trust Fund (a fiduciary fund).

The plan's membership consisted of:

June 30,	2024	2023
Retirees and beneficiaries currently receiving benefits Terminated employees entitled to benefits but not yet	150	148
receiving them	178	170
Active plan members	117	134
Total	445	452

#### **Basis of Accounting**

The financial statements of both plans have been prepared on the accrual basis. The employer contributions are recognized when due and a formal commitment to provide the contribution has been made. Benefits are recognized when due and payable, according to the terms of the plans. Investments are reported at fair value.

#### **Notes to Financial Statements**

#### **Funding Policy**

The Administrative Plan was established and is being funded under the authority of ITP. Article 9, Section 24 of the Regulations of the State of Michigan constitution requires the financial benefits arising on account of service rendered each year be funded during that year. ITP retains an actuary to determine the estimated amount necessary to finance the costs of benefits earned by plan members during the year, with an additional amount to finance any unfunded accrued liability. ITP is required to contribute the actuarially determined amount.

The Non-Administrative Plan was established and is being funded under the authority of ITP and under agreements with the union representing employees covered by the plan. The plan's funding policy is that the employer will contribute to the plan based on the current negotiated rate; for July 1, 2017 to December 10, 2017, this rate is \$1.00 for each hour of service completed. ITP is required by the terms of the plan to contribute based on the negotiated rate. This fund is now closed.

#### **Actuarial Assumptions**

The total pension liability for both plans was determined by an actuarial valuation as of July 1, 2024, and the following actuarial assumptions, applied to all periods included in the measurement:

	Administrative Plan (%)	Non- Administrative Plan (%)
Inflation	2.50	2.50
Salary increases	-	-
Investment rate of return	6.00	6.50

#### Discount Rate

The discount rate used to measure the total pension (asset) liability for the Administrative Plan was 6.00% and 6.50% for the Non-Administrative Plan. The projection of cash flows used to determine the discount rate assumed that plan member contributions will be made at the current contribution rate and that contributions will be made at rates equal to the most recent recommended contribution expressed as a percentage of covered payroll. Based on those assumptions, both plans' fiduciary net position was projected to be sufficient to make all future benefit payments of current plan members. For projected benefits that are covered by projected assets, the long-term expected rate was used to discount the projected benefits. From the year that benefit payments were not projected to be covered by the projected assets (the depletion date), projected benefits were discounted at a discount rate reflecting a 20-year AA/Aa tax-exempt municipal bond yield. A single equivalent discount rate is used to determine the total pension (asset) liability.

#### **Notes to Financial Statements**

#### Sensitivity of the Net Pension (Asset) Liability to Changes in the Discount Rate

The following tables present the pension plans' net pension (asset) liability, calculated using the current discount rate, as well as what the net pension (asset) liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

Administrative Plan	1% Decrease (5.00)	Current Rate (6.00)	1% Increase (7.00)
Net Pension (Asset) Liability	\$ (41,306)	\$ (181,320)	\$ (302,961)
Non-Administrative Plan	1% Decrease (5.50)	Current Rate (6.50)	1% Increase (7.50)
Net Pension (Asset) Liability	\$ 930,027	\$ (437,546)	\$ (1,590,494)

#### Long-Term Expected Rates of Return and Asset Allocation

The long-term expected rates of return on retirement plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of retirement plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rates of return by weighting the expected future real rates of return by target asset allocation percentage and by adding expected inflation. Best estimates are arithmetic real rates of return for each major asset class included in the retirement plan's investment policy.

	Administrative Plan		Non-Administrative Plan	
	Target	Long-Term Expected Rate of	Target	Long-Term Expected Rate of
Asset Class	Allocation (%)	Return (%)	Allocation (%)	Return (%)
Domestic equity International equity Domestic bonds International bonds	50.00 10.00 32.50 7.50	7.50 8.50 2.50 3.50	50.00 15.00 20.00 5.00	7.50 8.50 2.50 3.50
Real estate	-	-	10.00	4.50

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### **Notes to Financial Statements**

### Changes in the Net Pension (Asset) Liability

The following table summarizes changes in the net pension (asset) liability related to the Administrative Plan:

	Total Pension Liability (a)	Plan Fiduciary et Position (b)	(A	Net Pension sset) Liability (a) - (b)
Balance, July 1, 2023	\$ 1,925,308	\$ 1,784,991	\$	140,317
Changes in Pension (Asset) Liability				
Service cost	-	-		-
Interest	105,816	-		105,816
Experience gains	(50,109)	-		(50,109)
Contributions - employer	-	159,359		(159, 359)
Assumption change	(12,559)	-		(12,559)
Net investment income	-	220,326		(220, 326)
Benefit payments	(323,394)	(323,394)		<u>-</u>
Administrative expenses	-	(14,900)		14,900
Net Changes in Pension (Asset) Liability	(280,246)	41,391		(321,637)
Balance, June 30, 2024	\$ 1,645,062	\$ 1,826,382	\$	(181,320)

The following table summarizes changes in the net pension (asset) liability related to the Non-Administrative Plan:

	Total Pension Liability (a)	Plan Fiduciary et Position (b)	(A:	Net Pension sset) Liability (a) - (b)
Balance, July 1, 2023	\$ 13,277,583	\$ 12,270,980	\$	1,006,603
Changes in Pension (Asset) Liability				
Interest	838,096	-		838,096
Experience (gains) losses	(205,853)	-		(205,853)
Contributions - employer	-	253,886		(253,886)
Assumption change	(119,506)	-		(119,506)
Net investment income	-	1,727,685		(1,727,685)
Benefit payments	(767,590)	(767,590)		-
Administrative expenses	-	(24,685)		24,685
Net Changes in Pension (Asset) Liability	(254,853)	1,189,296		(1,441,149)
Balance, June 30, 2024	\$ 13,022,730	\$ 13,460,276	\$	(437,546)

#### **Notes to Financial Statements**

### Deferred Inflows and Outflows of Resources Related to the Pension Plan

At September 30, 2024, ITP reported deferred outflows of resources and deferred inflows of resources to pensions from the following sources:

	A	dministr	ative	Plan	 lon-Adminis	strative Plan		
	Outf	eferred lows of sources		Deferred Inflows of Resources	Deferred utflows of Resources	Deferred Inflows of Resources		
Difference between expected and actual experience Changes of assumptions Investment earnings losses	\$	- - -	\$	- - 43,993	\$ 156,537 391,403 -	\$ 193,424 1,124,562 544,162		
Total	\$	-	\$	43,993	\$ 547,940	\$ 1,862,148		

Deferred outflows of resources and deferred inflows of resources that are the result of differences in expected and actual experience with regard to economic and demographic factors, or from changes in assumptions regarding those factors, are amortized over a closed period equal to the average of the expected remaining period of service for all plan participants. Those time periods are five years for both plans. The differences between projected and actual investment earnings are amortized over five years.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

#### Year ending September 30,

	Adr	ninistrative Plan	Non- Administrative Plan	Total
2025	\$	(24,778)	\$ (894,792)	\$ (919,570)
2026		42,655	(75,251)	(32,596)
2027		(38,151)	(254,795)	(292,946)
2028		(23,719)	(98,457)	(122,176)
2029		-	9,087	9,087

### Components of Pension Expense

For the year ended September 30, 2024, ITP recognized pension expense of \$(59,184) for the Administrative Plan and \$(1,018,087) for the Non-Administrative Plan.

#### **Notes to Financial Statements**

Below are the components of the total pension expense:

Year ended September 30, 2024

	Adı	ninistrative Plan	,	Non- Administrative Plan
Interest Experience gains Assumption change Projected earnings on pension plan investments Investment earnings losses Administrative expenses	\$	105,816 (50,109) (12,559) (101,731) (15,501) 14,900	\$	838,096 (322,652) (557,948) (780,116) (220,152) 24,685
Total Pension Expense	\$	(59,184)	\$	(1,018,087)

For the year ended September 30, 2024, actual cash payments made were \$159,359 and \$253,886 for the Administrative Plan and the Non-Administrative Plan, respectively.

#### Defined Contribution - Administrative Plan

ITP has a non-contributory defined contribution benefit plan for its administrative employees. The plan was established July 1, 2000. Administrative employees are eligible to participate on the first day of the month following completion of six months of service, provided that the employee has at least 500 hours of service. The plan provides 100% vesting after five years of service. The contribution is made monthly at 10% of compensation paid during the month. ITP made contributions totaling \$518,742 and \$566,631 for the years ended September 30, 2024 and 2023, respectively.

### Defined Contribution - Non-Administrative Plan

ITP has a contributory defined contribution benefit plan for its non-administrative employees. The plan had an initial effective date of August 1, 2018, with ITP contributions retroactive to the December 11, 2017 effective date of a new bargaining agreement. Non-administrative employees are eligible to participate after completion of a probationary period of 90 or 150 days. The plan provides 100% vesting after five years of service, with intermediate vesting levels for fewer years of service. Contributions are made bi-weekly and consist of 6% of eligible compensation, plus a match of participants' additional elective contributions up to 1% of eligible compensation. ITP made contributions totaling \$970,751 and \$1,001,564 for the years ended September 30, 2024 and 2023, respectively.

#### 5. Risk Management

ITP is exposed to various risks of loss related to torts, theft of and damage to assets, errors and omissions, injuries to employees, and natural disasters. ITP carries commercial insurance for most risks of loss, including employee life, health, and accident insurance. Settled claims have not exceeded this commercial coverage in any of the past three fiscal years. ITP participated in a public entity risk pool for property and liability coverage through November 30, 2009. ITP paid an annual premium to the entity risk pool, which is adjusted retroactively to reflect the actual cost. Each member is responsible for all losses falling within its selected retention level, plus its share of pool losses and administrative expenses, less its share of investment income. The agreement for

#### **Notes to Financial Statements**

formation of the Michigan Transit Pool (the Pool) provides that the Pool will be self-sustaining through member premiums and will provide property and liability coverage to its members for the first \$2,000,000 per occurrence. The Pool has purchased excess insurance for an additional \$3,000,000 per occurrence. In addition, ITP carried excess insurance for an additional \$5,000,000 per occurrence. The Pool publishes its own financial report, which can be obtained from the Pool. ITP's participation in the Pool ended as of December 1, 2009, except with regard to known and unknown covered events occurring prior to December 1, 2009. ITP currently purchases commercial insurance for property and liability with coverage of \$5,000,000 per occurrence with a \$50,000 deductible and has excess coverage for an additional \$5,000,000. ITP carries catastrophic insurance to cover direct damage to property.

### 6. Description of Grant Funding

The following is a description of ITP's major grant funding:

#### **Operations**

ITP's general operations are funded as follows:

The Michigan Department of Transportation (MDOT) authorized funding for fiscal years 2024 and 2023 of up to 50% of eligible expenses, based on actual costs and the appropriated funds available. Maximum operating assistance from MDOT totaled \$21,556,721 and \$22,553,611 in 2024 and 2023, respectively. Actual operating assistance accrued based on MDOT's stated funding rate of 33.8553% and 29.2015%, respectively, totaled \$14,596,185 and \$13,171,985 in 2024 and 2023, respectively.

### **Capital Acquisitions**

Funds used to purchase property, buildings, and equipment were advanced to ITP pursuant to grants provided by agencies of the state and federal governments. Funding is generally provided by the Federal Transit Authority (FTA) (80%) and by MDOT (20%). Pursuant to the terms of those grants and applicable state and federal law, ITP is required to remit to the state and federal governments substantially all of the amounts it may receive as a result of the sale or other disposal of the property that has been purchased with monies provided by state and federal grants.

#### Contingencies

Amounts received or receivable from grantor agencies are subject to audit and potential adjustment by grantor agencies, principally the federal government. Any disallowed claims, including amounts already collected, may constitute a liability. The amount, if any, of expenditures that may be disallowed by the grantor cannot be determined at this time, although ITP expects such amounts, if any, to be immaterial.

### **Notes to Financial Statements**

## 7. Subscription Liabilities

Changes in subscription liabilities for the years ended September 30, 2024 and 2023 are as follows:

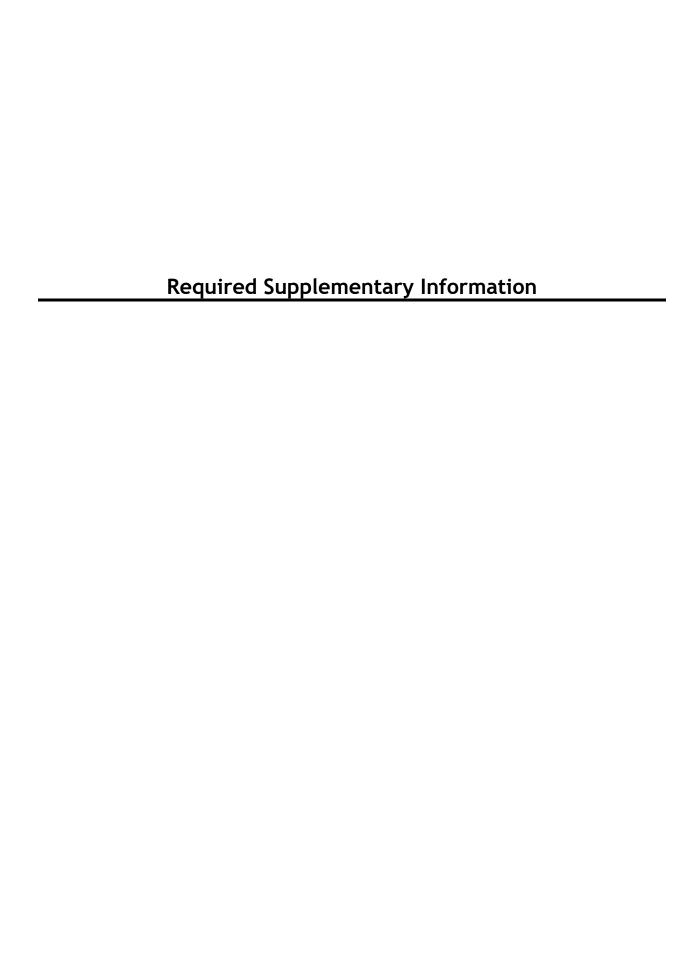
	Sept	Balance ember 30, 2023	Additions	meas	Re- urements	Deductions	Sept	Balance ember 30, 2024	 nounts due within one year
Subscription liabilities	\$	835,830	\$ -	\$	-	\$ (195,089)	\$	640,741	\$ 300,342
_	Sept	Balance ember 30, 2022	Additions	meas	Re- urements	Deductions	Balance September 30, 2023		 nounts due within one year
Subscription liabilities	\$	-	\$ 1,077,359	\$	-	\$ (241,529)	\$	835,830	\$ 259,040

### SBITA Payments Maturity Schedule

The future principal and interest SBITA payments as of September 30, 2024 are as follows:

September 30,

	 Principal	Interest	Total
2025 2026	\$ 300,342 232,575	\$ 33,568 13,426	\$ 333,910 246,001
2027	107,824	-	107,824
Total	\$ 640,741	\$ 46,994	\$ 687,735



Interurban Transit Partnership
Schedule of Changes in the Net Pension (Asset) Liability and Related Ratios - Administrative Plan

Year ended June 30,	2024	2023	2022	2021	2020	2019	2018
Total Pension Liability Service cost Interest	\$ - 105,816	\$ - 121,643	\$ - 132,650	\$ - 147,516	\$ - 166,683	\$ - 222,849	\$ - 298,964
Changes in benefit terms Difference between expected and actual experience Change of assumptions Benefit payments	(50,109) (12,559) (323,394)	(55,815) 2,531 (340,891)	(28,168) (13,943) (207,063)	208,572 (8,535) (983,585)	70,045 139,623 (185,757)	652,124 (2,976) (3,355,575)	- (17,596) 92,870 (177,586)
Net Change in Total Pension Liability	(280,246)	(272,532)	(116,524)	(636,032)	190,594	(2,483,578)	196,652
Total Pension Liability - beginning	1,925,308	2,197,840	2,314,364	2,950,396	2,759,802	5,243,380	5,046,728
Total Pension Liability - ending (a)	1,645,062	1,925,308	2,197,840	2,314,364	2,950,396	2,759,802	5,243,380
Plan Fiduciary Net Position Contributions - employer Net investment income (loss) Benefit payments Administrative expenses	159,359 220,326 (323,394) (14,900)	250,000 172,097 (340,891) (14,425)	152,611 (281,958) (207,063) (14,315)	408,451 451,877 (983,585) (14,385)	419,186 79,677 (185,757) (13,905)	400,000 126,980 (3,355,575) (14,445)	207,924 250,474 (177,586) (12,580)
Net Change in Fiduciary Net Position	41,391	66,781	(350,725)	(137,642)	299,201	(2,843,040)	268,232
Plan Fiduciary Net Position - beginning	1,784,991	1,718,210	2,068,935	2,206,577	1,907,376	4,750,416	4,482,184
Plan Fiduciary Net Position - ending (b)	1,826,382	1,784,991	1,718,210	2,068,935	2,206,577	1,907,376	4,750,416
Net Pension (Asset) Liability - ending (a)-(b)	\$ (181,320)	\$ 140,317	\$ 479,630	\$ 245,429	\$ 743,819	\$ 852,426	\$ 492,964
Plan Fiduciary Net Position as a Percentage of Total Pension (Asset) Liability	111.0%	92.7%	78.2%	89.4%	74.8%	69.1%	90.6%
Covered-employee payroll	\$ 46,226	\$ 51,122	\$ 48,532	\$ 48,337	\$ 205,047	\$ 210,141	\$ 707,023
Net Pension (Asset) Liability as a Percentage of Covered-Employee Payroll	(392.2%)	274.5%	988.3%	507.7%	362.8%	405.6%	41.9%

Note: This schedule is presented to illustrate the requirement to show information for ten years. However, until a full ten-year trend is compiled, ITP presents information for those years for which information is available.

# Schedule of Changes in the Net Pension (Asset) Liability and Related Ratios - Non-Administrative Plan

Year ended June 30,	2024	2023	2022	2021	2020	2019	2018
Total Pension Liability Service cost Interest Changes in benefit terms Difference between expected	\$ - 838,096	\$ - 849,817	\$ - 861,713	\$ - 848,945	\$ - 800,046	\$ - 782,627	\$ 424,425 823,542 (1,612,940)
and actual experience Change of assumptions Benefit payments	(205,853) (119,506) (767,590)	(298,166) 27,301 (750,933)	(228,921) (56,342) (768,030)	111,431 - (759,830)	43,263 637,632 (697,478)	194,529 (56,593) (607,696)	25,377 373,105 (597,778)
Net Change in Total Pension Liability	(254,853)	(171,981)	(191,580)	200,546	783,463	312,867	(564,269)
Total Pension Liability - beginning	13,277,583	13,449,564	13,641,144	13,440,598	12,657,135	12,344,268	12,908,537
Total Pension Liability - ending (a)	13,022,730	13,277,583	13,449,564	13,641,144	13,440,598	12,657,135	12,344,268
Plan Fiduciary Net Position Contributions - employer Net investment income (loss) Benefit payments Administrative expenses	253,886 1,727,685 (767,590) (24,685)	650,000 1,398,294 (750,933) (28,367)	536,160 (1,888,853) (768,030) (24,815)	766,843 2,998,961 (759,830) (27,722)	387,328 501,605 (697,478) (25,729)	250,000 715,694 (607,696) (28,605)	529,010 648,430 (597,778) (32,948)
Net Change in Fiduciary Net Position	1,189,296	1,268,994	(2,145,538)	2,978,252	165,726	329,393	546,714
Plan Fiduciary Net Position - beginning	12,270,980	11,001,986	13,147,524	10,169,272	10,003,546	9,674,153	9,127,439
Plan Fiduciary Net Position - ending (b)	13,460,276	12,270,980	11,001,986	13,147,524	10,169,272	10,003,546	9,674,153
Net Pension (Asset) Liability - ending (a)-(b)	\$ (437,546)	\$ 1,006,603	\$ 2,447,578	\$ 493,620	\$ 3,271,326	\$ 2,653,589	\$ 2,670,115
Plan Fiduciary Net Position as a Percentage of Total Pension (Asset) Liability	103.4%	92.4%	81.8%	96.4%	75.7%	79.0%	78.4%
Covered-employee payroll	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Net Pension (Asset) Liability as a Percentage of Covered-Employee Payroll	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Note: This schedule is presented to illustrate the requirement to show information for ten years. However, until a full ten-year trend is compiled, ITP presents information for those years for which information is available.

### Schedule of Contributions - Administrative Plan

Year ended June 30,	2024		2023		2022		2021		2020		2019		2018		2017		2016
Actuarially determined contribution Actual contribution	\$ 159,359 159,359	\$	508,748 250,000	\$	144,807 152,611	\$	408,541 408,451	\$	419,186 419,186	\$	192,821 400,000	\$	52,414 207,924	\$	74,018 250,000	\$	216,577 1,234,492
Contribution (Excess)	\$ -	\$	258,748	\$	(7,804)	\$	90	\$	-	\$	(207,179)	\$	(155,510)	\$	(175,982)	\$ (	(1,017,915)
Covered payroll Actual contribution as % of	\$ 46,226	\$	51,122	\$	48,532	\$	48,337	\$	205,047	\$	210,141	\$	707,023	\$	625,402	\$	660,626
covered payroll	344.749	%	489.09	%	314.5%	6	845.09	6	204.49	6	190.3%	ó	29.4%	6	40.0%	6	186.9%

#### Schedule of Contributions - Administrative Plan

Methods and assumptions used to determine contribution rates:

Valuation date July 1, 2023
Actuarial cost method Unit Credit
Asset valuation method Market value

Retirement age Age 65

Interest rate 6.00% per year

Mortality tables:

Pre-retirement None

Post-retirement Pub-2010 Public Retirement Plans Mortality

Tables for General Employees; annuitant and non-annuitant, sex-distinct with IRS 2024

adjusted scale MP-2021

Turnover rates None
Salary scale None
Ancillary benefits values None

Administrative experience Prior year, rounded to nearest \$100

Date and form of data

All personnel and asset data was prepared by the

plan sponsor or a representative and was generally relied upon as being correct and complete without audit by Watkins Ross

Changes since prior valuation Mortality improvement scale updated to MP-2021

Cost of living adjustments after retirement None

Note: This schedule is presented to illustrate the requirement to show information for ten years. However, until a full ten-year trend is compiled, ITP presents information for those years for

which information is available.

### Schedule of Contributions - Non-Administrative Plan

Year ended June 30,	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially determined contribution Actual contribution	\$ 158,527 253,886	\$ 262,597 650,000	\$ 321,702 536,160	\$ 455,490 766,843	\$ 387,328 387,328	\$ 376,920 250,000	\$ 735,101 529,010	\$ 775,392 987,300	\$ 746,846 644,412
Contribution (Excess)	\$ (95,359)	\$ (387,403)	\$ (214,458)	\$ (311,353)	\$ -	\$ 126,920	\$ 206,091	\$ (211,908)	\$ 102,434
Covered payroll Actual contribution as % of	N/A								
covered payroll	N/A								

#### Schedule of Contributions - Non-Administrative Plan

Methods and assumptions used to determine contribution rates:

Valuation date July 1, 2023

Actuarial cost method Entry Age Normal (level dollar amount)

Asset valuation method 75% of expected assets plus 25% of market value of

assets, including contributions accrued for hours worked through the valuation date, but not less than 80%, nor more than 120% of market value

Retirement age 10% of active employees are assumed to retire at

age 62 (if eligible for early retirement) and all remaining at age 65 (or current age if older); terminated vested participants are assumed to

retire at age 65

Interest rate 6.50%

Mortality table SOA RP-2014 adjusted to 2006 Mortality Table for

Blue-Collar Employees with IRS 2024 adjusted

scale MP-2021

Post-disablement mortality rates Disabled retirees receiving benefits who have not

attained age 65 are valued with applicable mortality rates from IRS Rev. Rul. 96-7 and 1964

OASDI rates of mortality

Turnover rates Crocker-Sarason-Straight T-5

Ancillary benefits values Vesting and pre-retirement death

prior two years' non-investment-related expenses paid from the trust, rounded to the nearest

\$1,000

Date and form of data All personnel and asset data was prepared by the

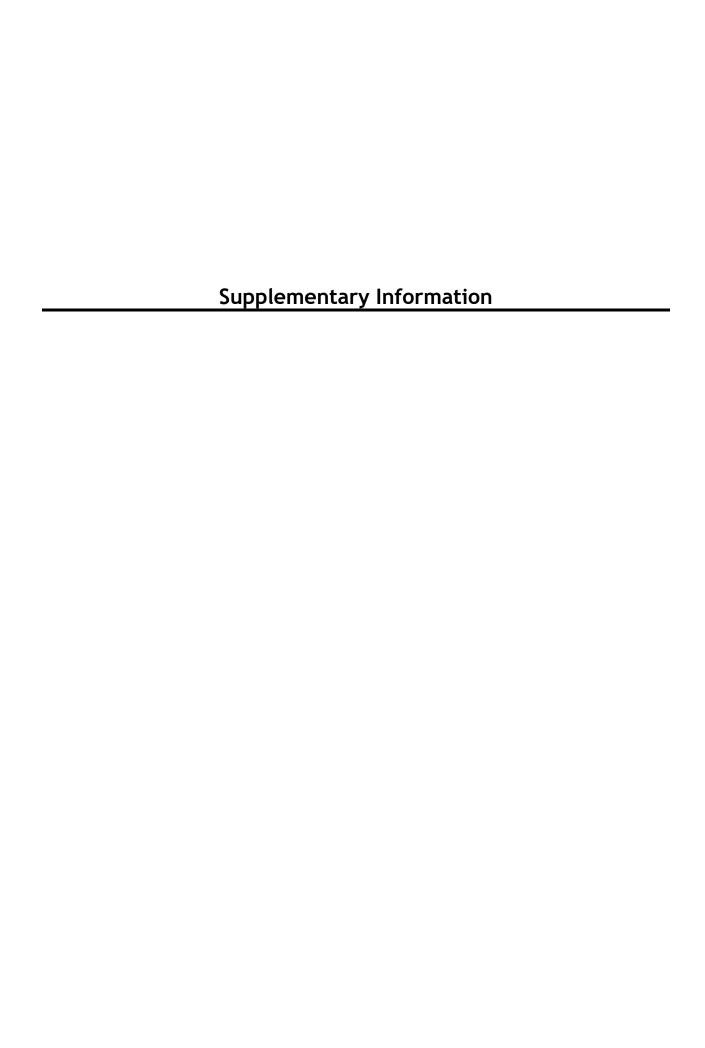
plan sponsor or a representative and was generally relied upon as being correct and complete without audit by Watkins Ross

Changes since prior valuation None

Cost of living adjustments after retirement None

Note: This schedule is presented to illustrate the requirement to show information for ten years. However, until a full ten-year trend is compiled, ITP presents information for those years for

which information is available.



## Combining Statement of Fiduciary Net Position Pension Trust Funds

June 30, 2024

	Ad	dministrative Plan	A	Non- dministrative Plan	Total
Assets					
Cash and short-term investments	\$	142,469	\$	515,807	\$ 658,276
Receivables: Interest and dividends receivable		614		2,234	2,848
Investments, at fair value: Bond mutual funds Equity mutual funds		533,882 1,149,417		3,133,963 9,808,272	3,667,845 10,957,689
Total Investments, at fair value		1,683,299		12,942,235	14,625,534
Total Assets		1,826,382		13,460,276	15,286,658
Net Position Held in Trust for Pension Benefits	\$	1,826,382	\$	13,460,276	\$ 15,286,658

# Combining Statements of Changes in Fiduciary Net Position Fiduciary Funds

Year ended June 30, 2024

	Ac	lministrative Plan	A	Non- dministrative Plan	Total
Additions					
Employer and employee contributions	\$	159,359	\$	253,886	\$ 413,245
Investment income:					
Net appreciation		167,977		1,393,740	1,561,717
Interest		8,571		23,701	32,272
Dividends		45,178		321,487	366,665
Investment expense		(1,400)		(11,243)	(12,643)
Total Investment Income		220,326		1,727,685	1,948,011
Total Additions		379,685		1,981,571	2,361,256
Deductions					
Benefits		323,394		767,590	1,090,984
Administrative expense		14,900		24,685	39,585
Total Deductions		338,294		792,275	1,130,569
Change in Net Position		41,391		1,189,296	1,230,687
Transfers		62,500		(62,500)	-
Net Position Held in Trust for Pension Benefits, beginning of year		1,722,491		12,333,480	14,055,971
Net Position Held in Trust for Pension Benefits, end of year	\$	1,826,382	\$	13,460,276	\$ 15,286,658

## Schedule of Non-Operating Revenues - Local

Year ended September 30, 2024		_
Local Revenue		
Property taxes	\$	20,315,753
Grand Valley State University	·	3,423,844
Network180		361,793
DASH - city of Grand Rapids		2,270,135
Ferris State University		109,015
Grand Rapids Community College		125,685
Amtrak		92,644
Alpine Township		97,251
Special Olympics of Michigan		53,733
Gaines Township		46,233
Other local services		189
Total Local Revenue		26,896,275
Other Income		
Gain on sale of capital assets		87,822
Retail lease		25,197
CNG fuel sales		43,781
RIN Credits		135,905
Alternative Fuel Credit		733,093
Interest income		2,087,690
Miscellaneous		30,963
Vending machine		5,808
Fare evasion fines		664
Billboard lease		30,763
Total Other Income		3,181,686
Total Non-Operating Revenues - Local	\$	30,077,961

## Schedule of Non-Operating Revenues - State and Federal

Year ended September 30, 2024	
State of Michigan Grants	
General operating assistance	\$ 14,652,905
Capital assistance	364,959
Preventive maintenance (operating)	745,935
Planning and miscellaneous project assistance	370,181
Specialized services	1,085,474
Total State of Michigan Grants	17,219,454
Federal Government Grants	
Capital assistance	1,532,567
Preventive maintenance (operating)	2,983,737
Planning and miscellaneous project assistance	340,726
Total Federal Government Grants	4,857,030
Total Non-Operating Revenues - State and Federal	\$ 22,076,484

## **Schedule of Operating Expenses by Function**

Year ended September 30, 2024

_		General	Operations		_	Total
	Operations	Maintenance	Administration	Total	Grants	Total System
Labor Operators' salaries and wages Other salaries and wages Dispatchers' salaries and wages	\$ 11,755,935 2,091,958 218,610	\$ - 3,214,083 -	\$ - 1,982,917 -	\$ 11,755,935 7,288,958 218,610	\$ - 5,742 -	\$ 11,755,935 7,294,700 218,610
Total Labor	14,066,503	3,214,083	1,982,917	19,263,503	5,742	19,269,245
Fringe Benefits Pension - defined benefit (actual paid) Pension - defined benefit (GASB adjustment) Pension - defined contribution Other fringe benefits	279,116 (1,153,745) 1,029,005 5,706,912	70,402 (249,377) 253,046 1,375,176	63,727 (87,394) 207,443 956,723	413,245 (1,490,516) 1,489,494 8,038,811	- - - 1,735	413,245 (1,490,516) 1,489,494 8,040,546
Total Fringe Benefits	5,861,288	1,449,247	1,140,499	8,451,034	1,735	8,452,769
Services Audit fees Other services	- 262,817	- 1,545,189	93,476 1,287,873	93,476 3,095,879	733,978	93,476 3,829,857
Total Services	262,817	1,545,189	1,381,349	3,189,355	733,978	3,923,333
Materials and Supplies Consumed Fuel and lubricants Tires and tubes Other materials and supplies	2,276,303 - 25,255	- 43,294 1,678,133	- - 159,661	2,276,303 43,294 1,863,049	- 274,847 256,015	2,276,303 318,141 2,119,064
Total Materials and Supplies Consumed	2,301,558	1,721,427	159,661	4,182,646	530,862	4,713,508
Utilities Other		<u>-</u>	1,240,476	1,240,476	<u>-</u>	1,240,476
Casualty and Liability Costs Premiums for public liability and property damage insurance Other insurance	2,286,716	- -	- 305,377	2,286,716 305,377	- -	2,286,716 305,377
Total Casualty and Liability Costs	\$ 2,286,716	\$ -	\$ 305,377	\$ 2,592,093	\$ -	\$ 2,592,093

## **Schedule of Operating Expenses by Function**

Year ended September 30, 2024

			General (	)pe	rations			Total
	Operations	ı	Maintenance	Ad	lministration	Total	 Grants	System
Purchased Transportation	\$ 7,337,871	\$	-	\$	-	\$ 7,337,871	\$ 2,328,077	\$ 9,665,948
Miscellaneous								
Travel and training	10,148		6,614		23,188	39,950	10,972	50,922
Meetings	645		531		4,050	5,226	-	5,226
Advertising and promotion	-		-		28,574	28,574	54,562	83,136
Dues	5,676		-		107,174	112,850	27,980	140,830
Other miscellaneous	1,919		41,910		87,204	131,033	-	131,033
Total Miscellaneous	18,388		49,055		250,190	317,633	93,514	411,147
Subscription Based Information Technology Asset	-		-		98,319	98,319	 -	98,319
Depreciation and Loss on Disposal of Assets	-		-		16,884,156	16,884,156	 -	16,884,156
Preventive Maintenance	-		(3,729,671)		-	(3,729,671)	3,729,671	-
Total Expenses	\$ 32,135,141	\$	4,249,330	\$	23,442,944	\$ 59,827,415	\$ 7,423,579	\$ 67,250,994

## Schedule of Expenses by Grant

Year ended September 30, 2024

	Total	001 General Operations	560 MI-2019-023 17-0070-P13 FY19 Section 5307	570 MI-2020-047 17-0070-P16 FY20 Section 5307	580 MI-2021-022 17-0070-P18 FY20 Section 5307	590 MI-2022-029 22-0073-P3 FY22 Section 5307	600 MI-2023-020 22-0073-P7 FY 19-21 Section 5307	620 MI-2023-005 COMMUNITY	773 MI-2022-042 22-0073-P6 F Y22-23 Section 5307	870/871 MI-2017-015 FY17 Section 5339	772 MI-2019-024 17-0070-P12 FY 19-21 Section 5307	799 22-0073-P10 FY24 Specialized Services	983 22-0073-P9 MI- 2024-0033 TOD Grant
Expenses													
Labor	\$ 19,269,245	\$ 19,263,503	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,742	\$ -	\$ -
Fringe benefits	8,452,769	8,451,034	-	-	-	-	-	-	-	-	1,735	-	-
Services	3,923,333	3,189,354	147,891	11,742	733	171,344	91,169	8,475	1,760	2,365	13,500	-	285,000
Materials and supplies consumed	4,713,508	4,182,646	129,123	212,910	188,829	-	-	-	=	-	-	-	-
Utilities	1,240,476	1,240,476	-	-	-	-	-	-	-	-	-	-	-
Casualty and liability costs	2,592,093	2,592,093	-	-	-	-	-	-	-	-	-	-	-
Purchased transportation	9,665,948	7,337,871	-	-	-	-	1,200,000	-	-	-	42,603	1,085,474	-
Miscellaneous .	411,147	317,633	11,520	-	26,757	11,720	-	-	-	-	43,517	-	-
Depreciation and loss on disposal													
of assets	16,884,156	16,884,156	-	-	-	-	-	-	-	-	-	-	-
Subscription Based Information													
Technology Assets (SBITA)	98,319	98,319	-	-	-	-	-	-	-	-	-	-	-
Preventive maintenance	· -	(3,729,671)	-	229,671	-	-	3,500,000	-	-	-	-	-	-
Total Expenses	\$ 67,250,994	\$ 59,827,414	\$ 288,534	\$ 454,323	\$ 216,319	\$ 183,064	\$ 4,791,169	\$ 8,475	\$ 1,760	\$ 2,365	\$ 107,097	\$ 1,085,474	\$ 285,000

ITP charges only direct costs to its grant projects. Therefore, ITP has no Bureau of Passenger Transportation approved cost allocation plan. As there are no indirect costs allocated to programs such as specialized services, there was no review of the methodology for capturing nonfinancial information for such programs.

## Schedule of Regular Service Expenses by Function - Urban

Year ended September 30, 2024	Year	ended	September	30,	2024
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	Operations	Maintenance	Ac	lministration	Total
Labor Operators' salaries and wages Other salaries and wages Dispatchers' salaries and wages	\$ 11,755,935 2,091,958 218,610	\$ 3,214,083 -	\$	- 1,982,917 -	\$ 11,755,935 7,288,958 218,610
Total Labor	14,066,503	3,214,083		1,982,917	19,263,503
Fringe Benefits Pension - defined benefit Pension - defined benefit (GASB) Pension - defined contributions Other fringe benefits	279,116 (1,153,745) 1,029,005 5,706,912	70,402 (249,377) 253,046 1,375,176		63,727 (87,394) 207,443 956,723	413,245 (1,490,516) 1,489,494 8,038,811
Total Fringe Benefits	5,861,288	1,449,247		1,140,499	8,451,034
Services Audit fees Other services	- 262,817	- 1,545,188		93,476 1,287,873	93,476 3,095,878
Total Services	262,817	1,545,188		1,381,349	3,189,354
Materials and Supplies Consumed Fuel and lubricants Tires and tubes Other materials and supplies	2,276,303 - 25,255	- 43,294 1,678,133		- - 159,661	2,276,303 43,294 1,863,049
Total Materials and Supplies Consumed	2,301,558	1,721,427		159,661	4,182,646
<b>Utilities</b> Other	-	-		1,240,476	1,240,476
Total Utilities	-	-		1,240,476	1,240,476
Casualty and Liability Costs Premiums for public liability and property damage insurance Other insurance	2,286,716	- -		- 305,377	2,286,716 305,377
Total Casualty and Liability Costs	2,286,716	-		305,377	2,592,093
Purchased Transportation	7,337,871	-		-	7,337,871
Miscellaneous Travel and training Meetings Advertising/promotion media Dues Other miscellaneous	10,148 645 - 5,676 1,919	6,614 531 - - 41,910		23,188 4,050 28,574 107,174 87,204	39,950 5,226 28,574 112,850 131,033
Total Miscellaneous	18,388	49,055		250,190	317,633
Preventative Maintenance	-	(3,729,671)		-	(3,729,671)
Subscription Based Information Technology Asset	-	-		98,319	98,319
Depreciation and Loss on Disposal of Assets	-	-		16,884,156	16,884,156
Total Expenses	\$ 32,135,141	\$ 4,249,329	\$	23,442,944	\$ 59,827,414

## Schedule of Regular Service Revenues - Urban

Year ended September 30, 2024	
Operating Revenues Passenger fares Advertising	\$ 4,783,317 376,547
Total Operating Revenues	5,159,864
Non-Operating Revenues State and federal assistance	22,076,484
Property taxes Grand Valley State University Network180 DASH - city of Grand Rapids Ferris State University Grand Rapids Community College Amtrak Alpine Township Disabilities Advocate for Kent County (DAKC) Gaines Township Other local services	20,315,753 3,423,844 361,793 2,270,135 109,015 125,685 92,644 97,251 53,733 46,233 189
Total Local Revenue	26,896,275
Other Income Gain on sale of property Retail lease CNG fuel sales RIN Credits Alternative Fuel Credit Interest Income Miscellaneous Vending machine Fare evasion fees Billboard lease	87,822 25,197 43,781 135,905 733,093 2,087,690 30,963 5,808 664 30,763
Total Other Income	3,181,686
Total Revenues	\$ 57,314,309

## Schedule of Hours and Miles - Urban

Year ended September 30, 2024

	Weekday	Saturday	Sunday	Total
Total vehicle hours - linehaul	1,195	655	332	356,372
Revenue hours - linehaul	1,157	633	320	344,997
Total vehicle hours - bus rapid transit	94	49	38	28,533
Revenue hours - bus rapid transit	92	48	36	27,850
Total vehicle hours - demand response	526	211	184	155,478
Revenue hours - demand response	388	168	140	115,451
Total vehicle miles - linehaul	16,135	8,642	4,689	4,812,362
Revenue miles - linehaul	15,504	8,309	4,401	4,618,913
Total vehicle miles - bus rapid transit	1,144	613	482	349,285
Revenue miles - bus rapid transit	1,110	585	447	337,110
Total vehicle miles - demand response	7,719	2,700	2,461	2,246,973
Revenue miles - demand response	5,525	2,087	1,891	1,623,231

The methodology used for compiling nonfinancial data on Operating Assistance Report (OAR) schedules is an adequate and reliable methodology.

## **Schedule of Operating Assistance Calculation**

## Year ended September 30, 2024

	ate Operating istance Urban
General Operating Expenses	\$ 67,250,994
Add: Eligible Expenses Reverse GASB entry to pension to reflect actual paid pension expenses	1,490,516
Less: Ineligible Expenses  Depreciation expense and loss on disposal of assets Capital funds used for operating expenses Amtrak  Non-transportation revenue: Lease and billboard CNG fuel sales Alternative fuel credit Fare evasion Refunds and credits Auxiliary transportation revenue APTA and MPTA dues Preventive maintenance Subscription Based Information Technology Arrangements (SBITA) Lobbying	16,884,156 3,693,908 111,076 55,960 43,781 733,093 664 135,905 1,433 8,605 3,729,671 98,319 131,500
Eligible Operating Expenses	\$ 43,113,439
Maximum State Operating Assistance (50%)	\$ 21,556,720
State Operating Assistance Accrual (33.8553%)	\$ 14,596,185

### Notes to Schedule of Operating Assistance Calculation

### Notes to the Schedule of Operating Assistance Calculation

ITP has deducted all known ineligible expenses in completing this calculation of state operating assistance. Any refunds or rebates are deducted from the appropriate expense item when received. Any expenses related to miscellaneous revenue were netted against said revenue. ITP had no other post-employment benefits. No such expense was accrued or paid during fiscal year 2024 and, therefore, there are no applicable issues regarding calculation of eligible operating expenses or the related assistance from the state of Michigan. ITP did not apply for non-urban assistance for fiscal year 2024; therefore, schedules for urban and non-urban expenses are not included.

The following are statements of assurances for the state:

Cost Allocation Plan - ITP charges only direct costs to its grant programs; therefore, no Office of Passenger Transportation (OPT) approved cost allocation plans are required, and none were used in the preparation of financial statements.

Nonfinancial Methodology Plan - The method used for compiling miles for linehaul and demand response service has been reviewed, and the recording method has been found to be adequate and reliable.

Capital Funds Used to Pay for Operating - Operating expenses of \$3,693,908 were paid for with capital funds. This amount was subtracted out as an ineligible expense. No other operating expenses were paid for with capital funds. Ineligible expenses are identified according to the definition in the revenue and expense manual.

Depreciation - The depreciation expense is identified as an ineligible expense and subtracted from expenses. Therefore, the depreciation assurance regarding approval of useful life is not required. This number also includes the SBITA amortization expense for subscriptions.

Expenses Associated with Auxiliary Transportation Revenue - There are no costs associated with this revenue in eligible operating expenses, because advertising and concessions are outsourced and the contracting agency is responsible for any related expenses.

Retirement Benefits - ITP offers two types of pension compensation plans: defined benefit and defined contribution for administrative and non-administrative staff. The defined contribution expenses paid this year for the administrative staff is \$518,742 and non-administrative staff is \$970,751. The entire sum of \$1,489,493 was expensed on the books and paid with out-of-pocket funds.

The defined benefit plan expenses paid this year for the administrative plan is \$159,359 and the non-administrative plan is \$253,886. The entire sum of \$413,245 was expensed on the books and paid with out-of-pocket funds. The defined benefit plan is calculated pursuant to the GASB 68 Implementation Guide. The GASB adjustment is an (decrease) of \$1,490,516 to the pension expense, which is a reduction of \$218,543 to the administration plan and a reduction of \$1,271,974 to the union plan. Therefore, the \$1,490,517 is an eligible expense and was added to the total operating expense for the calculation of state operating assistance.

## Schedule of Expenditures of State Awards

Year ended September 30, 2024

	Assistance		State			Current Year'	s Expenditures		Prior	_	
Title	Listing Number	Federal Grant Number	Authorization Number	Total State Award Amount	Federal	State	Local	Total	Year's State Expenditures	State Amount Remaining	Expensed as Operating
FY 2021 §5307 - Local Formula	20.507	MI-2021-022	2017-0070-P18	\$ 2,513,395	\$ 3,707,297	\$ 296,824	\$ -	\$ 4,004,121	\$ 1,282,225	\$ 304,346	\$ 43,264
FY 2021 \$5339 - Local Bus and Bus Facilities	20.526	MI-2021-022	2017-0070-P18	263,400	-	-	-	-	-	263,400	-
FY 2020 §5307 - Local Formula	20.507	MI-2020-047	2017-0070 P16	2,501,061	2,138,992	234,748	-	2,373,740	1,677,636	288,677	90,864
FY 2020 §5339 - Local Bus and Bus Facilities	20.526	MI-2020-047	2017-0070 P16	284,093	-	-	-	-	-	284,093	-
FY 2019 \$20005(b) Map-21 Transit Oriented											
Development	20.500	MI-2019-010	2017-0070 P14	174,000	-	-	-	-	-	174,000	-
FY 2019 §5307 - Local Formula	20.507	MI-2019-023	2017-0070 P13	2,537,958	603,633	150,908	-	754,541	2,357,671	29,379	57,706
FY 2019 §5339 - Local Bus and Bus Facilities	20.526	MI-2019-023	2017-0070 P13	275,050	-	-	-	-	275,050	-	-
FY 2019 - FY 2021 §5307 - Local Formula and CMAQ	20.507	MI-2019-024	2017-0070 P12	622,500	178,576	28,521	-	207,097	582,682	1,129	8,521
FY 2019 Michigan Mobility Challenge		N/A	2017-0070 P10	373,782	-	-	-	-	373,782	-	-
FY 2018 \$5307 - Local Formula	20.507	MI-2018-011	2017-0070 P7	2,353,918	-	-	-	-	2,314,072	39,846	-
FY 2018 §5339 - Local Bus and Bus Facilities	20.526	MI-2018-011	2017-0070 P7	299,201	-	-	-	-	299,201	-	-
FY 2017 §5307 - Local Formula	20.507	MI-2017-023	2017-0070 P3	2,431,404	-	-	-	-	2,431,404	-	-
FY 2017 §5339 - Local Bus and Bus Facilities	20.526	MI-2017-023	2017-0070 P3	226,537	-	-	-	-	226,537	-	-
FY 2016 & FY 2017 §5309 Capital Investment	20.500	MI-2017-015	2012-0104 P20	14,047,417	69,149	19,504	-	88,653	13,035,219	992,695	520
FY 2016 §5307 - Local Formula and CMAQ	20.507	MI-2016-009	2012-0104 P18	2,269,162	-	, -	-	, -	-	, -	-
FY 2016 §5339 - Local Bus and Bus Facilities	20.526	MI-2016-009	2012-0104 P18	231,376	-	-	-	-	231,376	-	-
FY 2016 5307 - 2016 Local Formula and CMAQ	20.507	MI-2016-013	2012-0104 P17	875,683	-	-	_	-	875,683	-	-
FY 2022 §5307 - Local Formula	20.507	MI-2022-0029	2022-0073 P3	3,065,663	3,075,808	768,952	-	3,844,760	1,052,010	1,244,701	36,613
FY 2022 5339 - Local Bus and Bus Facilities	20.507	MI-2022-0029	2022-0073 P3	252,438	16,577	4,144	-	20,721	25,695	222,599	,
FY 2020 & 2021 Specialized Services		N/A	2017-0070 P11	1,084,738	, -	, -	_	, -	1,084,738	-	-
FY 2022 5337 - State of Good Repair	20.525	MI-2022-0029	2022-0073 P3	296,716	563,701	140,925	-	704,626	2,253	153,538	-
FY 2023 5307 - Local Formula	20.507	MI-2023-0020	2022-0073 P7	3,283,630	7,355,311	1,838,828	-	9,194,139	19,735	1,425,067	958,234
FY 2023 5337 - State of Good Repair	20.525	MI-2023-0020	2022-0073-P7	259,574	1,038,295	259,574	-	1,297,869	-	-	-
FY 2023 5339 - Local Bus and Bus Facilities	20,526	MI-2023-0020	2022-0073-P7	297,475	-		-	-	_	297,475	_
FY 2022 and FY 2023 5307 - Local Formula & CMAQ	20.507	MI-2022-0042	2002-0073 P4	345,165	532,047	133,012	-	665,059	167,153	45,000	352
FY 2023 Specialized Services		N/A	2022-0073 P6	1,329,976	-	-	-	-	1,329,976	-	-
FY 2022 Specialized Services		N/A	2022-0073-P1	542,369	_	_	-	_	542,369	_	-
FY 2022 Fuel Transformation Program Volkswagen		.,,,,,		0 .=,007					0 .=,007		
Mitigation Trust - State of MI grant			22-601-022	500,000	-	500,000	-	500,000	500,000	-	500,000
FY 2024 Specialized Services			2022-0073-P10	1,085,474	_	1,085,474	-	1,085,474	-	_	-
FY 2024 Consultant			2022-0073-P9	285,000	_	285,000	-	285,000	_	_	_
FY 2023 Buses and Bus Facilities		MI-2023-028	2022-0073-P8	1,549,295	375,148	93,787	-	468,935	-	1,455,508	_
Total		711-2023-020	2022-0073-70	\$ 46,457,450	\$ 19,654,534	\$ 5,840,201	<u> </u>	\$ 25,494,735	\$ 30,686,467	\$ 7,221,453	\$ 1,6

## Schedule of Expenditures of Federal Awards

Year ended September 30, 2024

	Federal				
	Assistance		Pass-Through	Passed	
Federal Grantor/Pass-Through	Listing	Passed	Federal Grantor		Total Federal
Grantor/Program or Cluster Title	Number	Through	Number	Subrecipients	Expenditures
Federal Transit Cluster:					
Federal Transit Formula Grants	20.507	Direct	MI-2019-023	\$ -	\$ 603,633
Federal Transit Formula Grants	20.507	Direct	MI-2020-047	-	2,138,991
Federal Transit Formula Grants	20.507	Direct	MI-2021-022	-	3,707,297
Federal Transit Formula Grants	20.507	Direct	MI-2019-024	-	178,576
Federal Transit Formula Grants	20.507	Direct	MI-2022-029	-	3,075,808
Federal Transit Formula Grants	20.507	Direct	MI-2023-028	-	375,148
Federal Transit Formula Grants	20.507	Direct	MI-2023-020	-	8,393,606
Federal Transit Formula Grants	20.507	Direct	MI-2022-042	-	532,047
Federal Transit Capital					
Investment Grants	20.500	Direct	MI-2017-015	-	297,150
Buses and Bus Facilities Formula,					
Competitive, and Low or No					
Emissions Programs	20.526	Direct	MI-2022-029	-	16,577
Total Federal Transit Cluster				-	19,318,833
State of Good Repair Grants					
Program	20.525	Direct	MI-2022-029	-	563,701
Community Project Funding	20.323	2	7111 ZOZZ OZ7		303,701
Congressionally Directed					
Spending	20.534	Direct	MI-2023-005	-	1,375,796
Total Federal Awards				\$ -	\$21,258,330

### Notes to Schedule of Expenditures of Federal Awards

#### 1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of ITP under programs of the federal government for the year ended September 30, 2024. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of ITP, it is not intended to and does not present the financial position, changes in net assets, or cash flows of ITP.

### 2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

#### 3. Indirect Cost Rate

ITP has elected not to use the 10% de minimis indirect cost rate allowed under the Uniform Guidance.



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Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* 

Members of the Board Interurban Transit Partnership Grand Rapids, Michigan

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Interurban Transit Partnership (ITP), as of and for the years ended September 30, 2024 and 2023 (as of and for the years ended June 30, 2024 and 2023 for the Fiduciary Funds), and the related notes to the financial statements, which collectively comprise ITP's basic financial statements, and have issued our report thereon dated January 23, 2025.

#### Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered ITP's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of ITP's internal control. Accordingly, we do not express an opinion on the effectiveness of ITP's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.



#### Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether ITP's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

#### **Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of ITP's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering ITP's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BDO USA, P.C.

January 23, 2025



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# Independent Auditor's Report on Compliance for Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance

Members of the Board Interurban Transit Partnership Grand Rapids, Michigan

#### Report on Compliance for Each Major Federal Program

#### Opinion on Each Major Federal Program

We have audited Interurban Transit Partnership's (ITP) compliance with the types of compliance requirements identified as subject to audit in the OMB *Compliance Supplement* that could have a direct and material effect on each of ITP's major federal programs for the year ended September 30, 2024. ITP's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, ITP complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2024.

### Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of ITP and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of ITP's compliance with the compliance requirements referred to above.

#### Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to ITP's federal programs.



#### Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on ITP's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about ITP's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding ITP's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of ITP's internal control over compliance relevant to the audit in
  order to design audit procedures that are appropriate in the circumstances and to test
  and report on internal control over compliance in accordance with the Uniform Guidance,
  but not for the purpose of expressing an opinion on the effectiveness of ITP's internal
  control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### Report on Internal Control Over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in



internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

BDO USA, P.C.

January 23, 2025

### **Schedule of Findings and Questioned Costs** Year Ended September 30, 2024

### Section I - Summary of Auditor's Results

Financial Statements			
Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP.	Unmodified		
Internal control over financial reporting:			
<ul> <li>Material weakness(es) identified?</li> </ul>	yes <u>X</u> no		
• Significant deficiency(ies) identified?	yesXnone reported		
Noncompliance material to financial statements noted?	yes <u>X</u> _no		
Federal Awards			
Internal control over major federal programs:			
<ul> <li>Material weakness(es) identified?</li> </ul>	yes <u>X</u> no		
Significant deficiency(ies) identified?	yesXnone reported		
Type of auditor's report issued on compliance for major federal programs:	Unmodified		
Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a)?	yes <u>X</u> no		
Identification of major federal programs:			
Assistance Listing Number(s)	Name of Federal Program or Cluster		
20.500, 20.507, 20.525, and 20.526 20.534	Federal Transit Cluster Community Project Funding Congressionally Directed Spending		
Dollar threshold used to distinguish between type A and type B programs:	\$750,000		
Auditee qualified as low-risk auditee?	Xno		
action II Financial Statement Findings			

#### Section II. Financial Statement Findings

There were no findings related to the financial statements that are required to be reported, in accordance with generally accepted government auditing standards.

### Section III. Federal Award Findings and Questioned Costs

There were no findings and questioned costs for federal awards (as defined in 2 CFR 200.516(a)) that are required to be reported.



## Welcome

January 22, 2025

Members of the Board of Directors and Finance Committee

Interurban Transit Partnership

We look forward to discussing with you the current year audit results for Interurban Transit Partnership (ITP). On October 11, 2024, we presented an overview of our plan for the audit of the financial statements including the Schedule of Expenditures of Federal Awards of Interurban Transit Partnership (ITP) as of and for the year ended September 30, 2024.

This communication is intended to elaborate on the significant findings from our audit, including our views on the qualitative aspects of ITP's accounting practices and policies, management's judgments and estimates, financial statement disclosures, and other required matters to assist you in fulfilling your obligation to oversee the financial reporting and disclosure process for which management of ITP is responsible.

We are pleased to be of service to ITP and look forward to meeting with you to discuss our audit findings, as well as other matters that may be of interest to you, and to answer any questions you might have.

Respectfully,

BDO USA, P.C.

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## Your Client Service Executive Team



JOHN LAFRAMBOISE Audit Director jlaframboise@bdo.com



JOSHUA LARAMY Audit Senior Manager <u>jlaramy@bdo.com</u>

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OTHER TOPICS

The following communication was prepared as part of our audit, has consequential limitations, and is intended solely for the information and use of those charged with governance (e.g., Board of Directors) and, if appropriate, management of ITP, and is not intended and should not be used by anyone other than these specified parties.

**Executive Summary** 



## **Executive Summary**

#### **Results of Our Audit**

- Overview and Status
- · Quality of ITP's Financial Reporting
- Significant Risk Overview & Discussion
- Corrected and Uncorrected Misstatements
- Internal Control Over Financial Reporting

**Required Communications** 

Open Discussion and Questions



## Required Communications Dashboard

Professional standards require that we communicate the following matters to those charged with governance. We have indicated in the table below where these communications are included within this report or in previous communications, as well as which matters warrant discussion during this meeting.

Topic	Matters to Discuss	Ref.	Topic	Matters to Discuss	Ref.
Independence	NO	Page 17	Difficult or Contentious Matters for Which We Consulted Outside the Engagement Team	NO	Page 18
Overall Strategy, Timing of the Audit, & Significant Risks	NO	Audit Plan	Consultation with Other Accountants	NO	Page 17
Significant Changes to the Overall Audit Strategy, Significant Risks, or Planned Use of Others	NO	Page 8	Going Concern	NO	
Use of Internal Audit	NO	Audit Plan	Uncorrected and Corrected Misstatements	NO	Page 11
Use of Other Auditors and Persons Not Employed by BDO USA, P.C.	NO	Audit Plan	Departure from the Auditor's Standard Report	NO	
Information from Those Charged with Governance	NO		Disagreements with Management	NO	Page 18
Significant Accounting Practices, Policies, Estimates & Disclosures	NO	Page 15	Difficulties Encountered in Performing the Audit	NO	Page 18
Significant Unusual Transactions	NO	Page 17	Other Matters	NO	Page 17
Quality of Financial Reporting	NO	Page 9	Related Parties	NO	Page 17
New Accounting Pronouncements Not Yet Effective	NO		Internal Control Matters	NO	Page 13
Alternative Accounting Treatment	NO		Subsequent Events	NO	
Nature and Extent of Specialized Skills or Knowledge Needed Related to Significant Risk	NO				



## Overview & Status of Our Audit

We have substantially completed our audit of the financial statements as of and for the year ended September 30, 2024. Our audit was conducted in accordance with auditing standards generally accepted in the United States of America and Government Auditing Standards.

- ▶ The objective of our audit was to obtain reasonable not absolute assurance about whether the financial statements are free from material misstatements.
- ▶ The scope of the work performed was substantially the same as that described to you in our earlier Audit Plan communications.
- ▶ We expect to issue an unmodified opinion on the financial statements and release our report in January 2025.
- ▶ We expect to issue an unmodified opinion on ITP's Single Audit report, including the Schedule of Expenditures of Federal Awards (SEFA).
- ▶ In planning and performing our audit of the SEFA, we considered ITP's internal control over compliance with requirements that could have a direct and material effect on its major federal program(s) to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with GAS and Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance.
- ▶ Our responsibility for other information in documents containing ITP's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform procedures to corroborate such other information. However, in accordance with professional standards, we have read the information included by ITP and considered whether such information, or the manner of its presentation, was materially inconsistent with its presentation in the financial statements. Our responsibility also includes calling to management's attention any information that we believe is a material misstatement of fact. We have not identified any material inconsistencies or concluded there are any material misstatements of facts in the other information that management has chosen not to correct.
- ▶ All records and information requested by BDO were freely available for our inspection.



# Quality of ITP's Financial Reporting

A discussion was held regarding the quality of ITP's financial reporting, which included the following:

- Qualitative aspects of significant accounting policies and practices
- ▶ Our assessment of critical accounting estimates, accounting policies and practices
- ► Significant unusual transactions
- ► Financial statement presentation
- ▶ New accounting pronouncements
- ▶ Alternative accounting treatments



## Areas of Significant Risk

Our areas of significant risk, which are risks with both a higher likelihood of occurrence and a higher magnitude of effect that require special audit considerations, are as follows.

# Management override of controls

## Corrected and Uncorrected Misstatements

#### CORRECTED AND UNCORRECTED MISSTATEMENTS

- ▶ There were no corrected misstatements, other than those that were clearly trivial, related to accounts and/or disclosures that we brought to the attention of management.
- ▶ There were no uncorrected misstatements, other than those that were clearly trivial, related to accounts and/or disclosures that we presented to management.

Internal Control Over Financial Reporting



## Internal Control Over Compliance Findings

In performing our compliance audit in accordance with Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements of Federal Awards (Uniform Guidance), we obtained an understanding of ITP's internal control over compliance to design audit procedures and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of ITP's internal control over compliance. Accordingly, we did not express an opinion on the effectiveness of ITP's internal control over compliance.

Our consideration of internal control was for the limited purpose described above and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses.

We are required to communicate, in writing and in a timely manner, to those charged with governance all material weaknesses and significant deficiencies that have been identified in ITP's internal control over compliance. The definitions of a material weakness, significant deficiency, and control deficiency in internal control over compliance are as follows:

Category	Definition
Material Weakness	A deficiency or a combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that a material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.
Significant Deficiency	A deficiency or a combination of deficiencies in internal control over compliance that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.
Control Deficiency	A deficiency in internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct noncompliance with a type of compliance requirement of a federal program on a timely basis.
Instances of Noncompliance with Laws and Regulations	In accordance with GAS, matters that involve instances of noncompliance with laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements.

In conjunction with our audit of the financial statements, we noted no material weaknesses.

Detail of Significant Accounting Practices, Policies, Estimates and Disclosures



## Significant Accounting Practices (including Policies, Estimates and Disclosures)

#### ACCOUNTING PRACTICES, POLICIES, ESTIMATES, AND DISCLOSURES

The following summarizes the more significant required communications related to our audit concerning ITP's accounting practices, policies, and estimates:

ITP's significant accounting practices and policies are those included in Note 1 to the financial statements. These accounting practices and policies are appropriate, comply with the applicable financial reporting framework and industry practice, were consistently applied, and are adequately described within Note 1 to the financial statements.

▶ There were no changes in significant accounting policies and practices during 2024.

Critical accounting estimates are those that require management's most difficult, subjective, or complex judgments, often as a result of the need to make estimates about the effects of matters that are inherently uncertain. ITP's critical accounting estimates, including a description of management's processes and significant assumptions used in development of the estimates, are disclosed Note 1 of the financial statements.

▶ Management did not make any significant changes to the processes or significant assumptions used to develop the critical accounting estimates in 2024.

Additional Required Communications



## Other Required Communications

Following is a summary of other required items, along with specific discussion points as they pertain to ITP:

Requirement	Discussion Point
Significant changes to planned audit strategy or significant risks initially identified	There were no significant changes to the planned audit strategy or significant risks initially identified and previously communicated to those charged with governance as part of our Audit Planning communications.
Obtain information from those charged with governance relevant to the audit	There were no matters noted relevant to the audit, including, but not limited to: violations or possible violations of laws or regulations; risks of material misstatement, including fraud risks; or tips or complaints regarding ITP's financial reporting that we were made aware of as a result of our inquiry of those charged with governance.
Alternative accounting treatment	No alternative accounting treatments permissible under the applicable financial reporting framework for policies and practices related to material items were identified and discussed with management.
Significant unusual transactions	During the year ended September 30, 2024, we were not aware of any significant unusual transactions.
Consultations with other accountants	We are not aware of any consultations about accounting or auditing matters between management and other independent public accountants. Nor are we aware of opinions obtained by management from other independent public accountants on the application of requirements of an applicable financial reporting framework.
Significant findings and issues arising during the audit in connection with ITP's related parties	We have evaluated whether the identified related party relationships and transactions have been appropriately identified, accounted for, and disclosed and whether the effects of the related party relationships and transactions, based on the audit evidence obtained, prevent the financial statements from achieving fair presentation.
Significant findings or issues arising during the audit that were discussed, or were the subject of correspondence, with management	There were no significant findings or issues arising during the audit that were discussed, or were the subject of correspondence, with management.
Other matters significant to the oversight of ITP's financial reporting process, including complaints or concerns regarding accounting or auditing matters	There are no other matters that we consider significant to the oversight of ITP's financial reporting process that have not been previously communicated.

## Other Required Communications (cont.)

Following is a summary of other required items, along with specific discussion points as they pertain to ITP:

Requirement	Discussion Point
Representations requested from management	Please refer to the management representation letter that will be provided upon receipt.
Disagreements with management	There were no disagreements with management about matters, whether or not satisfactorily resolved, that individually or in aggregate could be significant to ITP's financial statements or to our auditor's report.
Significant difficulties encountered during the audit	There were no significant difficulties encountered during the audit.
Matters that are difficult or contentious for which the auditor consulted outside the engagement team	There were no difficult or contentious matters that we consulted with others outside the engagement team that we reasonably determined to be relevant to those charged with governance regarding their oversight of the financial reporting process.

## Independence

Our engagement letter to you dated August 13, 2024, describes our responsibilities in accordance with professional standards and certain regulatory authorities and *Government Auditing Standards* regarding independence and the performance of our services. This letter also stipulates the responsibilities of ITP with respect to independence as agreed to by ITP. Please refer to that letter for further information.



Other Topics

## BDO's System of Quality Management

An effective quality management system in an audit firm is crucial for supporting the consistent performance of high-quality audits and reviews of financial statements, or other assurance or related services engagements under professional standards, and applicable legal and regulatory requirements.

Accordingly, BDO has implemented a system of quality management designed to provide reasonable assurance that its professionals fulfill their responsibilities and conduct engagements in accordance with those professional standards, and legal and regulatory requirements. The firm's system of quality management supports the consistent performance of quality audits through many ongoing activities including, at least annually, certification by leaders with responsibility for key controls and related processes. Our Assurance Quality Management team performs regular reviews and testing of key controls and processes throughout the system of quality management and identifies and communicates areas for improvement. In addition, our Audit Quality Advisory Council supports our system of quality management by providing guidance and input on audit quality initiatives.

As required by International Standard on Quality Management 1 (ISQM 1) under the International Auditing and Assurance Standards Board (IAASB), BDO has conducted an evaluation of the effectiveness of its system of quality management and concluded, as of July 31, 2023, that, except for certain deficiencies related to the execution of its issuer audits, that system provides the reasonable assurance that our professionals will perform audits and reviews of financial statements or related assurance services engagements in accordance with professional standards, and applicable legal and regulatory requirements. BDO has either implemented or is designing remedial actions to address those deficiencies prior to our next evaluation.



We will continue to provide you with updates on our progress. Currently, you may find discussion of BDO's system of quality management within our annual <u>Audit Quality Reports</u>, the most recent of which is accessible <u>here</u>.

CLICK HERE TO ACCESS IAASB
ISOM-1 IN ITS ENTIRETY >

At BDO, our purpose is helping people thrive, every day. Together, we are focused on delivering exceptional and sustainable outcomes — for our people, our clients and our communities. Across the U.S., and in over 160 countries through our global organization, BDO professionals provide assurance, tax and advisory services for a diverse range of clients.

BDO is the brand name for the BDO network and for each of the BDO Member Firms. BDO USA, P.C., a Virginia professional corporation, is the U.S. member of BDO International Limited, a UK ITP limited by guarantee, and forms part of the international BDO network of independent member firms. <a href="https://www.bdo.com">www.bdo.com</a>.

Material discussed in this publication is meant to provide general information and should not be acted on without professional advice tailored to your needs.

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#### INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

#### **RESOLUTION No. 012925-7**

Fiscal Year: 2025-2026

Moved and supported to adopt the following resolution:

Approval of the Financial Statements and Single Audit Reports for the fiscal year ended September 30, 2024, and 2023

BE IT RESOLVED that the ITP Board of Directors approves the Financial Statements and Single Audit Reports for the fiscal year ending September 30, 2024, and 2023 as written, per the presentation on January 29<sup>th</sup>, 2025

#### **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:** January 29, 2025

**To:** ITP Board

From: Nick Monoyios – Director of Planning

Subject: FARE CAPPING ADJUSTMENT RECOMMENDATION

#### **ACTION REQUESTED**

Following an analysis per ITP Board of Directors approved Fare Policy in 2014, staff is requesting the approval of the proposed daily and monthly fare capping increase recommendation for implementation effective April 1, 2025. This action follows all required analysis and public outreach detailed below. The recommendation is to adjust the Single-Day Max fare cap for the Adult Wave card and Contactless Payment categories from \$3.50 to \$5.25 and an adjustment to the Calendar Month Max for the Adult Wave card only, from a current monthly cap of \$47 to \$60. This action does not include any adjustment to the current base fare of \$1.75.

#### **BACKGROUND**

In October 2015, the current base fare was set at \$1.75 with a monthly pass of \$47. In August 2018, the current fare capping structure was implemented, eliminating the up-front monthly pass cost. At the ITP Board Budget Workshop in July 2024, staff revisited the ITP Fare Policy approved by the ITP Board in February 2014. This Fare Policy set the warning threshold for farebox recovery to 25% and indicated that dipping below that percentage should trigger a fare structure evaluation. The farebox recovery percentage for FY24 was 11.05%.

Staff also presented a peer comparison of fare structures at the July 2024 Board meeting. The five (5) peer groups evaluated included agencies with similar population, operating budget, ridership, in Michigan, and Transit Master Plan (TMP) peers. The results identified that while our adult base fare being similar to our peers, the cost of our monthly cap was comparatively low in all peer groups. A linear regression analysis concluded that all peer groups normalized to a \$1.75 base fare provided monthly cap/pass costs between \$59.58 and \$68.12.

Staff recommended further evaluation of the demographic impacts of adjusting the Single-Day Max fare cap for the Adult Wave card and Contactless Payment categories from \$3.50 to \$5.25, and an increase to the Calendar Month Max for the Adult Wave cards only, from \$47 to \$60. No fare capping adjustments were recommended for the Youth or Reduced Wave card (see Figures 1 and 2 below).

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$3.50	\$47.00
Ultra Light C (Wave card)	\$1.75	\$3.50	\$47.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	_
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$3.50	_

Figure 1 - Current Wave Card Fare Structure

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$5.25	\$60.00
Ultra Light C (Wave card)	\$1.75	\$5.25	\$60.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	_
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$5.25	_

Figure 2 - Proposed Wave Card Fare Structure

The Board concurred with examining these fare capping adjustments further and staff proceeded with the required Title VI Fare Equity analysis.

#### **FARE EQUITY ANALYSIS**

In December 2024, staff presented the outcome of the Title VI Fare Equity Analysis to the ITP Board which demonstrated that the proposed fare capping adjustments posed no adverse impact on minority and low-income customers for increasing the day and month fare cap.<sup>1</sup>

<sup>&</sup>lt;sup>1</sup> In July 2013, the ITP Board approved a Title VI Disparate Burden and Disproportionate Burden (DIDB) Policy which authorized a twenty percent (20%) disparity threshold based on the cumulative demographic impact of the existing and any proposed fare changes. This threshold applies to the difference of the impacts borne by minority & low-income populations compared to the same impacts borne by non-minority and non-low-income populations.

#### **PUBLIC FEEDBACK & OPEN HOUSE COMMENTS**

The ITP Board authorized staff to proceed with a formal public outreach/hearing process to comprehensively gather public feedback for these proposed fare capping changes in December 2024.

A 30-day public hearing process was established between December 20, 2024, through January 20, 2025. This comprehensive effort included four (4) in-person public open houses at Rapid Central Station over a period of two days; on Wednesday, January 15th from 6:30AM - 8:00A.M. and 2:30P.M. - 4:00P.M., as well as Thursday, January 16 from 11:00 A.M - 12:30P.M. and 6:00P.M. - 7:30 P.M. Participants were invited to provide written or digital comments.

An array of communication channels were used to amplify the public input process for increased public awareness. The table below lists the various methods.

Table 1 – List of public outreach notifications, advertising, and coverage (all postings in English & Spanish)

Table 1 – Elst of public outreach notifications, advertising, and coverage (all postings in English & Spanish)				
PUBLIC OUTREACH CHANNELS				
Press release	Info center postings at Central Station			
Website notice	Notices on Central Station exterior doors			
Website email form	Transit app banner			
<ul> <li>Sent email notifications (directly sent to 15,486 addresses)</li> </ul>	Emergency Needs Taskforce (ENTF)     newsletter			
<ul> <li>On-board flyers on all buses</li> </ul>	Social media postings			
All Central Station bus bays				

Throughout the 30-day public input period, 103 comments were received. 89 comments were received via email, 13 written comments were received during the public hearings, and 1 written comment was received via the Info Center.

The attached appendix includes all public input, outreach efforts, and media coverage.

#### **RECOMMENDATION**

In January 2025, staff discussed the following recommendation with the ITP Finance Committee, and they approved to move this ITP Board meeting.

Thorough consideration was given to all the public input received, acknowledging the importance of establishing a fare structure that minimizes the economic impact of the public, while achieving parity with the adopted Fare Policy, staff recommends proceeding with the proposed fare capping adjustments for implementation effective on April 1, 2025.



#### INTERURBAN TRANSIT PARTNERSHIP BOARD

#### **RESOLUTION No. 012925-8**

#### Fiscal Year 2025

Moved and supported to adopt the following resolution:

Approval to adjust the Single-Day Max fare cap for the Adult Wave card and Contactless Payment day capping categories from \$3.50 to \$5.25 and adjust to the Calendar Month Max for the Adult Wave card only, from a current monthly cap of \$47 to \$60.

BE IT RESOLVED that the ITP CEO is hereby authorized to implement these fare capping adjustments as presented to the ITP Board on January 29, 2025.

#### **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:

November 19, 2024

To:

ITP Board

From:

Nick Monoyios – Director of Planning

Subject:

DAILY AND MONTHLY FARE CAPPING PUBLIC HEARING REQUESTS

#### **ACTION REQUESTED**

Staff requests approval to commence public hearings regarding the proposed fare capping adjustments to be presented for public feedback and an in-person public hearing through January 2025. Staff will return to the Board in January 2025 with collected public feedback and a fare capping restructuring recommendation for final implementation effective on April 1, 2025.

#### BACKGROUND

In July 2024, staff presented revenue recommendations at the Board Budget Workshop. Based on the recognized growing disparity between increasing operating costs and the static revenue retrieved with the current 2015 fare structure, a peer fare analysis was conducted to ascertain comparative fare structures. The results identified that while our adult base fare was similar to our peers, our monthly cap was comparatively low in all five (5) peer groups. The Board concurred with staff's recommendation to examine fare capping adjustments further which required a Title VI Fare Equity analysis to be completed.

#### **FARE EQUITY ANALYSIS**

In July 2013, the Board approved a Title VI Disparate Burden and Disproportionate Burden (DIDB) Policy which authorized a twenty percent (20%) disparity threshold based on the cumulative demographic impact of the existing and any proposed fare changes. This threshold applies to the difference of the impacts borne by minority & low-income populations compared to the same impacts borne by non-minority and non-low-income populations.

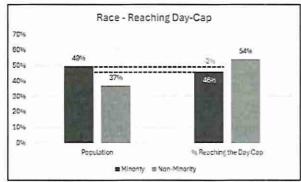
Through this analysis, if ITP finds that either low-income and/or minority populations will bear a DIDB of either existing and/or proposed fare changes, ITP will take steps to avoid, minimize, or mitigate impacts where practicable. If ITP chooses not to alter the proposed fare changes, the agency may implement these changes if there is substantial and legitimate justification for the change by demonstrating that there are no satisfactory alternatives that would lessen a negative impact on low-income and minority populations.

A fare equity analysis is required by the FTA for Title VI compliance with any proposed fare structure change to ensure that any fare adjustment does not have a Board approved DIDB impact on Title VI protected customers. Maintaining compliance with FTA Title VI guidance is critical for The Rapid to obtain federal funding.

The outcome of the DIDB analysis indicated that there is no adverse impact on minority and low-income customers for increasing the day and month fare cap. The table below and Figures 3 and 4 illustrate the results. The full Title VI Fare Equity Analysis is attached to this Board item.

Table 1 - Results of the DIDB related to the Day and Month Fare Cap

Population Pu	ırchasing	Day Cap		Month Cap	
Adult Wave Card Fare		% Reaching the Day Cap	% Disparity	% Reaching the Month Cap	% Disparity
Minority	49%	46%	-3%	33%	-16%
In-Poverty	44%	36%	-8%	43%	-1%



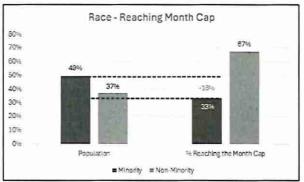
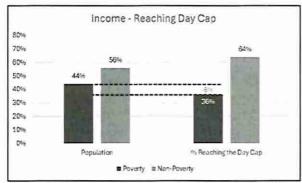


Figure 3 – Percent of Minority vs. Non-Minority Adult Wave Card or contactless payments (day cap only) users Reaching the Day Cap & Month Cap



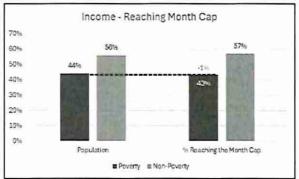


Figure 4 – Percent of Poverty vs. Non-Poverty Adult Wave Card or contactless payments (day cap only) users Reaching the Day Cap & Month Cap

#### PROPOSED FARE CAPPING ADJUSTMENT

Staff recommend an increase to the Single-Day Max for the Adult Wave cards and Contactless Payment categories from \$3.50 to \$5.25. This represents an increase from two (2) to three (3) daily fare cap taps. Staff also recommend an increase to the Calendar Month Max for the Adult Wave cards only, from \$47 to \$60 (see figures below). No fare adjustments are recommended for the base cash fare in any fare category, nor will the Youth and Reduced Wave card fare caps change. These adjustments will have no impact on ADA/Paratransit fares.

The rationale to increase the caps was based on the peer fare analysis conducted as part of the Board Budget Workshop in July 2024. A linear regression analysis concluded that all peer

groups normalized to a \$1.75 base fare provided monthly cap/pass costs between \$59.58 and \$68.12.

Below are tables illustrating the current and proposed Wave card fare structure for submission to a comprehensive public outreach campaign to include public hearings, website and social media information, and hard copy postings at various Rapid facilities.

Figure 1 - Current Wave Card Fare Structure

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$3.50	\$47.00
Ultra Light C (Wave card)	\$1.75	\$3.50	\$47.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	( <del></del>
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$3.50	-

Figure 2 - Proposed Wave Card Fare Structure

Increment	Max	Month Max
\$1.75	\$5.25	\$60.00
\$1.75	\$5.25	\$60.00
\$1.25	\$2.50	\$33.75
\$0.85	\$2.25	\$30.00
\$0	_	_
\$13.50	_	-
\$1.75	\$5.25	_
	\$1.75 \$1.25 \$0.85 \$0 \$13.50	\$1.75 \$5.25 \$1.25 \$2.50 \$0.85 \$2.25 \$0 — \$13.50 —

The elasticity of the ridership impact to the increase of fare capping in these categories is unknown due to the insignificant industry data accumulated on fare capping adjustments since the pandemic. Prior to the pandemic, the cited industry elasticity model indicated that for every 10% increase in fares, a 3.8% decrease in ridership could be expected. While this model varied with unique geographic markets, fare capping increases were not factored into this model. Assuming no elasticity of ridership, and mirroring ridership levels from FY24, an additional \$187,703 in revenue can be estimated (based on beta report from INIT)

#### **NEXT STEPS**

If approved, staff will conduct extensive public engagement communications to retrieve public feedback throughout the remainder of December 2024 and through mid-January 2025 including a formal 30-day notice for an in-person public hearing to be held in January 2025. Staff will return to the Board on January 29, 2025 with collected public feedback and a final fare capping restructuring recommendation for implementation effective on April 1, 2025.

## **FARE EQUITY ANALYSIS**

**Fare Capping Adjustments** 

**December 4, 2024** 



## **FARE POLICY – FEBRUARY 2014**

GOALS & OBJECTIVES	
Revenue	Determine a predictable and transparent fare revenue stream that ensures The Rapid's current and long-term financial requirements.
Recovery	Recommend a minimum farebox recovery ratio of operating costs with passenger paid fares.
Efficiency	Maximize operational efficiency by minimizing boarding times and fare collection costs with media and technologies that are faster, more reliable, and more accurate.
Ridership	Define acceptable ridership levels by setting fares that promote ridership growth.
Equity	Establish equitable fares that recognize Title VI protected minority & low-income riders.
Accessibility	Enhance mobility and system access through a fare system that is easy to use and understand.



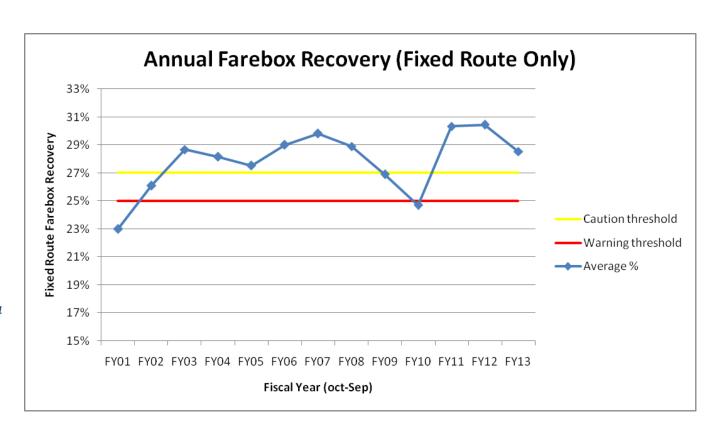
## FARE POLICY - FAREBOX RECOVERY

<27% = Caution

<25% = **Warning** 

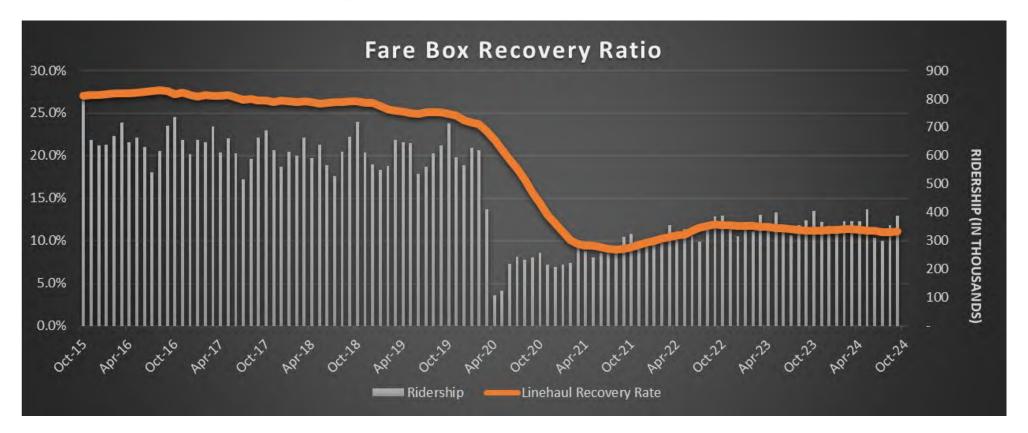
"A red (warning) standard at 25% triggers staff to evaluate the fare structure to recommend appropriate action."

ITP Fare Policy – Feb 2014





## **FARE POLICY – FAREBOX RECOVERY**





## **TITLE VI LEGISLATION**

• FTA Title VI legislation requires transit providers which operate 50 or more fixed route vehicles in peak service and are located in urbanized areas (UZA) of 200,000 or more people must administer a *fare equity analysis* for any proposed fare structure adjustments.



## WHAT IS A FARE EQUITY ANALYSIS?

- A *fare equity analysis* is an assessment conducted by a transit provider to determine whether fare changes, either increases or decreases, will result in a *disparate impact* (race) or *disproportionate burden* (income) on Title VI-protected populations.
- This legislation will ensure that equity for minority and low-income riders are considered when developing fare change recommendations and maintaining compliance with FTA Title VI guidance is critical for The Rapid to obtain federal funding.

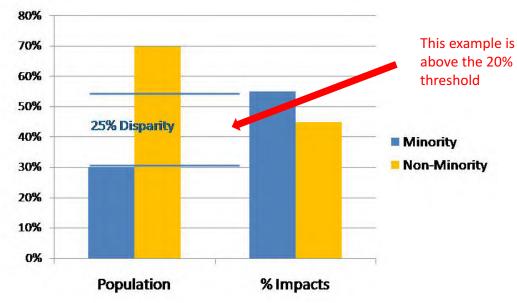


## **DIDB HISTORY**

• In July 2013, the Board approved a *Title VI Disparate Burden and Disproportionate Burden (DIDB) Policy* which authorized a twenty percent (20%) disparity threshold based on the cumulative demographic impact of the existing and any proposed fare changes

changes

 This threshold applies to the difference of the impacts borne by minority & low-income populations compared to the same impacts borne by non-minority and non-lowincome populations.



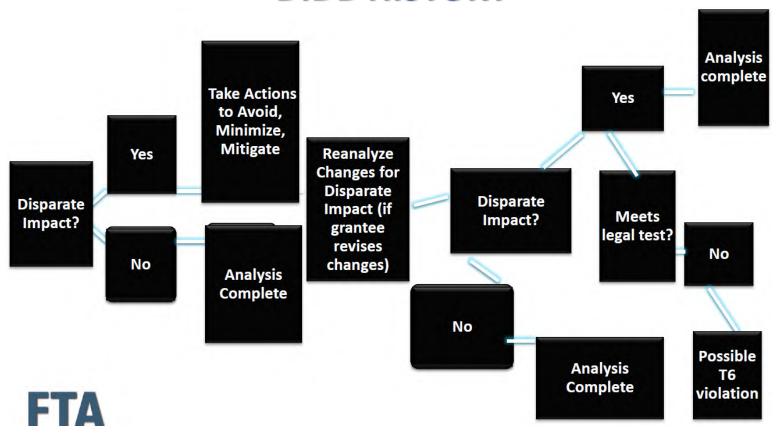


# **DIDB HISTORY**

- If ITP finds that either low-income and/or minority populations will bear a DIDB of either existing and/or proposed fare changes, ITP will take steps to avoid, minimize, or mitigate impacts where practicable
- If ITP chooses not to alter the proposed fare changes, the agency may implement these changes if there is substantial and legitimate justification for the change by demonstrating that there are no satisfactory alternatives that would lessen a negative impact on lowincome and minority populations



# **DIDB HISTORY**





# **CURRENT FARE CAPPING STRUCTURE**

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$3.50	\$47.00
Ultra Light C (Wave card)	\$1.75	\$3.50	\$47.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	_
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$3.50	_



# PROPOSED FARE CAPPING ADJUSTMENTS

Card Type	Fare or Cap Increment	Single-Day Max	Calendar Month Max
Adult (Wave card)	\$1.75	\$5.25	\$60.00
Ultra Light C (Wave card)	\$1.75	\$5.25	\$60.00
Youth (Wave card)	\$1.25	\$2.50	\$33.75
Reduced (Wave card)	\$0.85	\$2.25	\$30.00
ADA (Wave card)	\$0	_	_
10-Ride (Wave card)	\$13.50	_	_
Contactless Payments (Credit/Debit/Mobile)	\$1.75	\$5.25	_



# **DIDB ANALYSIS**

- DIDB evaluates the demographic composition of fare paying passengers only
- ETC on-board survey in October 2024 questions:
  - Did you purchase your own fare? (must be yes for DIDB)
  - What fare type?
  - Race?
  - Income?
  - Reaching day cap?
  - Reaching month cap?



# **DIDB ANALYSIS - SUMMARY**

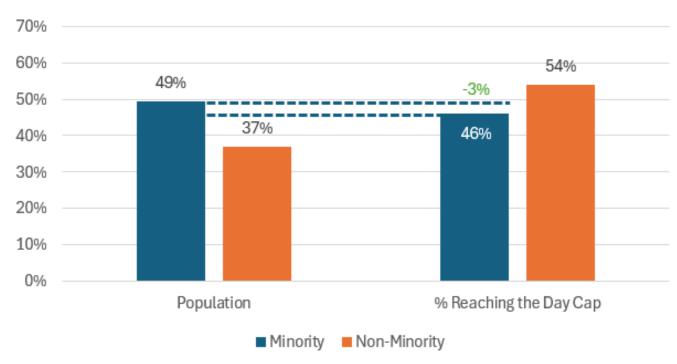
- ETC identified statistically significant sample size with high confidence and low margin of error (n=457 surveys)
- Of the 457 survey responses:
  - 212 purchased and used their own fare
    - 64 purchased and used an Adult Wave Card or Contactless Payment

Population Purchasing Adult		Day Cap		Month Cap	
<u> </u>	are or contactless	% Reaching the Day Cap	% Disparity	% Reaching the Month Cap	% Disparity
Minority	49%	46%	-3%	33%	-16%
In-Poverty	44%	36%	-8%	43%	-1%



# **DIDB ANALYSIS - RACE to DAY CAP**

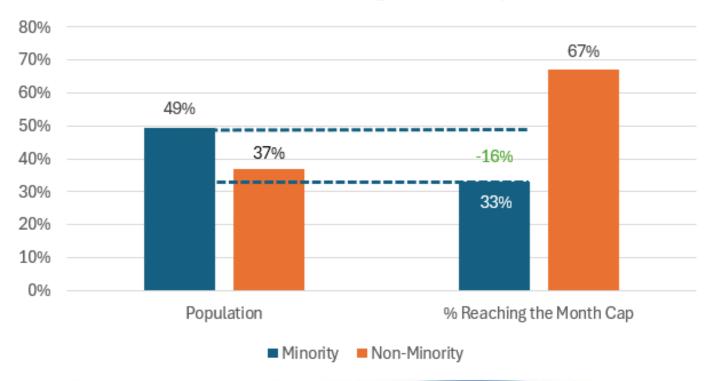
# Race - Reaching Day-Cap





# **DIDB ANALYSIS - RACE to MONTH CAP**

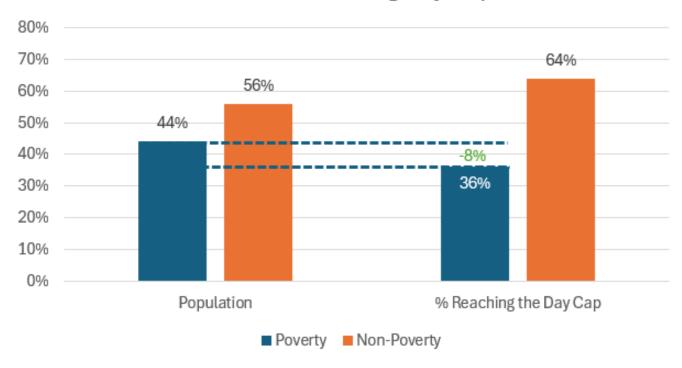
Race - Reaching Month Cap





# **DIDB ANALYSIS - INCOME to DAY CAP**

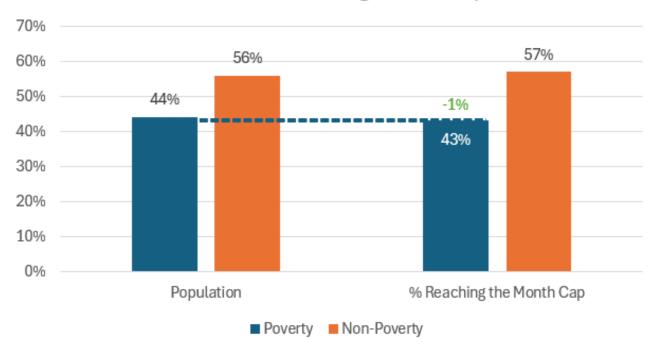
# Income - Reaching Day Cap





# **DIDB ANALYSIS - INCOME to MONTH CAP**

Income - Reaching Month Cap





# **CONCLUSION & NEXT STEPS**

- The proposed fare capping adjustments to the Adult Wave Card and contactless
  payment changes (day cap only) will not result with disproportionally high adverse
  effects on minorities and low-income populations in accordance with ITP's DIDB
  policy
- Staff will conduct extensive communications to retrieve public feedback throughout December 2024 and January 2025 including a formal 30-day notice for an in-person public hearing in January.
- Staff will return to the Board in January 2025 with collected public feedback and a final fare capping restructuring recommendation for implementation effective on April 1, 2025





### FOR IMMEDIATE RELEASE December 20, 2024

Contact: info@ridetherapid.org

### The Rapid is Seeking Public Input on First Fare Capping Adjustment Since 2018

Adjustments Reflect Industry Trends and Commitment to Accessible, Sustainable Transit

GRAND RAPIDS, Mich. — The Rapid is seeking public input regarding proposed adjustments to its fare capping structure. By internal policy, fares are reviewed, and adjustments are proposed when policy dictates. The Rapid fare structure is compared to national peers. Any change currently being considered may include increasing only the daily standard fare cap from \$3.50 to \$5.25 and the adult monthly fare cap from \$47.00 to \$60.00, which will balance to peer comparisons and better align revenue needs with commitment to equity and accessibility.

The adult base fare of \$1.75 per ride will remain unchanged. Additionally, there are no changes currently contemplated for the Youth, Reduced, ADA, P.A.S.S., and paratransit service fares.

The proposed adjustments are consistent with fare structures implemented by transit agencies of similar size and scale across the country, many of which have recently undergone a similar analysis to better address operational costs and equity goals. The Rapid's current monthly cap was found to be one of the lowest within the array of peer groups with similar base fares.

Federal Title VI regulations require transit agencies to ensure that any proposed fare changes do not disproportionately impact low-income and minority populations. The Rapid has conducted the Title VI analysis, and the findings show a fare cap adjustment will not result in any disparate impact or disproportionate burden. The Title VI analysis determined that the fare cap adjustments would primarily affect non-minority and non-low-income populations, demonstrating compliance with Title VI protections.

"Our team has conducted rigorous analysis to assess the potential demographic impacts of these changes," said Nikos Monoyios, Planning Director for The Rapid. "The data confirms that the adjustments will not result in a disproportionate burden or disparate impact to low-income and minority riders, as the base fare remains unchanged. These findings are essential as we follow our fare policy and balance the sustainability of the system, keeping our commitment to serving all riders."

The Rapid invites public input on the proposed changes during a 30-day feedback period from December 20 to January 20. Community members can share their thoughts through a variety of channels designed to ensure every voice is heard.

- Digital Feedback: Complete the "Fare Capping Feedback Form" on The Rapid's website under the "Contact Us" section.
- In-Person Feedback: Paper forms will be available at The Rapid Information Center, inside Rapid Central Station (RCS), located at 250 Cesar E. Chavez AVE SW, Grand Rapids, MI 49503.
- Public Hearings: The Rapid will hold four public hearings inside RCS on the ground level.

- Wednesday, January 15: 6:30 a.m. 8:00 a.m. and 2:30 p.m. 4:00 p.m.
- o Thursday, January 16: 11:00 a.m. − 12:30 p.m. and 6:00 p.m. − 7:30 p.m.

The Rapid's board will review all feedback before making a final decision at its January 29, 2025, meeting. If approved, the fare capping changes will take effect on *April 1, 2025*.

For a detailed look at the analysis supporting these changes, please refer to the <u>December Board Packet</u> available on The Rapid's website.

###

### **News Articles on Proposed Fare Cap Change**

The Rapid - https://www.ridetherapid.org/articles/the-rapid-is-seeking-public-input-on-first-fare-capping-adjustment-since-2018

FOX News - https://www.fox17online.com/news/local-news/grand-rapids/fare-caps-changing-the-rapid-invites-public-comment-on-proposal

WOOD TV News - https://www.woodtv.com/news/grand-rapids/the-rapid-holds-public-meetings-on-fare-capping-

changes/#:~:text=If%20the%20proposed%20changes%20are,paratransit%20services%2C%20will %20remain%20unchanged.

WOOD Radio - https://woodradio.iheart.com/featured/wood-radio-local-news/content/2025-01-15-the-rapid-to-hold-meetings-regarding-fare-cap-changes/

MLive - https://www.mlive.com/news/grand-rapids/2024/12/the-rapid-taking-comments-on-proposed-fare-cap-increases-for-bus-riders.html

### Fare caps changing? The Rapid invites public comment on proposal

The Rapid hosting public comment on possible fare increases.mp4







By: Lauren Lendzion

Posted 6:33 AM, Jan 15, 2025

and last updated 6:59 AM, Jan 16, 2025

GRAND RAPIDS, Mich. — Grand Rapids' public transportation hub— The Rapid— is hosting the first of several public meetings — hoping to get feedback on a fare-capping adjustment. This wouldn't affect how much the base fare is for a ride — only for daily and monthly fare caps.

As it stands— this is just a proposal, not an official change yet and the adult base fare of \$1.75/ride would not change.

Organizers say they are considering an increase the daily standard fare cap from \$3.50 to \$5.25.

It would also increase the adult monthly fare cap from \$47 to \$60.

The Rapid says no changes are being considered for the youth, reduced, ADA pass, and paratransit service fares, assuring riders that their findings show these changes should not cause any major impact for low-income riders.

Rapid officials also tell FOX 17 the proposed adjustments are consistent with transit programs of similar size and scale across the country — and will help better address operational costs and what they say are equity goals.

The public comment period on these proposed changes has been open since December 20— it closes on Monday, January 20.

Today is the first of four public meetings — all taking place at the Rapid Information Center on Cesar E Chavez Avenue. It starts at 6:30 and goes until 8 Wednesday morning, followed by another meeting in the afternoon from 2:30 to 4 p.m.

There will also be two meetings on Thursday, one at 11 a.m., the other at 6 p.m.

If you can't attend in person, feedback can be given online by following this link.

In a release, the bus line noted this is its first fare-capping adjustment since 2018.

The board will review all feedback at its January 29th meeting. If approved, changes would kick in on April 1st.

### **Grand Rapids**

### The Rapid holds public meetings on fare capping changes

by: David Horak

Posted: Jan 15, 2025 / 01:10 PM EST

Updated: Jan 15, 2025 / 01:15 PM EST

### SHARE

GRAND RAPIDS, Mich. (WOOD) — The Rapid is seeking public feedback on proposed changes to its fare capping structure before the board makes a final decision later this month.

The metro Grand Rapids transit agency is hosting four public sessions Wednesday and Thursday at <u>Rapid</u> <u>Central Station</u> on Cesar E. Chavez Avenue SE north of Wealthy Street.

If the <u>proposed changes</u> are approved, the daily standard fare cap would increase from \$3.50 to \$5.25, and the adult monthly cap would rise from \$47 to \$60. The base fare of \$1.75 per ride, along with fares for youth, reduced, Americans with Disabilities Act and paratransit services, will remain unchanged.

<u>The Rapid</u> aid the adjustments aim to align with other transit systems and support equity and accessibility goals. The changes also underwent a Title VI analysis to ensure they do not disproportionately affect low-income or minority groups.

The remaining <u>public sessions</u> will be held from 2:30 to 4:30 p.m. Wednesday, 11 a.m. to noon Thursday, and 6 p.m. to 7:30 p.m. Thursday. Feedback gathered will be reviewed before the board of directors' final decision Jan. 29. If approved, the new fares will take effect on April 1.

### **WOOD Radio Local News**

### The Rapid to hold meetings regarding fare cap changes

Jan 15, 2025

The Rapid bus system in Grand Rapids is proposing to raise fare caps for adult monthly and daily bus riders. The proposed changes would be the first increase since 2018. If approved, the daily fare cap would increase from \$3.50 to \$5.25. The adult base fare of \$1.75 would not change. But the adult monthly fare would jump from 47-dollars to 60-dollars. That's 20-dollars more per month than seven years ago. The Rapid board is taking public feedback before voting on the changes at its January 29th meeting.

The first session was today. Two more 90-minute public hearings will take place tomorrow. They will get underway at 11 a.m. and at 6 p.m. in the Rapid Central Station ground level meeting room.

The changes would take effect on April 1st, if approved

### 1. Grand Rapids

The Rapid taking comments on proposed fare-cap increases for bus riders

Published: Dec. 25, 2024, 2:15 p.m.



The Rapid bus service is accepting comment on proposed increases in fare caps that limit the cost of riding daily or monthly. (MLive File Photo)Isaac Ritchey | iritchey@mlive.com

### By John Agar | jagar@mlive.com

GRAND RAPIDS, MI – The Rapid is seeking public comment on a proposal to raise fare caps for daily and adult monthly bus riders.

The proposed changes would cap daily fares at \$5.25 (up from \$3.50) and the adult monthly cap at \$60 (up for \$47).

Fare caps limit the daily or monthly costs for riding The Rapid. Riders can use credit cards, Apple Pay, Google Pay or Samsung Pay or a "Wave" card for payment.

The Rapid officials said this would be the first change to the agency's fare caps since 2018. The changes would be in line with similar bus services across the country, The Rapids said in a release.

The adult base fare of \$1.75 per ride will not change. There are no changes currently being considered for youth, reduced, ADA (Americans with Disabilities Act), PASS (Passenger Adaptive Suburban Service) or paratransit fares.

"The proposed adjustments are consistent with fare structures implemented by transit agencies of similar size and scale across the country, many of which have recently undergone a similar analysis to better address operational costs and equity goals," the statement said.

"The Rapid's current monthly cap was found to be one of the lowest within the array of peer groups with similar base fares."

The Rapid said that Federal Title VI regulations require transit authorities to make sure that low-income and minority populations are not disproportionately affect by fare changes.

"The Rapid has conducted the Title VI analysis, and the findings show a fare cap adjustment will not result in any disparate impact or disproportionate burden, demonstrating compliance with Title VI protections."

The Rapid is receiving public comment on the proposed changes through Jan. 20.

To submit comment online, go here for the Fare Capping Feedback Form under the Contact Us section.

Paper forms are also available at The Rapid's Information Center inside the Rapid Central Station at 250 Cesar E. Chavez Ave. SW.

There will also be four public hearings at the Rapid Central Station.

The hearings will be 6:30 a.m. to 8 a.m. and 2:30 p.m. to 4 p.m. on Wednesday, Jan. 15, and 11 a.m. to 12:30 p.m. and 6 p.m. to 7:30 p.m. on Thursday, Jan 16.

The Rapid's Board of Directors will review all submissions before deciding at its Jan. 29 meeting if the fare caps will be changed. If approved, the changes would take effect April 1.



# Notice of Public Hearings for Proposed Fare Capping Structure Change

The Rapid is seeking public input regarding proposed adjustments to its fare capping structure, aimed at balancing peer benchmarks while better aligning revenue needs with its commitment to equity and accessibility.

### Proposed changes:

- Increase the Adult daily fare cap from \$3.50 to \$5.25
- Increase the Adult monthly fare cap from \$47 to \$60

\*The \$1.75 adult base fare will remain unchanged, with no current plans to adjust Youth, Reduced, ADA, P.A.S.S., or paratransit fares.

The Rapid hereby gives notice that public meetings will be held for the purpose of presenting this proposed change to the fare capping structure.

Public Hearings at Rapid Central Station

Wednesday, January 15, 2025

**Session 1:** 6:30 am - 8 am

**Session 2:** 2:30 pm – 4 pm

Public Hearings at Rapid Central Station

Thursday, January 16, 2025

**Session 1:** 11 am – 12:30 pm

Session 2: 6 pm - 7:30 pm

### The Rapid staff will be available for questions and/or comments.

Written comments may be submitted for the record by Monday, January 20, 2025. Please send comments to The Rapid Planning Department, 300 Ellsworth St. SW, Grand Rapids, MI 49503 – or via email to info@ridetherapid.org. Digital comments will be accepted through The Rapid's website under the "Fare Capping Feedback" form on the "Contact Us" page.



# Aviso de audiencias públicas para el cambio propuesto en la estructura de topes de tarifas

Rapid está buscando aportes del público con respecto a los ajustes propuestos a su estructura de topes de tarifas, con el objetivo de equilibrar los puntos de referencia de sus pares y al mismo tiempo alinear mejor las necesidades de ingresos con su compromiso con la equidad y la accesibilidad.

### Cambios propuestos:

- Aumentar el límite de la tarifa diaria para adultos de \$3,50 a \$5,25
- Aumentar el límite de la tarifa mensual para adultos de \$47 a \$60

\*La tarifa base para adultos de \$1,75 permanecerá sin cambios, y no hay planes actuales de ajustar las tarifas para jóvenes, reducidas, ADA, P.A.S.S. o paratránsito.

Por la presente, Rapid notifica que se llevarán a cabo reuniones públicas con el propósito de presentar este cambio propuesto a la estructura de límite de tarifas.

Audiencias públicas en la estación central de Rapid el miércoles 15 de enero de 2025

Sesión 1: 6:30 am - 8 am

**Sesión 2:** 4:30 – 6:00 pm

Audiencias públicas en la estación central de Rapid el jueves 16 de enero de 2025

Sesión 1: 11 am - 12:30 pm

**Sesión 2:** 6 pm – 7:30 pm

El personal de Rapid estará disponible para preguntas y/o comentarios.

Los comentarios por escrito se pueden enviar para que consten en los registros antes del lunes 20 de enero de 2025. Envíe sus comentarios al Departamento de Planificación Rápida, 300 Ellsworth St. SW, Grand Rapids, MI 49503 –

o por correo electrónico a info@ridetherapid.org. Se aceptarán comentarios digitales a través del sitio web de The Rapid en el formulario "Fare Capping Feedback" en la página "Contáctenos".

### Public Notice Distribution List

All public notices were published in both Spanish and English.

- Notices were posted on all Fixed Route buses, including Laker Line, DASH, and Silver Line.
- Notices were posted at our Info Center at Rapid Central Station (RCS) and both platform and Cesar Chavez RCS entrances.
- · All registered Wave Card user's email distribution list
- · The Rapid Partners Program email distribution list
- Media Distribution email group
- West Michigan Rides registered users email distribution
- · Rapid Connect registered users email distribution
- Transit App Banner 1/14/25-1/21-25
- www.ridetherapid.org Fares website page

In total, public hearing notices were sent to 15,486 individual email addresses.

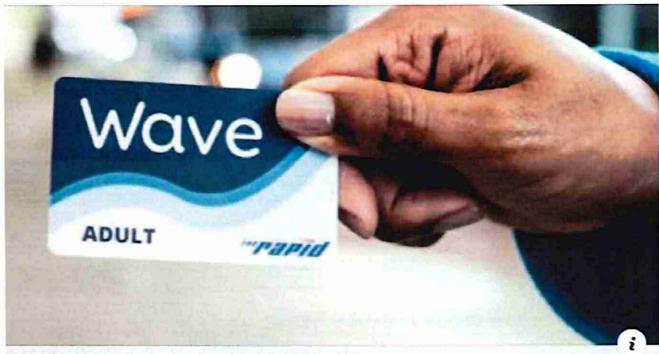
# Campaign Monitor Email Stats

Email notices were sent to all Wave users with email, Rapid Partners, Media Distribution group, Rapid Riders & General Community group, West Michigan Rides users, and 3 Rapid Connect email groups that were sourced from previous surveys.





We want to hear from you! The Rapid is seeking public input on proposed updates to our fare capping structure. Share your thoughts now through January 20, 2025. Learn more:



RIDETHERAPID.ORG

The Rapid is Seeking Public Input on First Fare Capping Adjustment Since 2018

The Rapid is seeking public input regarding proposed adjustments to its fare capping structur...

Boost this post to get more reach for The Rapid.

**Boost post** 

**O** 9

14 comments 1 share



### Francine L Fox

Wait a minute is the fair going up?? Here I'm paying \$47 a month to get to work and do other things that I do to take the buses..

4w Like Reply



Top fan

Karen Cornelisse ... But why??

4w Like Reply



### Mike Ewer

I will certainly be providing my feedback on this, and that will be repeated across the other two members of our household who will have to shell out an extra 13+13+??(child cap?) PER MONTH.

\$60 is BARELY a discount for a month of use. Assuming a full time position that provides an average of 4-5 free days in an entire month.

Before you start fleecing us low income families that rely on the service to get to work and school, how about you give us back our 2019 schedule and service levels?

4w Like Reply





### Laura Marie

Mike Ewer I feel like there should be some family rate.

4w Like Reply



### Melissa Darin

Mike Ewer Bravo sir! I couldn't have said it better myself. The problem is the Rapid has no real competitors. If they did they wouldn't be bringing this up so easily. Maybe its high time the cities invest in an alternative transit system that can service the areas decently without overcharging.

4w Like Reply

Views 📵 1,488

Reach 1

657

Interactions 🚳

Link clicks 🕥

24

44

### Views

Followers vs. non-followers



## Interactions 🚳

9 Reactions 14 Comments 1 Shares Saves













### Instagram Post and Comments 12.20.24



# Fare Cap Increase Proposal

Fare Type	Daily Cap	Monthly Cap
Standard Adult	\$3.50 <b>\$5.25</b>	\$47 <b>→</b> \$60
Ultra Light C	\$3.50 <b>\$5.25</b>	\$47 <b>→</b> \$60
Contactless Payments	\$3.50 <b>\$5.25</b>	N/A

The adult base fare of \$1.75 per ride will remain unchanged.

Additionally, there are no changes currently contemplated for the Youth, Reduced, ADA, P.A.S.S., and paratransit service fares.

### ridetherapid ridetherapid We want to hear from you! The Rapid is seeking public input on proposed updates to our fare capping structure. Share your thoughts now through January 20, 2025. Link in bio for more information and ways to submit feedback. toph.g Oh come on... the plan is to make it even more inaccessible? Be so for real. Zw Reply erriliccaa\_ An increase in fair without an increase in service first just doesn't sit right with me. People are the profit and this will deter ridership and in turn your profits. Municipal systems should not be determining their quality of services based on these rates, government funds exist to do just this. Get us electric vehicles, more frequent rides and a better experience at the rapid and then maybe we can talk about increase in prices. charles.james.kelly 0 4w Reply

# View insights © Q This likes December 25, 2024

### Instagram Post Analytics 12.20.24

### Reach ①

Accounts reached	563
Followers	
Non-followers	78.6%
Non-iolowers	21.4%
Impressions	634
From Home	477
From Other	112
From Profile	45

### Engagement ①

Accounts engaged	26
Followers	
Non-followers	88.5%
	11.5%
Post interactions	26
♥ Likes	15
▼ Shares	6
○ Comments	3

### The Rapid's Post





As a reminder, The Rapid is seeking public input on proposed updates to our fare capping structure. Share your thoughts now through January 20, 2025. Learn more:

https://www.ridetherapid.org/.../the-rapid-is-seeking...

See insights and ads

**Boost post** 

### All comments ▼



### Kathryn Fender

Public transportation is supposed to be accessible. \$13 may not sound like a lot to the Rapid execs, but it is.

4d Like Reply Send message Hide



### Atiny Seonghwa

It's a ridiculous idea. Way too much money. You realize the bus is supposed to be a cheaper option right? Raising the prices like this makes ZERO sense in the long run for those of us that depend on the bus. It's not fair. Why are you doing this? Is the ceo crying again for another raise?

3d Like Reply Send message Hide



### Francine L Fox

Hey there, I budget my monthly fares while I put \$47.00 cause that's fair enough on my income so keep it at \$47.00 cause another \$13.00 breaking my budget, I know the cost of living is another one goes up, don't let Trump mess with our transit either, what else could be causing to want to go up, paying the drivers more probably .. just keep it at \$47.00

2w Like Reply Hide



Comment as The Rapid

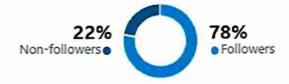
 Views
 Reach
 890

 1,597
 Link clicks
 1

 26
 18

### **Views**

Followers vs. non-followers



# Interactions Reactions 12 Comments 10 Shares 4 Saves 0

### **PUBLIC COMMENT IN ORDER RECEIVED**

### Joshua Brink

From:

info

S ent:

Monday, January 6, 2025 8:55 AM

To:

Joshua Brink

S ubject:

FW: New Submission for Contact Us: General Comment & Ouestions

From: Administrator <info@ridetherapid.org> Sent: Friday, December 20, 2024 11:54 AM

To: info <info@ridetherapid.org>

Subject: New Submission for Contact Us: General Comment & Questions

# Contact Us: General Comment & Questions

Timestamp: 2024-12-20 11:54:23

Name: Louis Sabin

Email: louissabin18@gmail.com

Day Phone: 6168560748

**Evening Phone:** 

Comments: Raising the fare cap is just your way of screwing everyone! We don't want it raised to \$5! At least meet us in the middle at \$4. Raising the cap only hurts the disabled and other who need the bus! For us this isn't a luxury but a necessity!

### Joshua Brink

From:

Administrator <info@ridetherapid.org>

S ent:

Friday, December 20, 2024 12:05 PM

To:

info; @Planning

Subject:

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-20 12:05:21

Name: Alex Kelley

Email: alexk2444@gmail.com

Phone Number: 6166488392

Comments: Increasing the fare cap would make transit less accessible especially with everything else getting more expensive. The daily fare cap change would definitely decrease how much I ride.

### Joshua Brink

From:

Administrator <info@ridetherapid.org>

S ent:

Friday, December 20, 2024 12:42 PM

To:

info; @Planning

S ubject:

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-20 12:41:29

Name: Kathryn

Email: margaretkfender@gmail.com

Phone Number: 6163756521

Comments: It is extremely disappointing to hear that The Rapid is proposing an increase in fare capping when the vast majority of its riders are in financially compromised positions. It reads as greedy and tone deaf. It may not seem like a drastic increase to the board members who make comfortable salaries, but a \$13 increase on the monthly cap can make or break someone's budget when they ride the bus often enough to hit and/or surpass that cap. An increase in capping should come along with an increase in weekend (specifically Sunday) service, or other permanent ways to fill in the existing gaps. The minimal adjustments to improve winter service do not justify this decision.

From:

S ent: To: Administrator <info@ridetherapid.org> Friday, December 20, 2024 1:11 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-20 13:11:17

Name:

Email:

Phone Number:

Comments: it would be nice if you could also focus on increasing the frequency of some of your routes including the number 14. Also please bring back the number 19 because Michigan Street past Fuller absolutely needs a bus route again.

From:

S ent:

info

To:

Friday, December 20, 2024 2:12 PM

S ubject:

@Planning

FW: The Rapid Seeks Public Input on First Fare Capping Adjustment Since 2018

FYI
Tammy Danh
Communications Coordinator
The Rapid
Follow us on Facebook & Twitter
P: 616.774.1163
Pronouns: She/Her

From: Amanda Mosher <sweetnsour077@gmail.com>

Sent: Friday, December 20, 2024 2:06 PM

To: info <info@ridetherapid.org>

Subject: Re: The Rapid Seeks Public Input on First Fare Capping Adjustment Since 2018

Hi, I ride the rapid frequently and I'm barely

making it work with how prices are already. I think a majority of people would agree that it's expensive enougas it is. Please reconsider.

#### Amanda Mosher

On Fri, Dec 20, 2024, 11:48 AM The Rapid <info@ridetherapid.org> wrote:

No images? Click here

From:

S ent: To: Administrator <info@ridetherapid.org> Friday, December 20, 2024 4:49 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-20 16:49:08

Name: Nathaniel Bender

Email: njbender@proton.me

Phone Number: 2319232494

Comments: In regards to the proposal for a raised fare capping, I am not completely opposed to a rise in fare, however, I do not think the current accommodations provided by the Rapid align with the expected increase at this time. It would be more appropriate to wait to raise the fare until there is an increase in service areas, later/earlier service hours, and sheltered stops. The recent review does not show a high enough ridership rate to currently cover these updates, but I do not think increasing the fare to accommodate this budget is the best course of action as it impacts those who rely on public transit the most and may not be able to afford the increased rate.

From:

S ent: To: Administrator <info@ridetherapid.org> Friday, December 20, 2024 4:58 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-20 16:57:43

Name: Laura Roop

Email: lauraroop28@yahoo.com

Phone Number: 6168880631

Comments: i know you guys need money but at this point it's cheaper to drive around town.. even my car with horrible gas mileage can get to places i bus cheaper. i love you guys & im trying to bus more often but its hard to justify anymore idk:( + just going to be even more people outside constantly stopping everyone asking for fare

From:

S ent: To: Administrator <info@ridetherapid.org> Friday, December 20, 2024 5:29 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-20 17:29:11

Name: kaiden

Email: kaidenjohnsonn1@gmail.com

Phone Number: 248-563-8341

Comments: price increase does not meet the services offered especially for routes that only run on

weekdays or once an hour.\$3

From:

S ent: To: Administrator <info@ridetherapid.org> Saturday, December 21, 2024 7:34 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-21 07:33:29

Name: Rick Alighire

Email: rickbackstage@aim.com

Phone Number: 6164011264

Comments: Due to financial issues, I believe you should either keep fare capping the same or if you are going to increase it, change the bus schedule to the way it was before covid. When it ran until at least midnight on weekdays and 9pm or 10pm on Saturday.

From:

S ent: To: Administrator <info@ridetherapid.org> Saturday, December 21, 2024 11:46 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-21 11:45:28

Name: Rin

Email: rinmariesarmiento@gmail.com

### Phone Number:

Comments: The raised cap of the rapid would benefit only the company as an increase to 5.25 is a significant amount to many people who rely only on the bus system to navigate Grand Rapids. While the statistics shown that The Rapid's monthly cap to be the lowest, comparing the financials to other cities with dedicated lanes/roads for buses overlooks a major issue that the Rapid faces: the poor road structure that Grand Rapids provides. There are many times where the bus is late due to construction and this impacts the reliability to make transfers within the allotted 1hr as some busses run only once every hour during traffic times. If the Rapid is desperate for funding, there are beneficial to riders such as reworking route times to run more frequently, having buses run all days of the weeks rather than having them stop on Sat. and/or Sunday (I see this being beneficial to the 27 as many of the USPS centers operate on Saturday and run along that route, as well as passes the airport. As well as the 13 bus that connects the Eastern side of the Michigan St to the rest of the routes.). Another service that is beneficial is the Rapid Connect that you are planning on concluding in a few days, having that as a supplementary service for all days or the week would make the Rapid service area much more accessible as well as an incentive to use the bus for many people who believe that it a limited service.

From:

S ent: To: Administrator <info@ridetherapid.org> Sunday, December 22, 2024 9:48 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-22 09:29:11

Name: Anne Kimble

Email: annmae50@yahoo.com

Phone Number: 616-202-4564

Comments: If fares are being raised it should be across the board. Everyone needs to "chip in". All to often one group gets singled out to carry everyone else. All to often it's the working adult. Having a wave card was to get perks. You're ending the rapid connect. I feel I am paying more and getting less. It isn't unusual for me to ride the bus 5-7 times in one day. That extra fare may not seem like much to you but it will negatively impact my budget. I need everyone to pay a little more. I am always in the group stuck with the bill. Thank -you for allowing me to share my concerns. Best regards, Anne Kimble

From:

S ent:

info

To:

Monday, December 23, 2024 3:03 PM

S ubject:

@Planning

FW: The Rapid's First Fare Capping Adjustment Since 2018

FYI

Tammy Danh Communications Coordinator The Rapid Follow us on Facebook & Twitter P: 616.774.1163

Pronouns: She/Her

From: Debbie Roper <debbiecakes76@hotmail.com>

Sent: Saturday, December 21, 2024 8:01 PM

To: info <info@ridetherapid.org>

Subject: The Rapid's First Fare Capping Adjustment Since 2018

Hello,

I think the market could bear an increase from \$1.75 to \$2.00 a ride and the reduced fare from .85 cents to \$1.00. Other wise the proposed fare cap raises seem acceptable to me, who has no financial issues. Thanks,

### Debbie Roper

From: The Rapid <info@ridetherapid.org> Sent: Friday, December 20, 2024 11:44 AM

To: Debie Roper < debbiecakes 76@hotmail.com >

Subject: The Rapid Seeks Public Input on First Fare Capping Adjustment Since 2018

No images? Click here

From:

S ent: To:

Administrator <info@ridetherapid.org> Monday, December 23, 2024 10:26 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-23 10:25:49

Name: Terry Schweitzer

Email: schweitzert@kentwood.us

Phone Number: 6165540710

Comments: As I transition into retirement and increase my use of transit service, I am not opposed to the proposed change to the capping formula.

From:

S ent: To: Administrator <info@ridetherapid.org> Monday, December 23, 2024 4:15 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-23 16:15:11

Name: M. M.

Email:

#### Phone Number:

Comments: I believe the current fare cap should be maintained. I understand that increasing it would bring in more money to The Rapid, but I am consistently let down by the service! I'm seeing more buses that are out of order, and am appalled at how little these buses run; my usual line used to be every 15 minutes! I don't trust The Rapid's quality to increase alongside a hypothetic fare cap increase. Until I see the bus drivers being treated right and more consistent hours, \*then\* will I entertain an increased fare cap.

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, December 25, 2024 3:49 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-25 15:48:55

Name: Marvin Thomas

Email: marvinth197955@gmail.com

Phone Number: 6162642076

Comments: I think the fair capping change is reasonable. When you look at bus fare and other cities surrounding us. Most bus fares are over \$2 a ride. When I went to Chicago got on the bus. It was \$250. A ride so the fair cap and going to 525. I don't think it's a bad idea. I think it's reasonable and considering the fact you guys are leaving the bus fare at \$1.75

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, December 26, 2024 9:22 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 09:22:14

Name: Evelyn Yates

Email: chevyshiiteonasis@gmail.com

Phone Number: 6162903875

Comments: Fare increases would continue to cause disparity in communities were income is still very limited. Most lower income individuals have difficulty because they can't afford the fares now.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, December 26, 2024 9:30 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 09:29:37

Name: Silas Westers

Email: silasjwesters@gmail.com

Phone Number: 6163182265

Comments: I strongly oppose this change. The Rapid should not be looking to other agencies to justify its pricing, but should strive to be a leader in providing public transit that is exceptional and competitive with other modes of transit. This move would do the opposite, and would further cement the perception that The Rapid is only for the "have-nots" that cannot afford their own vehicle.

From:

S ent:

To: S ubject: Administrator <info@ridetherapid.org> Thursday, December 26, 2024 10:15 AM info; @Planning New

Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 10:15:24

Name: TOM I Postmus

Email: tom@tompostmus.com

Phone Number: 6165814025

Comments: first the city raises all parking rates to try to push people to mass transit, how you want to raise rates, everything your doing is pushing people to the suburbs, It would be wise to take a look at holland mi and how there downtown thrives and the parking is free. RAISE YOUR RATES AND WATCH YOUR CUSTOMERS DISPPEAR.out of grand rapids. I know the city and you are 2 different ennities

From:

S ent:

To: S ubject: Administrator <info@ridetherapid.org> Thursday, December 26, 2024 10:17 AM info; @Planning New

Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 10:16:29

Name: Linda Heemskerk

Email: lindajheemskerk@hotmail.com

Phone Number: ^16-710-2425

Comments: That's abig increase for people! It deters riding the bus, andtakes advantage of people who

don't have options

From:

S ent: To:

Administrator <info@ridetherapid.org> Thursday, December 26, 2024 2:29 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 14:29:19

Name: Wilhelmina Poortenga

Email: wittywilla@outlook.com

Phone Number: 2316799727

Comments: I would not like to see the daily cap increased. Rather I would not mind an increase in the monthly cap or changing the fee for the buses to \$2 per transaction

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, December 26, 2024 6:26 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 18:26:04

Name: Erica B

Email: ericaebouldin@gmail.com

Phone Number: 6163258445

Comments: There are federal grants that you can apply for as a city and municipal system that will allow for you to increase your infrastructure without putting the cost burden on the individuals who ride the bus. Many individuals who ride the bus use it as a necessary system to get where they need to go and frequency, as well as upgrades will increase rider share, which should take care of your fair cost problem . As bus rider, I don't expect for the burden be on myself without those upgrades put in place prior to increase, I've ridden for nearly 10 years and not seen a large upgrade. There's no concessions, the clock in the station is wrong and there's rarely staff to assist riders. You will be more successful if you invest more in frequent rides, an expanded network and better experience for riders. People are the profit, not their nickels and their dimes. Invest in the experience and give better pay to the individuals who operate the vehicles and your system will run itself, increasing fare will push new and existing riders away.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, December 26, 2024 8:37 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-26 20:37:27

Name: Keith Brian Aldrich

Email: kbaldrich1@gmail.com

Phone Number: 6168402192

Comments: The proposed fair cap hike wouldn't really affect me personally a whole lot, as I rarely ride enough to use more than \$3.50 already per day a few days per week, just to go to work and back. We are also getting a new car this week, so it all but negates the necessity of riding the bus for me. However, there are people who rely on your service for much more than I do for their daily lives, and raising the fare cap minimum would only serve to unnecessarily gouge people who must use the service and serve only to fatten an already bloated corporate entity through greed, who already have ridiculously gouged this community through unnecessary millages on almost every election ballot.

From:

S ent:

Administrator <info@ridetherapid.org>

To:

S ubject:

Friday, December 27, 2024 3:04 PM

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-27 15:03:41

Name: casey hastings

Email: chastings130@gmail.com

Phone Number: 6162906632

Comments: I think this is too much. Raise the fare to \$2 and cap at \$4 see how that goes. I think k this is appropriate.

From:

S ent: To: Administrator <info@ridetherapid.org> Saturday, December 28, 2024 10:27 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2024-12-28 10:27:28

Name: Carson Loveless

Email: cloveless782@gmail.com

Phone Number: 7096800669

Comments: I strongly support the proposed fare cap increase

From: S ent:

Administrator <info@ridetherapid.org> Tuesday, December 31, 2024 7:53 PM

To: S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2024-12-31 19:53:28

Name: Michael Bernier

Email: berniermichael41@gmail.com

Phone Number: 6164321643

Comments: Ii feel that the increase is not that much and still the Rapid is the cheapest way to ride. All the expenses and cost of operating the busses are going up. I have been a rider now for 11 years and I find that the busses take me anywhere I need to go. I feel the slight increase is necessary to keep operating the busses . If you have any questions feel free to call me .

From:

S ent: To: Administrator <info@ridetherapid.org> Saturday, January 4, 2025 1:54 PM

Subject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-04 13:53:57

Name: Jessica Lewis

Email: Jlewis280@gmail.com

Phone Number: 6169161803

Comments: The Rapid has diminished service for years, both quality and quantity. A fare cap increase is a slap in the face to the riders and citizens of the community. Please consider that public services should serve the public, not the bottom line.

From:

S ent: To: Administrator <info@ridetherapid.org> Monday, January 6, 2025 1:13 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-06 13:13:05

Name: Nathan Bolis

Email: bolisnathan14@gmail.com

Phone Number: 2692777532

Comments: As someone who only uses the Rapid 1-2x a week, the fare cap increases do not affect me the way someone who uses the Rapid 5-6x a week would. I would imagine for most people, whom most days use the bus to get to and from work, the daily cap change will not adversely affect them. However, added trips thought-out the day might.

From:

S ent: To: Administrator <info@ridetherapid.org> Tuesday, January 7, 2025 11:48 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-07 11:47:42

Name: Kyle Templeman

Email: templemankyle99@gmail.com

Phone Number:

Comments: This is ridiculous. Stop making it harder and harder for people to get reliable transportation.

Keep prices the same

## **Fare Capping Feedback**

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Federico Sanchez Jr.

Email or phone number: fs 7635113 @gmil. com

Comments:

Was just concern about the rate going up to \$5.25? I have an understanding now of the cap going up.

From:

S ent:

Administrator <info@ridetherapid.org> Thursday, January 9, 2025 12:24 PM

To: S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 12:23:29

Name: Byron James Brazier

Email: byronjbrazier@gmail.com

Phone Number: 6166357804

Comments: Maybe if you put some money into solar lights for every bus stop so the bus stops missing people in the morning cuz they say it's too dark, then maybe I'll be okay with paying more money.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 9, 2025 1:22 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 13:21:55

Name: Skyler

Email: haleyvek@gmail.com

Phone Number: 6164906419

Comments: I work paycheck to paycheck, i literally have to scrape change together around my house in order to pay the fare. Realistically, upping the fare will do nothing but make more people evade paying it.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 9, 2025 1:35 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 13:35:22

Name: Sol

Email: solr4625@gmail.com

Phone Number: 6163701816

Comments: Please do not increase the cap fare. With all the increase in groceries and basic needs plus taxes, increasing the transit fare would be too much for the working class as we have too much responsibilities and we would appreciate solidarity this year with the transit fare staying \$1.75. I hope this feedback is taking in account. Thank you!

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 9, 2025 1:47 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 13:46:52

Name: Neo

Email: Neo.geo.3996@gmail.com

Phone Number: 6164603168

Comments: They should stay the same. I'm living paycheck to paycheck and the bus is the only way I can

get to my moms

From:

S ent: To:

Administrator <info@ridetherapid.org>

S ubject:

Thursday, January 9, 2025 2:04 PM

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 14:03:32

Name: Sam LaRoux

Email: toumedian@gmail.com

Phone Number: 6169142283

Comments: As someone who is unable to make it to work or anywhere else other than the bus, and trying to save up for my car repairs, it's hard enough having to pay minimum \$3.50 every day to get to/from work. It would be terrible to raise the fare cap.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 9, 2025 2:55 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 14:55:28

Name: Martaevyan Smith

Email: jhontaesmith@gmail.com

Phone Number: 6162809110

Comments: I been riding the bus for all my life and that isn't that long cuz I'm only 24 but I've seen it change enough I can understand the city might need more money for future projects and etc...: On the other hand I am against this on account of there is already inflation.

From:

S ent:

Administrator <info@ridetherapid.org>

To:

Friday, January 10, 2025 1:05 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-10 13:04:28

Name: Jonny Irwin

Email: jonirwin1800@gmail.com

Phone Number: 6162869807

Comments: There is literally no reason to raise the cap. 1.) your buses literally never come on

From:

S ent:

Administrator <info@ridetherapid.org> Friday, January 10, 2025 2:47 PM

To: S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-10 14:47:16

Name: Wendy Ritsema

Email: wmritsema@yahoo.com

Phone Number: 2693645946

Comments: I plan to attend a live meeting to learn more

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 9, 2025 4:05 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 16:05:20

Name: Delando

Email: delandoday83@yahoo.com

Phone Number: 6163757095

Comments: Absolutely not, it takes me 2 buses each way to work, so by making it so my return trip home

would end up costing more, unacceptable

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 9, 2025 6:04 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-09 18:04:28

Name: Jason Young

Email: jsy111476@icloud.com

Phone Number: 6127158896

Comments: As a customer who budgets my fsa on this every month and can't change now fire the year,

it's a big deal for me

From:

S ent: To: Administrator <info@ridetherapid.org> Sunday, January 12, 2025 11:59 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-12 11:58:37

Name: Margaret

Email: margaretjs163@gmail.com

Phone Number:

Comments: Increasing the fare cap without giving people more opportunities/reasons to use the Rapid in lieu of other services (ie uber) is extremely questionable and I would love a response to that.

From:

S ent: To: Administrator <info@ridetherapid.org> Monday, January 13, 2025 12:02 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-13 00:01:40

Name:

Email:

Phone Number:

Comments: The fare cap increase will disincentivize modeshift and penalize those who ride most often. Before, a rider taking a trip to and from their workplace could make a stop at a store along the way for no extra charge. With the fare cap increase, most of those potential riders will probably choose to drive instead.

From:

S ent: To: Administrator <info@ridetherapid.org> Monday, January 13, 2025 8:40 PM

Subject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-13 20:40:01

Name: rowan la valle

Email: darksidereylo@gmail.com

Phone Number: 6163756170

Comments: I would like to get access to your title vi access. Just because your fare is not changing price doesn't mean a monitary value isn't being taken away from your low income users. user who could go to and from work and do some errands for \$3.50 is now going to be double that and for many people living from paycheck to paycheck how is it that will not affect them? not to mention you got rid of a couple of accessibility routes only to want to charge us more. no. unreal.

From:

S ent: To: Administrator <info@ridetherapid.org> Tuesday, January 14, 2025 4:30 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-14 16:29:34

Name: Alyssa Bates

Email: anb012801@gmail.com

Phone Number: 6163154651

Comments: So many people like myself rely on the rapid for transportation. Increasing the prices can be detrimental to many community members. Keep the prices the same there's no reason to increase it

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 6:53 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 06:52:48

Name: Brennan Greenacre

Email: bgreenacre12@gmail.com

Phone Number: 9894297986

Comments: The main issue that I have is the huge amount of extra cost incurred in the first two weeks of the month, the new cost structure would cause people to spend the same amount that they used to per month, in the first two weeks. 52 dollars would be spent in the first 10 weekdays alone, which would disproportionately hurt people who use public transportation as their main source of movement. I take the bus every day. Frequently, I am down to my last few dollars in my bank account. Rent is paid at the beginning of the month. This dynamic specifically exacerbates the issue of such a high fare cost. I personally know that often I do not have an extra 50 dollars to spend in the first two weeks of the month after paying rent. this causes a squeeze on lower income and higher rent individuals, which usually end up being the same people.

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 7:57 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 07:56:35

Name: Jonell VanderWall

Email: rjvandw@hotmail.com

Phone Number: 6165345982

Comments: I would like to comment AGAINST the proposed fare capping schedule increase that is tentatively set to take effect on April 1st. Raising the fares is not beneficial to the customers who need it most. The majority of riders are not middle class, but lower income/fixed income persons who are not able to afford other means of transportation, and not able to afford the increases. This will lead to worsening economic status for those most vulnerable, and inability to access needed resources and services in the community. Again, I would voice against proposed fare increases.

From:

S ent:

Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 8:29 AM

To: S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 08:28:55

Name: Rob

Email: Energyyoda@gmail.com

Phone Number:

Comments: I really resent my hard earned taxpayer dollars being used for running a bunch of empty buses around Grand Rapids. Give everyone an Uber card and be done with this nonsense already. Time to have a going out of business sale. Good talk...

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 9:18 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 09:17:44

Name: David Sokol

Email: davidwsokol@gmail.com

Phone Number: 6163409224

Comments: I think that this fare cap increase would be easier to swallow with some improvement or increase in service as well. Thanks for all you do!

From:

S ent:

info

To:

Wednesday, January 15, 2025 11:40 AM

S ubject:

@Planning

FW: New Submission for Contact Us: Website Feedback/Technical Support

FYI fare cap feedback.
Tammy Danh
Communications Coordinator
The Rapid
Follow us on Facebook & Twitter
P: 616.774.1163
Pronouns: She/Her

From: Administrator <info@ridetherapid.org> Sent: Wednesday, January 15, 2025 11:26 AM

To: info <info@ridetherapid.org>

Subject: New Submission for Contact Us: Website Feedback/Technical Support

# Contact Us: Website Feedback/Technical Support

Timestamp: 2025-01-15 11:25:54

Name: E Smith

Email: elsmith77@hotmail.com

Day Phone: 6160000000

**Evening Phone:** 

Comments: That is way too big of a fee hike. Plus isn't going greener supposed to save money for the community and consumers!

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 1:45 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 13:45:17

Name: Erica

Email: lynaeharris2004@yahoo.com

Phone Number: 616-443-7456

Comments: I am a resident of Grand Rapids, MI. I currently live on the North East Side of town. I only use public transportation occasionally when my personal vehicle is in the car shop. I do however work with many clients of mines who use public transportation very frequently for work and personal matters. My concern is for individuals who are already struggling financially, working pay check to pay check, having to stretch themselves even more. What may seem like a small increase can be very significant to individuals who work part time, who make less than \$40,000, and who have other financial requirements to deal with. When individuals start a new job, or miss work due to illness or other factors, even small changes and a few days of missed income affect their lives significantly. Increasing the daily and monthly max can be another strain and barrier to work, health, and life in general. There is no discounted bus fare for low income adult individuals. They are trying their best and this could break them. I would hope there are alternatives to this increase. One thing I'd still like to see is increased bus routes, less wait times, and more night and weekend routes.

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by January 20, 2025. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: G ( occin)	ri Monto	/k	
Email or phone number	ir: 616- 280	' 111/	•
Comments:			Same Greed !!

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by January 20, 2025. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Character Reches

Email or phone number: 6162409466

Comments: MD Mange please

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by January 20, 2025. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Heids De Vries

Email or phone number: 616-827 8055

Comments: Im in oposition to such an increase many folks can not afford that high and that fast. In stead of going from 83.50 to 85.00 or higher, go up to 94.25 first and then weit gix months to a year to raise it more.

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by January 20, 2025. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Joseph T. Soule

Email or phone number: We leve 8479

Comments: Everything is so high Now days, It would help alot of this peoposal goes through

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Approverez y us

Email or phone number:

Comments: It is Already expensive enough

I use the Rapid almost every day. Port

Know it I'll be able to Afford the

price Hike from byts untill cap to 65t

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: KEITH HAYES

Email or phone number: Onetwo3-ps3@hotmail. Com

NEW BUS HANDICAD SHATS ARE NOT SHATS.

Comments: BUSSES THAT DON'T SHOW UP REGULARLY SIT

BUSSES THAT SHOW UP LATE BURGERESIDY THERE.

REDUCTO MY ROUTE FROM 30 MIN TO 45 AND

WESTEND | HOURS. DUS IS DIRTY. ALWAYS.

THIS IS NOT FAIR TO COMMUTERS. WIF 15 \*\* CW SIGN?

SHOVER WHEN SNOW (STOPS) ICE. O DEPARTURE BURRED PAREFLY CURRET

WRONG BUS-HAD TO SW. TCH. | CLOCK @ TREMWAL WRONG.

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Patrick MiyibiGira

Email or phone number: (616) 272 0410

Comments: N/A

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Email or phone number:

Comments: that not Right for people We Rioles the bus all the time Not everyone Can afford 525 for a Cap.

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 2:32 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 14:32:12

Name: Michael Farage

Email: cccougar11@aol.com

Phone Number: 6166340418

Comments: I am President of The West Michigan Taxpayers Association. We are opposed to raising the rates. As a matter of fact - the millage from home owners was SOLD to us as something to keep the rates affordable. An increase in the rates will activate an oppisition group that is well organized and now very well funded to repeal any or ALL home owner taxation that goes to The Rapid.

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 2:32 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 14:32:19

Name: Michael Williams

Email: michael.w@dakc.us

Phone Number: 3053040466

Comments: I'm interested how much this difference just on caps will make to overall budget, seems fare

price would adjust too.

From:

S ent:

Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 2:47 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 14:46:53

Name: James White

Email: jwhite7652@gmail.com

Phone Number: 6163291806

Comments: I feel that the price increase that is being proposed is unacceptable. The requested price increase of \$1.75 on the daily capping is a 50 percent increase of the current price of \$3.50. Is this serious? The people who ride the bus are mostly low-income, that is who is being hurt by this the most, please realize that? This will lower the ridership, are you not trying to increase the ridership, especially after the pandemic. This is not the way to go. The same with the monthly daily capping of \$60 from \$47, which is almost a 30 percent increase. What are we doing in increasing prices when people have been screaming to lower the prices, are you not listening to the people? Now, I understand that everybody has seen price increase, but let's be more realistic, why not just do a small price increase, say like 10 percent would be more acceptable, don't you think? Like set up a yearly plan to look at the rate structure, to see if the rates should be increased based on the economy, etc. I'm opposed to the current rate structure as it is calling for almost a 30 percent price increase on the monthly capping and a 50 percent on the daily capping pricing. Please ask for a reasonable rate increase with the times that we are in. This is only going to affect to low income people who are already struggling. Thank you!

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 3:11 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 15:10:38

Name: sonyaeatmon

Email: sonyaeatmon@GMAIL.COM

Phone Number: 6163706434

Comments: ISVERYGOOD

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 3:12 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 15:12:24

Name: Thomas Dumas

Email: thomasdumas7997@gmail.com

Phone Number: 616-381-0254

Comments: With an increase of 1.75 per day x 30 days x 12 months is an additional hardship of \$630 per rider during a year a person earning \$20/hr would have to work 32 hrs to offset this increased hardship. The Rapid has already stripped the Central station down to bare bones from its opening debut and I am all for the Rapid remaining viable I just would like to express that the service should improve along with the Price Capping daily increase.

From:

S ent: To:

Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 3:53 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 15:52:54

Name: Andrew Darden

Email: adarden07@gmail.com

Phone Number: 616 420 3902

Comments: I don't see a reason for fares to go up or monthly passes if services arn't going up. the transportation services being used as an example run much more efficiently, timely, and frequently than the transportation services rendered. If the services arn't going up at this point the fares should not either. I started riding with GRATA so i've seen the changes throughout the years and during the last 7 to 8 years I really think things are goin downhill and its scary considering how much I depend on public trans. When you are out of town people love to bring up transportation when you're mentioning a city and when you're in GR the conversation is usually the same. the buses don't run often and they don't run everywhere

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 4:03 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 15:52:54

Name: Alyssa DeWitt

Email: dewitt.imu@gmail.com

Phone Number: 6167233619

Comments: What happened to the weekly fare cap that we used to have? This would be nice to implement alongside those price increases to decrease impact early in the month. Also, it might be feasible to lower the proposed daily cap to something closer to \$4.50. this would reward frequent riders in some way, and encourage the third ride.

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 4:07 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 16:07:10

Name: Jason Stauffer

Email: Stauffer 490 @ Gmail.com

Phone Number: 616.318.5661

Comments: I believe that this increase is a bad idea, like everything has gone up, a month ago, my rent went up \$170.00 increase, im barely hanging on by the skin of my teeth, im not able to even pay for food, like literally.

From:

S ent: To:

Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 4:25 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 16:25:07

Name: ms. joeaddie jackson

Email: joeaddiejackson3@gmail.com

Phone Number:

Comments: iwish that it didn't have happen inthat amount of an riseas trump is in the office now.

From:

S ent: To: Administrator <info@ridetherapid.org> Wednesday, January 15, 2025 5:02 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-15 17:01:47

Name: Kristine Marie Miller

Email: nascarfn1223@yahoo.com

Phone Number: 6166062908

Comments: Not sure if raising fare cap while cutting services is good. With the elimination of the Rapid Connect, I loose 2.5 hours of overtime each week and my morning commute is 20 minutes longer. In the afternoon the 27 misses the 28 by 1-4 minutes so I get to sit at Kentwood Station for between 25-29 minutes each afternoon. I'm not sure this justifys a rate hike.

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Diana Sanders
Email or phone number: UU-535 9291
Comments: 4 1 1 1 1 size and City attraction
do Il- Later Dia Curità. Cui
already Cost to much to even live Why raise the one tring us law Class can
bardy affect

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by January 20, 2025. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Andre Shides

Comments: Bus Sharp Bunnis T.1 1200pm

From:

S ent:

info

To:

Thursday, January 16, 2025 8:15 AM

S ubject:

@Planning

FW: Proposed Fare Capping Feedback

Fare capping feedback for your collection

Cassi Cooper

**Engagement & Digital Media Specialist** 

The Rapid

Follow us on Twitter & Facebook

P: 616.774.1185\_

Pronouns: She/her

From: Melody Sheridan < melodysher 429@gmail.com>

Sent: Thursday, January 16, 2025 12:40 AM

To: info <info@ridetherapid.org>

Subject: Proposed Fare Capping Feedback

Hello Staff at The Rapid,

My name is Melody Sheridan, a name you might recognize because I now work in The Rapid's Information Center. If I may, I would like to give my thoughts regarding the proposed Adult Wave card fare capping adjustment from a few different perspectives, namely, a previous Wave card user, a current bus rider, and a current customer-facing employee.

Realizing that The Rapid needs to increase its revenue as expenses increase, I agree that it is probably reasonable to increase the monthly fare cap to \$60. However, I believe it would be very helpful to keep the daily fare cap equivalent to two distinct daily rides (\$3.50) rather than three (\$5.25) if possible. So the following feedback focuses on daily fare capping:

My Perspective as a Past Wave Card User

I started working for The Rapid in September 2024 and have been using my employee ID to ride the bus ever since, but prior to this, I had been a Wave card user for over four years. For most of this time, I was in a financial position that allowed me to load my card once a month with \$47 and not be concerned about my balance until the next month. However, this was not always the case. During a time when finances were tight, I had to carefully plan my travel days week to week to ensure I had sufficient funds on my Wave card. Since the majority of my travels included a distinct trip to a destination and a separate distinct trip back home, with the Wave card fare capping daily at the amount equivalent to two distinct rides, it was easy to plan that I needed \$3.50 on my card per travel day regardless of whether I had an extra errand come up. Had the card instead capped at the equivalent of three distinct rides (\$5.25) per day, I would have had to think through extra errands more carefully to decide whether there was a way to fit them in within my free transfer periods of the other two rides or whether to even do the errands at all.

#### My Perspective as a Passenger

As a passenger, I still see quite a few individuals pay their bus fare in cash. Now that the fare box no longer provides change cards, customers are encouraged to pay with exact fare. Nevertheless, it seems fairly common for individuals to overpay by using two \$1 bills to pay their \$1.75 fare.

Although The Rapid has stated that changing the base fare is not currently being considered, I wonder whether increasing the base fare to \$2 would be a helpful move. In doing this, daily fare capping on the Wave card could increase to \$4 while still allowing it to be equivalent to two distinct rides rather than three. While this is probably a consideration for the future rather than the present, it seems worth noting anyway.

#### My Perspective as an Employee of The Rapid

As an employee in the Information Center, I sell and load Wave cards throughout my shift. In doing so, I regularly explain daily and monthly fare capping. While monthly fare capping can be confusing to explain, daily fare capping is pretty straightforward since it is equivalent to the cost of two distinct rides, and many riders need at least those two rides. If that cost covers the full day regardless of how much they need to ride around, I don't need to determine with the customer whether they need to add a third ride to get them through the day. If, however, daily fare capping goes up to \$5.25—equivalent to three distinct rides per day—it will likely make providing great customer service a little more challenging.

Another thing too is that those who ride the bus frequently and have the financial means often load their card for a whole month at a time, but those who ride the bus frequently and don't have the financial means only load their card for a small number of days at a time. It seems to me that people like this would appreciate the daily fare capping staying lower to help them get by day by day even if they have to pay more over the course of the month than they do with the current cap.

#### Summing It Up

As I said in the beginning, I believe it makes sense for The Rapid to increase monthly fare capping of the Adult Wave card from \$47 to \$60 per month. But if possible, I would like to see the daily fare capping stay equivalent to two distinct rides per day (\$3.50 for as long as the base fare stays at \$1.75). I am not sure what the data shows regarding how much more revenue The Rapid would make from increasing daily fare caps versus monthly fare caps. But without that knowledge, it seems to me that The Rapid would increase its revenue more from increasing the monthly fare cap. As a final thought, with the current fare capping standards, it takes a customer 13 days plus one ride

#### to reach the

monthly cap. With the proposed daily and monthly fare capping structure, it would take merely 11 days plus two rides. With my suggestion of capping the fare at \$60 for the month but keeping it at \$3.50 for the day, it would take 17 days plus one ride to reach the cap. This still allows a frequent rider to take advantage of free days in the month even though it would not be as many as is presently possible.

Thank you for your consideration of this matter. Sincerely, Melody Sheridan Rapid Rider since 2013

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 7:29 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 07:28:49

Name: Serenity Goltz

Email: serenity.goltz84@gmail.com

Phone Number: 616-589-4824

Comments: This increase would strain those even further who on fixed budgets or those that are low income. It's hard enough to afford bills and food with current inflation, this will just worsen that issue. Also I have a hard time supporting this until The Rapid addresses the issue of busses being late constantly. Especially on the DASH line.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 8:05 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 08:05:06

Name:

Email:

Phone Number:

Comments: Fare should stab

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 8:06 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 08:05:06

Name:

Email:

Phone Number:

Comments: fare should stay the same it's already enough inflation right now a lot of people barely have the 3.50

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 8:06 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

# Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 08:05:06

Name: Tarea L

Email: Leehair81@yahoo.com

Phone Number: 3137020240

Comments: Please keep the fare at 3.50 it's hard out here enough

From:

S ent: To:

Administrator <info@ridetherapid.org> Thursday, January 16, 2025 8:34 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 08:34:23

Name: Monique Molero

Email: Moniquemolero@live.com

Phone Number: 6162165876

Comments: Please no we can barely survive as it is! Please do not increase bus fare

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 8:39 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 08:38:51

Name: ysabella bailey

Email: ybailey@stu.gr.nextechhigh.org

Phone Number: 6163371401

Comments: i dont think u should change it bc it will be more money coming out of peoples pockets and people can already barley afford the bus as is

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 10:33 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 10:33:11

Name: Alexis jacobs

Email: Alexis.l.jacobs99@gmail.com

Phone Number: 2698586169

Comments: The bus fare rates should not be going up. The routes are typically late, and don't offer decent access in certain areas of the city. Furthermore, public transportation is one of the most basic necessities cities can provide and GR spends a lot of money on stuff that does not benefit those who live there.

#### **Fare Capping Feedback**

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: MINISTER POST LEMIST JOMASELIANI

Email or phone number: 734-597-9900

Comments: I AM A FRILM OF JESUS CHRIST AND

# LOVE JESUS CHRIST MOTHER MARG

STANDANS ON JOHN 3:16

# PRAY AND HOPE THE CAPPING IS A PLOSSING

# ENTRY RIMING THE POUS I HAVE BEEN RIANS

THE RAPID BUS STINCE NOW 2003 I MMG OINS

THE RAPID BUS STINCE NOW THE RAPID ASWELL

# STANDANN ROMANS 8:28 PS LOVE TO

## **Fare Capping Feedback**

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by **January 20, 2025**. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Email or phone number: (616)273-1620	Name: Jonesha Clyburn
T feel the orice should not go up	Email or phone number: (616)273-1620
	T feel the price should not go up

From:

S ent:

info

To:

Thursday, January 16, 2025 4:06 PM

S ubject:

@Planning

FW: New Submission for Contact Us: General Comment & Questions

#### Fare feedback

Cassi Cooper

**Engagement & Digital Media Specialist** 

The Rapid

Follow us on Twitter & Facebook

P: 616.774.1185\_\_\_\_\_

Pronouns: She/her

From: Administrator <info@ridetherapid.org> Sent: Thursday, January 16, 2025 11:24 AM

To: info <info@ridetherapid.org>

Subject: New Submission for Contact Us: General Comment & Questions

### Contact Us: General Comment & Questions

Timestamp: 2025-01-16 11:24:06

Name: Azspien

Email: anthonysteven1982@gmail.com

Day Phone: 6166003692

#### **Evening Phone:**

Comments: I don't think the prices should go up. I ride the bus almost everyday and over half of the bus drivers are rude, they run late, some times the bus don't even show up. I don't mind paying more if I was treated with more respect as a rider. It's not fair to pay more money when the buses are always late or something. Or leave early from the time it says there gonna be there every minute counts

From:

S ent:

Administrator <info@ridetherapid.org>

To:

Thursday, January 16, 2025 11:24 AM

Subject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 11:24:07

Name: Melvin Redmond

Email: Melvinredmond@gmail.com

Phone Number: 6164077092

Comments: I really think that the fare capping proposal is a bad idea for the public that depends on this form of transportation. The number one excuse we hear is inflation as being the reason why costs are so high, but the truth of the matter is every resource that is available is in fact a natural resource meaning there is no actual cost to any of these service. We as a people need to reevaluate what is of real value. is it the people or is it our pockets that we serve, i vote against fare capping. Thank you

From:

S ent: To:

Administrator <info@ridetherapid.org> Thursday, January 16, 2025 11:40 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 11:40:19

Name: Shanikqua

Email: Russell2012.sr@gmail.com

Phone Number: 6163044536

Comments: Some peoples can't afford the fare that's being charged now and to raise it up to over 5 dollars might be a bit much for some.

From:

S ent: To: Administrator <info@ridetherapid.org>
Thursday, January 16, 2025 11:40 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 11:40:21

Name: Kimberly J Snyder

Email: musicalchairs@gmail.com

Phone Number: 7653279138

Comments: Please find a different way to fund the Rapid. A 20% increase is immoderate and the people hit the hardest will be the Grand Rapids workforce -- those who do not qualify for reduced fares because of income, but who rely on the bus for their commute. Many are already struggling to get by and this creates yet another barrier to employment.

From:

S ent:

Administrator <info@ridetherapid.org>

To:

Thursday, January 16, 2025 12:01 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 12:01:23

Name: Anna B

Email: anna.bartleson515@gmail.com

Phone Number: 2318551701

Comments: This will have wide-sweeping negative impact on people who rely heavily or wholly on the bus system. Money is already tight, it does not need to get \$13 a month tighter.

From:

S ent:

Administrator <info@ridetherapid.org>

To:

Thursday, January 16, 2025 1:21 PM

Subject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 13:20:38

Name: Ashley Santiago

Email: Lalydanny@gmail.com

Phone Number: 6166068593

Comments: I personally think raise the fare prices would be an injustice as we are already struggling with high prices everywhere most of us rely on the public transportation system as an affordable way to go about our daily lives and get errands done.

From:

S ent:

S ubject:

To:

Administrator <info@ridetherapid.org>

Thursday, January 16, 2025 1:22 PM

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 13:20:44

Name: Julianne Chubb

Email: JulianneChubb@gmail.com

Phone Number: 5178851978

Comments: Please don't increase the fare cap. The cost of living is going up for everyone so please don't add one more thing. Please understand the needs of the community the transit system serves. Thank you

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 1:29 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 13:29:23

Name:

Email:

Phone Number:

Comments: Please don't increase the cap. Money is tight and this is just one more thing that'll make it harder on us.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 1:30 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 13:30:13

Name: Shanta lee

Email: Justme1506@yahoo.com

Phone Number: 616-306-9384

Comments: Why would yall do this to people?? We can barely afford eggs! Rent is out of control and on top of that the light company is raising rates every 6 months. Now you want to raise the fare for the bus. Why can't yall see the community is suffering already! What yall need to work on is the DASH bus. The bums poop on that bus it's so uncomfortable for normal ppl to ride that bus..the seats are full of piss..it horrible! Start charging a 1\$ for the dash to keep the bums off!!Don't raise the rates!!

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 1:33 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 13:30:13

Name: Janae Lee

Email: Ranaelee223@gmail.com

Phone Number: 616-437-5201

Comments: We cant afford anything especially a bus price hike! Can you get that extra money you need by charging 1\$ to get on the dash bus! The bums need to be deterred from riding the dash and using the rest room in the seats.. we the ppl can not afford higher bus fare!!!

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 3:08 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 15:07:59

Name: Carl Stevens

Email: Cstevens48119@gmail.com

Phone Number: 6165555555

Comments: First off, justifying such a huge monthly cap increase by saying that it compares with other transit system increases across the country is implying that the Rapid is in fact comparable to those other transit systems. Nothing could be farther from the truth. In terms of services provided for systems serving similar geographically-sized cities with similar populations, GR is already getting ripped off! Secondly, until and unless you have a dedicated bus route running 24/7/365 to and from the airport to downtown, you can not even call yourself a fully functional transit system. Until and unless you operate routes through ALL of the metro ateas, including Plainfield Township, you are not a fully functional transit system. Your priorities are completely out of alignment with the needs of this community, which is why you are continuously on the verge of bankruptcy. The people of this city will not support you if you do not meet our needs. We will continue to drive ourselves until and unless we can rely on you to fulfill our needs.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 3:25 PM

Subject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 15:24:39

Name: Satya Lendrum

Email: jsatyalendrum@gmail.com

Phone Number: 7344742281

Comments: I am a regular Rapid commuter and I rely on public transport to get to work, to run errands, and for social reasons. The rate increase is going to negatively impact my life. I am not earning a higher salary yet the costs of daily life continue to rise, everything from groceries and rising grocery expenses to utilities and now transportation. This is going to most negatively impact low wager workers and people who rely on the Rapid for economic reasons. Aren't there other ways to cut costs instead of passing off the economic burden to riders? Please consider the economic hardships that many Rapid riders experience. Please contact me with additional questions or concerns, I would be happy to make a public statement. Satya Lendrum, PhD

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 3:25 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 15:25:02

Name: Matthew Boelkins

Email: mboelkins99@gmail.com

Phone Number: 9802534527

Comments: Safe and efficient public transportation is critical to the health and well-being of any urban area, and I am not blind to the fact that its operation requires significant revenue. This proposal is a reasonable adjustment to better align revenue with expenses, does not appear to disproportionately harm the underserved, and does not impose significant strain on those who elect to use the Rapid's service. I do not use the Rapid every day, but I was able to remove a vehicle from my household because of the Rapid's service. This minor increase in daily capped fares is still more than offset by the significant reduction in transportation costs associated with a personal vehicle.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 4:43 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 16:42:45

Name: Teresa

Email: Marie\_richun06@yahoo.com

Phone Number: 616-710-1866

Comments: The fare cap amount should remain the same. Life's already hard enough with sky high rental amounts food prices going up. A lot of people depend on public transportation and the price it is already. Change cards and transfers have already been took from us

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 4:51 PM

S ubject:

info: @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 16:50:30

Name: Hayley Stengel

Email: Hayley.stengel@gmail.com

Phone Number: 6166660885

Comments: The Rapid was supposed to be a game-changer. It was supposed to make transportation easier for \*everyone\*. And yet, here we are--not seeing the results we need. The question is, why? Why aren't we getting the funding this system needs to truly serve our community? This service is essential. It should be lifting us all up, but it can't come at the expense of those already struggling. The funding has to come from those who have the power to make it happen--the government, grants, the people who can ensure that everyone who depends on this system gets the service they deserve. So, if the funding isn't there, it's time to ask: \*Why not?\* What's standing in the way of securing what's needed? If we can't get it, then it's time to find someone who can. Because we simply can't afford to fall short. We all feel the pressure--rising costs are hitting everyone. Gas, groceries, taxes--we all feel it. But something has to give, and it can't be the people who need this service the most. It can't be the seniors. It can't be the disabled. It can't be the working-class folks who rely on the Rapid. Those who ride the rapid deserve dignity, independence, and the ability to stay connected to their neighbors. It's not a luxury. It's a right. They need access. This isn't just about a bus service. This is about people's lives--about giving dignity to the elderly, independence to those with disabilities, and a fair shot at a saving the world for those who are doing their part to carpool instead of taking their own vehicles. We have the power to make this right. The question is: will we? Will we stand up for those who need us most, and ensure that this system, this lifeline, reaches everyone? Or will we let the most vulnerable be left behind? Now is the time to take action. To show the heart of this community. To make sure no one is forgotten. For the good of all of us. For the future we all deserve.

## **Fare Capping Feedback**

1/14/2005

The Rapid is seeking public input regarding proposed adjustments to its adult fare capping structure. Please use this form to provide your feedback by January 20, 2025. We will reach out if we need additional information. For any questions, please email info@ridetherapid.org.

Name: Michele Childo- (Gpm)

Email or phone number: Michele. Childs (a yahoo, com

#### Comments:

Hello, Rapid menber. I'm also on the Kent County
Essential Need Task Force Transportation Committees
(for 3 years). My current jobs is a transportation specialist.
I hook the Rapid Bus for 4 years and 2 months. Please
do not raise the Calendar monthly max to \$100,000 from \$47.

People in the Community who take the bus

Every day may not be able to after the new proposed prices.

And, there is not enough organizations that assist with

transportation to get to work, or give people has tickets or

Where Cords either. Per Some people who make limited

Income and are having it hard to afford food due to

Inflation since before Covid-19. The hours of Rapid do

not reflect an incress in services for people in the

community. There are many residents who would like to work

and or 3rd shifts, but con't as due to the basses do not run

during those shift hours. The basses need to be more accessible

for today's work force & convenient. If there is an increase in

fure capped prices, please do so in increments over a period of time

so that it doesn't hurt-already those struggling with transportation. Please

To that it doesn't hurt-already those struggling with transportation. Please

The today's expect amounts because some nows live "daily"—an importance I my.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 6:20 PM

Subject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 18:20:08

Name: Jonathan Miles

Email: detwingsfan75@gmail.com

Phone Number: 616-886-8996

Comments: It would hurt those who are limited income having to pay the extra 1.25 a day. Would they discontinue the free transfer after the 1st use of the card for their trip and then go up to the fare capping. Also it would hurt the companies that supply tickets for individules since they have a limited budget.

From:

S ent: To: Administrator <info@ridetherapid.org> Thursday, January 16, 2025 9:10 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 21:10:19

Name: Mike Ewer

Email: mike.ewer@gmail.com

Phone Number: no calls

Comments: As a family that uses the Rapid as our sole method of transportation around the city, taking us to work and school, we are DISMAYED by the extent of the proposed capping increases. The 28% increase in the adult cap, after seven years of stagnant pricing, are a massive blow to this household budget. We're not on any kind of welfare, both working full time, but this is an increase that WE as a family CANNOT afford. \$26 extra per month is going to be a struggle to find. The 50% increase in the daily cap doesn't affect us too much, as we rarely go anywhere else the same day as we work or go to school. But the amount is insane. It's more expensive than the day pass on Chicago's CTA! It is revolting for the Rapid to suddenly drop this kind of increase on its loyal passengers, who suffered through highly restricted service during the pandemic, and then were subjected to random cancelled buses when the Rapid was struggling to maintain a level of staffing sufficient to provide scheduled service. Service levels have still come nowhere near where they were in 2019. Our counter proposal is for a three year STEPPED increase. Put the monthly cap up to \$52 this year. Next year \$56. Then in 2027 go to \$60. This gives those on the margins of poverty, who don't qualify for any kind of assistance but barely have any disposable income, more time to adjust their budgets for the increase. HOWEVER, the Rapid should COMMIT to returning services to the same levels as 2019 within the first year of that timeframe. Give us what we had, and give us what we are now having to pay for.

From:

S ent: To: Administrator <info@ridetherapid.org>
Thursday, January 16, 2025 11:28 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-16 23:27:36

Name: Sara Corder

Email: saraecorder@gmail.com

Phone Number: 6167777543

Comments: Our teenage exchange students from Europe regularly use the rapid transit and taught me how to use it! If my medically complex son is in the PICU at Helen Devis, it's easier for me to ride the rapid with my young ones to go visit him, but the route isn't direct and requires transfers. If the cap is increased it could easily increase our daily ride by double or triple depending on how many of my homeschooled kids need to join me at the hospital. We love having the option to take the bus, at the drivers are always such kind and wonderful people. Please continue to keep transportation affordable for people of GR!

From:

S ent: To: Administrator <info@ridetherapid.org> Friday, January 17, 2025 8:41 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-17 08:41:09

Name: Brian M. Lohr

Email: bmlohr616@gmail.com

Phone Number: 616-460-8872

Comments: Seems quite reasonable for the increase.

From:

S ent: To:

Administrator <info@ridetherapid.org> Friday, January 17, 2025 12:35 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-17 12:34:37

Name: Rabecca egeler

Email: rabeccaegeler2023@gmail.com

Phone Number: 6164040777

Comments: Bus fare is already high enough it is going to be so hard for people to come up with more money to ride the bus it's hurting me and I can't even go to the doctor half the time because I don't have bus fare and they just leave it the way it is

From:

S ent: To: Administrator <info@ridetherapid.org> Friday, January 17, 2025 5:00 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-17 17:00:11

Name: Sydney Wagar

Email: syd.wagar.sw@gmail.com

Phone Number: 6163255568

Comments: I do not think the fare cap should be increased. Public transportation is meant to be affordable for everyone. Many of us who take the bus are low income and poverty, some of us do not have an extra \$15 to spare. However, if you do increase the fare, then the quality of public transportation should be improved. Central Station needs better security, myself and other women I've talk often feel unsafe being alone there. Outlets should be repaired, more seating options, and the station and buses need to be cleaner. Every bus stop should have a bench and trash can. Bus drivers should be held accountable for mistreating passengers and acting like they don't see us standing at the bus stop.

From:

S ent: Administrator < info@ridetherapid.org>
To: Friday, January 17, 2025 11:36 PM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-17 23:35:40

Name:

Email:

Phone Number:

Comments: after the fare increase some trips will be more expensive by bus than by the new carshare program, why would i even bother with the bus anymore?

From:

S ent: To: Administrator <info@ridetherapid.org> Sunday, January 19, 2025 1:07 AM

S ubject:

info; @Planning

New Submission for Contact Us: Fare Capping Feedback

## Contact Us: Fare Capping Feedback

Timestamp: 2025-01-19 01:06:52

Name: Theresa Smith

Email: tnoriega2366@gmail.com

Phone Number: 6163184601

Comments: I can see it changing because gas, and maintenance have gone up. But not to where we can't afford to get on the only transportation we can afford. Thank you for all you do.

## 

# Proposed Fare Capping Sign In January 15, 2024 @2:30pm

	Name	Phone	Email
1.	Mechael Parage	e 616-634-0418	cccougar 110
2.	James White	616-329-1806	jwhite 7652 regine ilica
3.	Michael Welliams	305-304-0466	michaelino dalceius
4	Jommy 40 amm	(616) 827-8055 d	vilg (24PPI aubocup
5.	Heidi DeVros	616 827 8055	PsycholD1361
6.	Sandy Miles	616-647-9687	
7.	KETTH HAYES	248 254 0192	
8.	Erica Harris	Lelle-443-7456	lynae harris 2004
9.	Shown McElwie	CIL 303-4000	
10.	Pristing Reyor WANT GETTICE MESSED P	416-296-9665	
3-	WANT SERVICE	15AL12 - 1 DIV/	MAD, 44 3
1-5-	THAMU YOU		

## 

## Proposed Fare Capping Sign In January 15, 2024 @2:30pm

N	ame	Phone	Email
11	homas, Dumas	616262-7008-	Homasdumas 1917 Ogmil
12.	heri Stockan	0501-568-	UoCh"
13.	@/CC+, tax	Ni94	- d 19el love
	DNYA Catmon	(	FIVIOLI
	sept Soule		Joesouls (a) grail. co
16. <u>X</u>	AXINELL DILLIVAN	(231) 571-5000	MAXWELLTILLIVALICEGUINE
<b>17</b>	ndrew Darden	(616)420-3902	adarden 07 (3 gmil
18. Br	rennan Greenacre	(989) 429 - 7986	bgreenacre12@gmail."
19.	AGON Stay A	her 616.318-	566/ Stauffer 441
20. h	Jillian Men a	106241 7213 Willie	in a New is saved Consol
1 - 150	ot AFFELTBL	, SENIOR	
2 - 9	SOUNDS UT	AZT	,



# Proposed Fare Capping Sign In January 15, 2024 @2:30pm

Name		Phone	Email
21.	Lacker		Jan Addio Tuo hono
22. 6710 vun	ni Montoya		Monteyo grovanni ZSO Gmail Com
23			Gma 1. Com
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25			
26			
27			
28.			
29.			Sel .
30.			
10 Wile 150000	WAN ATTICH STATEMAN S	- ATTE YOU CO	AP LESS TEURN



## Proposed Fare Capping Sign In January 15, 2024 @6:30 am

	Name	Phone	Email
1.	Alex Dodds	616 261 9191	Adodds@protonmail.com
	Oiana Sanders	VIII 5359297	dianasandersadlogrand
3. /	Anore Shield-S	616 377-6946	AnoreShield 178 @gmil. Wer
4			
5			
6			
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8.			
9.			
10			
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## Proposed Fare Capping Sign In January 16, 2024 @11:00am

	Name	Phone	Email
	Name MINISTER POET LEMUELT FLIMH	734-597-900	NA
2	Dick Dobkonski		ndobkastiohin
3	Melvin Redmond	lel6-702-7092	Metrinvedmonde
4	Monenallyburn	616 273-1620	Melvin reduced 123 0g
15			
16	•		
17.			
18.			
19.			
20			



# Proposed Fare Capping Sign In January 16, 2024 @6:00pm

	Name	Phone	Email
1.	Michele Chilos	(6161589-7553	metale child ( go
2.	Ausin Vitariane	(414)295-5437	QUESTIN @ LINCTED. DES
	Janathan Miles	(614) 986-8996	y wants to send
5.			
6.			
7.			
8.			
9.			
10.			



DATE: January 29, 2025

TO: ITP Board

FROM: Jason Prescott

SUBJECT: NOVEMBER 2024 PARATRANSIT RIDERSHIP REPORT

# Paratransit ridership information for November 2024, as compared to November 2023

	2024	2023	% Change
Total Paratransit			
Ridership	18,254	18,186	0.4%
ADA Ridership	15.706	14,325	9.6%
Non-Disabled Senior			
(NDS) Ridership	103	131	-21.4%
PASS Ridership	170	193	-11.9%
Network 180	1,999	2,912	-31.4%

# Ridership averages, as compared to 2023

	2024	2023	% Change
Weekday Ridership	685	646	6.0%
Saturday Ridership	243	252	-3.6%
Sunday Ridership	250	228	9.6%

# **Other Performance Measures**

	2024	2023	% Change
On-Time Performance	89.50%	88.00%	1.7%
On-Time Drop-Off	95.00%	94.00%	1.1%
Average Cost Per Trip	\$45.35	\$46.88	-3.3%

ADA	2024	2023	Change	% Change
Clients	1,278	1,203	75	6.2%
Passenger Trips	15,706	14,325	1,381	9.6%
NDS				
Clients	11	12	(1)	-8.3%
Passenger Trips	103	131	(28)	-21.4%
PASS				
Clients	10	10	0	0.0%
Passenger Trips	170	193	(23)	-11.9%
CONTRACTED				
Clients	0	0	0	#DIV/0!
Passenger Trips	0	0	0	#DIV/0!
RIDELINK				
Clients	169	250	(81)	-32.4%
assenger Trips (Performed by The Rapid		625	(349)	-55.8%
TOTALS			\	
Clients	1,468	1,475	(7)	-0.5%
Passenger Trips	16,255	15,274	981	6.4%
Average Weekday Ridership	685	646	39	6.0%
Average Saturday Ridership	243	252	(9)	-3.6%
Average Sunday Ridership	250	228	22	9.6%
All Ambulatory Passengers	13,350	12,374	976	7.9%
All Wheelchair Passengers	2,905	2,900	5	0.2%
No - Shows	354	353	1	0.3%
Cancellations	369	398	(29)	-7.3%
Transdev				
Average Cost per Trip	\$45.35	\$46.88	(\$1.53)	-3.3%
Riders per Hour	1.8	2.0	(0.2)	-10.0%
Accidents per Month	4.0	1.0	3	300.0%
Accidents per Month	4.0	1.0	3	300.0%
Trip Denials	0	0	0	#DIV/0!
NTD Travel Time (minutes)	32	31	1	3.2%
N==W0P1/ 400				
NETWORK 180	1,000	2.012	(012)	21.40/
Passenger Trips Average Weekday Ridership	1,999 105	2,912 145	(913) (40)	-31.4% -27.6%
Average Weekday Muership	103	143	(40)	-21.070
TOTAL PASSENGER TRIPS	18,254	18,186	68	0.4%
Paratransit Service Quality Statistics:	network 18	0 Excluded		
Complaints	2024	2023	% of Trips	% Change
Transdev Complaints	9	17	0.1%	-47.1%
	-			.,,
On-Time Performance On-Time Compliance - Pick-up	90.500/	99 000/	1 50/	4 70/
	89.50%	88.00%	1.5%	1.7%
On-Time Compliance - Drop-off	95.00%	94.00%	1.0%	1.1%



DATE: January 29, 2025

TO: ITP Board

FROM: Jason Prescott

SUBJECT: DECEMBER 2024 PARATRANSIT RIDERSHIP REPORT

# Paratransit ridership information for December 2024, as compared to December 2024

	2024	2023	% Change
Total Paratransit			
Ridership	17,079	17,069	0.1%
ADA Ridership	14,913	14,136	5.5%
Non-Disabled Senior			
(NDS) Ridership	76	106	-28.3%
PASS Ridership	183	218	-16.1%
Network 180	1,652	2,067	-20.1%

# Ridership averages, as compared to 2023

	2024	2023	% Change
	0.40	0.4.4	<b>5</b> 00/
Weekday Ridership	612	644	-5.0%
Saturday Ridership	265	265	0.0%
Sunday Ridership	234	220	6.4%

# **Other Performance Measures**

	2024	2023	% Change
On-Time Performance	86.90%	94.22%	-7.8%
On-Time Drop-Off	92.60%	96.92%	-4.5%
Average Cost Per Trip	\$47.27	\$52.99	-10.8%

ADA	2024	2023	Change	% Change	
Clients	1,285	1,214	71	5.8%	
Passenger Trips	14,913	14,136	777	5.5%	
NDS					
Clients	13	12	1	8.3%	
Passenger Trips	76	106	(30)	-28.3%	
PASS	-		(==)		
Clients	11	13	(2)	-15.4%	
Passenger Trips	183	218	(35)	-15.4% -16.1%	
	100	210	(00)	10.170	
CONTRACTED				// // D.D. //O.I	
Clients	0	0	0	#DIV/0!	
Passenger Trips	0	0	0	#DIV/0!	
RIDELINK					
Clients	174	248	(74)	-29.8%	
assenger Trips (Performed by The Rapid	255	542	(287)	-53.0%	
TOTALS					
Clients	1,483	1,487	(4)	-0.3%	
Passenger Trips	15,427	15,002	425	2.8%	
Average Weekday Ridership	612	644	(32)	-5.0%	
Average Saturday Ridership	265	265	0	0.0%	
Average Sunday Ridership	234	220	14	6.4%	
All Mhaalahair Passangers	12,218 2,954	12,126 2,876	92 78	0.8% 2.7%	
All Wheelchair Passengers No - Shows	<u>2,954</u> 410	427	(17)	-4.0%	
Cancellations	589	348	241	69.3%	
	303	340	<u> </u>	09.576	
Transdev			(4 = = =)		
Average Cost per Trip	\$47.27	\$52.99	(\$5.72)	-10.8%	
Riders per Hour	1.8	1.8	0.0	0.0%	
Accidents per Month	5.0	1.0	4	400.0%	
Trip Denials	0	0	0	#DIV/0!	
NTD Travel Time (minutes)	34	33	1	3.0%	
NETWORK 180					
Passenger Trips	1,652	2,067	(415)	-20.1%	
Average Weekday Ridership	83	109	(26)	-23.9%	
TOTAL PASSENGER TRIPS	17,079	17,069	10	0.1%	
Paratransit Service Quality Statistics:	•		-	01170	
	2024		0/ of Trino	% Change	
Complaints Transdev Complaints	<u>2024</u> 25	<b>2023</b>	% of Trips 0.2%	% Change 78.6%	
Hariouev Complaints	<u> </u>	14	0.2 /0	7 0.0 /0	
On-Time Performance					
On-Time Compliance - Pick-up	86.90%	94.22%	-7.3%	-7.8%	
On-Time Compliance - Drop-off	92.60%	96.92%	-4.3%	-4.5%	

PARATRANSIT FY2025 RI	EPOR1	ΓCAR	D STA	ANDA	RDS									
			FY2	025					FY2024					
	Standard	1st	2nd	3rd	4th	Annual	1st	2nd	3rd	4th	Annual			
roductivity		l.		l.	<u> </u>	l.					l.			
Total Paratransit Ridership	N/A	56,048					54,428	56,803	56,615	55,520	223,366	N/A	N/A	N/A
Passengers Per Houi	<u>≥</u> 2.0	1.8					2	2	1.8	1.8	1.9	≥2.0	< 2.0 and > 1.7	≤1.7
reventable Accidents														
Preventable Accidents(Revised Statistic)	<u>&lt;</u> 1	11					4	8	14	14	10	<u>≤</u> 1	> 1 and < 1.5	<u>≥</u> 1.5
		Actual	l value - not	percentage o	hange	-	ļ				7			
customer Service														
Complaints (per 1k passengers)	<u>&lt;</u> 0.9	0.048					0.054	0.056	0.01	0.07	0.05	<u>&lt;</u> 0.9	> 0.9 and < 1.5	<u>&gt;</u> 1.5
Travel Time (minutes	≤ 30	33					31	30	33	34	32	≤ 30	> 30 and < 33	<u>&gt;</u> 33
		Actua	l value - not	percentage o	hange									
On-Time Performance			ı	ì	,	1		1	1	1	1			
Percentage of On-Time Trip	<u>≥</u> 95%	89.33%					87.41%	92.63%	92.62%	92.80%	91.37%	<u>&gt;</u> 95%	< 95% and > 93%	<u>&lt;</u> 93%
Percentage of On-Time Drop-Offs	<u>≥</u> 95%	94.55%					92.97%	95.20%	96.67%	97.30%	95.54%	<u>&gt;</u> 95%	< 95% and > 93%	<u>&lt;</u> 93%
		Actual	l value - not	percentage o	change									
The Alice								_						
cost Effectiveness														
Cost Per Passenger	N/A	\$46.55					\$47.25	\$46.08	\$47.58	\$50.19	\$47.78	N/A	N/A	N/A
Ratio of Paratransit to Fixed Route Ridership	1:30	1:20					1:20	1:19	1:19	1:26	1:21	<u>≥</u> 30	< 30 and > 27	<u>&lt;</u> 27
		Actua	l value - not	percentage o	change									
**Information not	yet available													



**Date:** January 29, 2025

To: Board of Directors

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

Subject: Rapid Connect December 2024 Monthly Report

### **OVERVIEW**

Rapid Connect mobility on-demand program report from Sunday, December 1 through Tuesday, December 31.

### HISTORICAL CONTEXT

The Rapid Connect service launched on January 3<sup>rd</sup>, 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.

To date, 2,554 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 Sunday, December 1 and Tuesday, December 31, 2024 (1 month service period), there were a total of 707 complete trips.



There were 465 trips completed in Kentwood (66%), and 242 trips completed in Walker (33%). There were 42 individual riders in Kentwood and 16 in Walker that made up these trips for the month of December.

The average fare trip distance in Kentwood is 2.70 miles, and 2.70 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 December had a reported arrival time of 5:49 a.m. The latest trip was completed at 9:55 p.m.





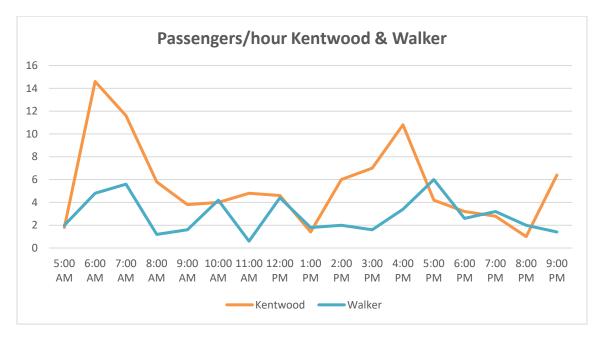
The earliest trip in Walker for December had a reported arrival time of 5:50 a.m. The latest trip was completed at 9:48 p.m.

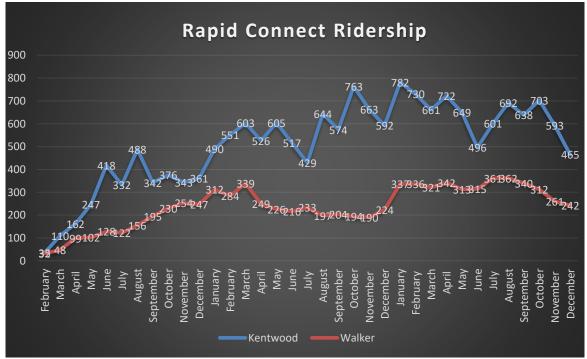


9 Destinations were visited in the expanded zone for December 2024.

555 Center Dr NW 566 Lankamp 2142 Walker Ave NW 2263 E Oak St. NW 1815 Alpine Ave NW 3165 Alpine Ave NW 3248 Alpine Ave NW 3410 Alpine Ave NW









**Date:** January 29, 2025

To: ITP Board of Directors

**From:** Tim Roseboom – Senior Planner

Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – November

2024

**OVERVIEW:** In November 2024, there was a 4.4% increase in total monthly route ridership as compared to November 2023. Contract services increased 15.7%, but regular fixed routes services decreased 1.4%. It should be noted that November 2024 had one less weekday and one more Saturday than November 2023. Pre-pandemic ridership recovery is 64.5% compared to November 2019 and 64.5% year-to-date. Farebox recovery was 11.4%, up by 0.2% since November 2023.

# **BACKGROUND INFORMATION**

# **Monthly Ridership**

	November 2024	November 2023	% Change
Regular Fixed Route Service (Routes 1–44)	361,218	366,416	-1.4%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	217,101	187,680	15.7%
Total Monthly Fixed Route Ridership	578,319	554,096	4.4%

# **Daily Average Ridership**

	November 2024	November 2023	% Change
Weekday Total	25,378	23,911	6.1%
Weekday Evening	3,393	3,100	9.5%
Saturday	9,870	8,362	18.0%
Sunday	5,351	4,632	15.5%

### **Productivity Summary**

	November 2024	November 2023	% Change
Average passengers per hour per route	15.1	13.7	10.2%
Average passengers per mile per route	1.12	1.01	10.8%
Average farebox recovery percent per route	11.4%	11.2%	2.3%

	FY 2025	FY 2024	% Change
Regular Fixed Route Service (Routes 1–44)	794,360	770,956	3.0%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	487,803	390,390	25.0%
Total Fixed Route Ridership YTD	1,282,163	1,161,346	10.4%

# **COMPARISON OF NOVEMBER 2024 TO NOVEMBER 2019**

# **Monthly Ridership**

	November 2024	November 2019	% Change
Regular Fixed Route Service (Routes 1–44)	361,218	592,888	-39.1%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	217,101	304,071	-28.6%
Total Monthly Fixed Route Ridership	578,319	896,959	-35.5%

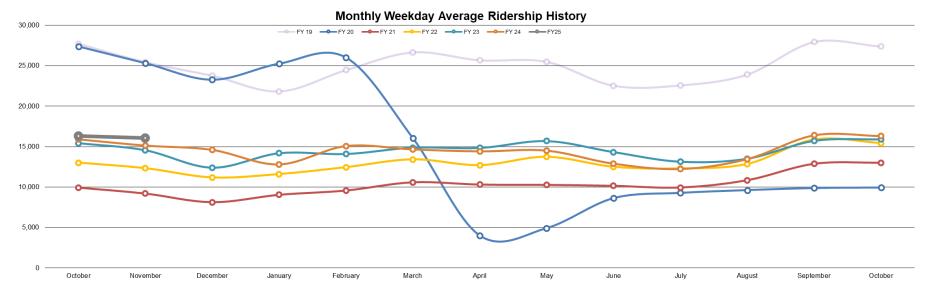
# **Daily Average Ridership**

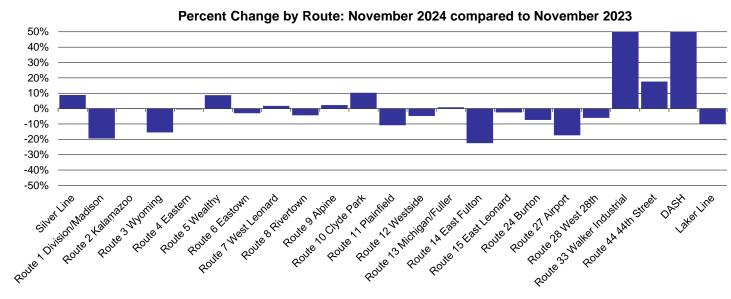
	November	November	
	2024	2019	% Change
Weekday Total	25,378	40,112	-36.7%
Weekday Evening	3,393	5,264	-35.5%
Saturday	9,870	13,343	-26.0%
Sunday	5,351	6,999	-23.5%

# **Productivity Summary**

	November 2024	November 2019	% Change
Average passengers per hour per route	15.1	20.1	-25.2%
Average passengers per mile per route	1.12	1.54	-27.5%
Average farebox recovery percent per route	11.4%	23.6%	-51.7%

	FY 2025	FY 2019	% Change
Regular Fixed Route Service (Routes 1–44)	794,360	1,305,447	-39.2%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	487,803	683,222	-28.6%
Total Fixed Route Ridership YTD	1,282,163	1,988,669	-35.5%







**Date:** January 29, 2025

**To:** ITP Board of Directors

**From:** Tim Roseboom – Senior Planner

Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – December

2024

<u>OVERVIEW:</u> In December 2024, there was a 2.8% decrease in total monthly route ridership as compared to December 2023. Contract services increased 9.6%, but regular fixed routes services decreased 6.6%. It should be noted that school closures because of winter weather occurred three more times in December 2024 than 2023, and ridership was an average of 11,000 less than days with no closures. Pre-pandemic ridership recovery is 60.7% compared to December 2019 and 63.4% year-do-date. Farebox recovery was 10.5%, down by 0.4% since December 2023.

# **BACKGROUND INFORMATION**

# **Monthly Ridership**

	December 2024	December	% Change
Degular Fixed Pouts Camina (D. 4.44)		2023	% Change
Regular Fixed Route Service (Routes 1–44)	328,007	351,130	-6.6%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	118,229	107,838	9.6%
Total Monthly Fixed Route Ridership	446,236	458,968	-2.8%

**Daily Average Ridership** 

	December 2024	December 2023	% Change
Weekday Total	18,469	19,779	-6.6%
Weekday Evening	2,520	2,629	-4.2%
Saturday	8,879	8,568	3.6%
Sunday	4,573	4,109	11.3%

## **Productivity Summary**

	December 2024	December 2023	% Change
Average passengers per hour per route	13.4	13.2	1.1%
Average passengers per mile per route	0.99	0.98	1.3%
Average farebox recovery percent per route	10.5%	10.9%	-3.7%

	FY 2025	FY 2024	% Change
Regular Fixed Route Service (Routes 1–44)	1,122,367	1,122,086	0.0%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	606,031	498,228	21.6%
Total Fixed Route Ridership YTD	1,728,398	1,620,314	6.7%

# **COMPARISON OF DECEMBER 2024 TO DECEMBER 2019**

# **Monthly Ridership**

	December 2024	December 2019	% Change
Regular Fixed Route Service (Routes 1–44)	328,007	567,012	-42.2%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	118,229	168,521	-29.8%
Total Monthly Fixed Route Ridership	446,236	735,533	-39.3%

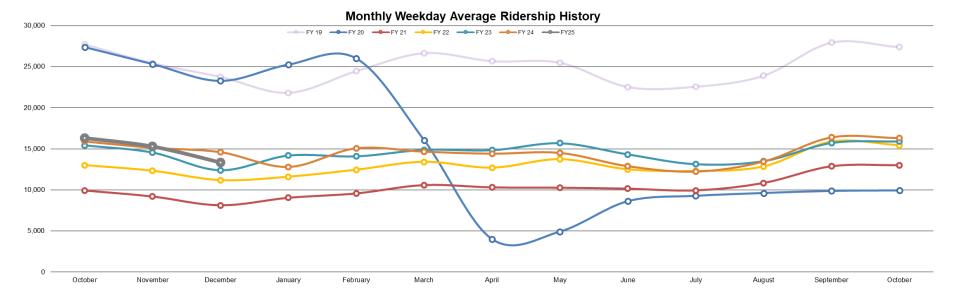
# **Daily Average Ridership**

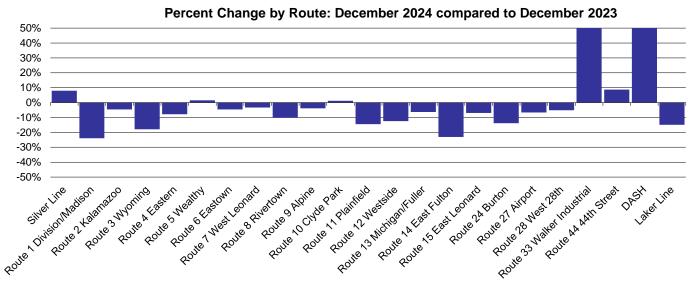
	December	December	
	2024	2019	% Change
Weekday Total	18,469	31,191	-40.8%
Weekday Evening	2,520	4,211	-40.1%
Saturday	8,879	12,594	-29.5%
Sunday	4,573	6,027	-24.1%

# **Productivity Summary**

	December 2024	December 2019	% Change
Average passengers per hour per route	13.4	18.7	-28.3%
Average passengers per mile per route	0.99	1.43	-30.8%
Average farebox recovery percent per route	10.5%	19.6%	-46.6%

	FY 2025	FY 2019	% Change
Regular Fixed Route Service (Routes 1–44)	1,122,367	1,872,459	-40.1%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	606,031	851,743	-28.8%
Total Fixed Route Ridership YTD	1,728,398	2,724,202	-36.6%







**Date:** January 29, 2025

**To:** ITP Board

From: Linda Medina, Director of Finance

Subject: November 2024 Operating and Grant Statements and Professional Development and

Travel Report November 2024

I have attached the November 2024 general operating and grant report for your review. The financial reports include transactions for both October and November. Additionally, the Professional Development and Travel report for November 2024 is included. There was no travel activity in October.

## FY 24/25 YTD Operating Statement Analysis

Total revenues and expenses are trending favorably through November 2024. Revenues are 1% over budget while expenses are 10.6% under budget. We are only two months into the new fiscal year and currently there are no notable patterns or trends.

Please feel free to reach out to me directly at (616) 774-1149 or <a href="mailto:lmedina@ridetherapid.org">lmedina@ridetherapid.org</a> with any additional questions regarding the attached financial reports.

# The Rapid General Operating Statement Year to Date as of November 30, 2024

	VTD as of New	- mah - m 20, 2024	Variana		Last Year	% Variance	Current Year
	Budget	ember 30, 2024 Actual	Variance \$	<u>e</u> %	FY 23/24 YTD Actual	to FY 23/24 YTD Actual	FY 24/25 Annual Budget
Revenues and Operating Assistance	Daaget	Actual	Ψ		TTD Actual	TTD Actual	Ailliaal Baaget
Passenger Fares	\$ 794,839	\$ 779,844	\$ (14,995)	-1.9%	\$ 803,116	-3%	\$ 4,857,788
Sale of Transportation Services			, , ,				
CMH Contribution	81,495	58,580	(22,915)	-28.1%	61,000	-4%	452,010
Dash Contract	401,909	439,586	37,677	9.4%	275,437	60%	2,522,264
Grand Valley State University	698,387	771,190	72,803	10.4%	737,457	5%	3,743,876
Van Pool Transportation	-	-	-	0.0%	-	0%	-
Township Services	39,856	37,891	(1,965)	-4.9%	34,086	11%	204,912
Other	39,421	46,271	6,850	17.4%	30,624	51%	282,557
Subtotal Sale of Transportation Services	1,261,068	1,353,518	92,450	7.3%	1,138,605	19%	7,205,619
State Operating	3,154,527	2,900,149	(254,378)	-8.1%	2,914,118	0%	16,946,705
Property Taxes	3,541,806	3,599,050	57,244	1.6%	3,444,482	4%	21,250,831
Advertising & Miscellaneous	202,620	412,985	210,365	103.8%	427,117	-3%	1,921,685
Subtotal Revenues and Operating Assistance	8,954,860	9,045,546	90,686	1.0%	8,727,438	4%	52,182,628
Grant Operating Revenue	-		-	0.0%	-		-
Unrestricted Net Reserves				0.0%			6,061,050
Total Revenues and Operating Assistance	\$ 8,954,860	\$ 9,045,546	\$ 90,686	1.0%	\$ 8,727,438	4%	\$ 58,243,678
Expenses							
Salaries and Wages							
Administrative	\$ 1,184,122	\$ 935,538	\$ (248,584)	-21.0%	\$ 898,439	4%	\$ 7,826,769
Operators	2,642,106	2,283,815	(358,291)	-13.6%	2,106,565	8%	17,173,678
Maintenance	453,844	415,200	(38,644)	-8.5%	353,938	17%	2,949,964
Subtotal Salaries and Wages	4,280,072	3,634,553	(645,519)	-15.1%	3,358,942	8%	27,950,411
Benefits	2,122,984	1,833,347	(289,637)	-13.6%	1,506,537	22%	10,629,553
Contractual Services	678,483	674,309	(4,174)	-0.6%	594,476	13%	4,129,900
Materials and Supplies	0.0,.00	0,000	( ., /	0.0%	001,110	.075	-,
Fuel and Lubricants	385,836	289,031	(96,805)	-25.1%	302,532	-4%	3,029,048
Other	294,882	275,991	(18,891)	-6.4%	287,123	-4%	2,145,030
Subtotal Materials and Supplies	680,718	565,022	(115,696)	-17.0%	589,655	-4%	5,174,078
Utilities, Insurance, and Miscellaneous	1,436,118	1,417,042	(19,076)	-1.3%	1,267,249	12%	5,609,698
Purchased Transportation	1,457,192	1,399,573	(57,619)	-4.0%	1,223,662	14%	8,750,038
Expenses Before Capitalized Operating	10,655,567	9,523,846	(1,131,721)	-10.6%	8,540,521	12%	62,243,678
Capitalized Operating Expenses	_	_	_	0.0%	-		(4,000,000)
Total Operating Expenses	\$ 10,655,567	\$ 9,523,846	\$ (1,131,721)	-10.6%	\$ 8,540,521	12%	\$ 58,243,678
Net Surplus/(Deficit) without Net Reserves Net Surplus/(Deficit) with Net Reserves		\$ (478,300) \$ (478,300)			\$ 186,917 \$ 186,917		

# Interurban Transit Partnership Grant Revenues & Expenditures Month Ended 11/30/24

	Adopted Budget	Amended Budget	Month To Date	Year To Date	Balance	Percent Target 17%
Grant Revenue  1. Federal Grant Assistance  2. State Grant Assistance  3. Transfer In - Operating Budget  4. Use of Restricted Net Assets  5. Other Local	19,310,779 4,827,695 0 0	19,310,779 4,827,695 0	570,808 142,702 0 0	639,748 159,937 0 0	18,671,031 4,667,758 0 0	3% 3% 100% 100% 100%
6. Total Grant Revenue	24,138,474	24,138,474	713,510	799,685	23,338,789	3%
Labor 7. Administrative Salaries 8. Driver Wages 9. Temporary Wages 10. Fringe Benefit Distribution	40,000 0 0 20,000	40,000 0 0 20,000	256 0 0 132	1,352 0 0 704	38,648 0 0 19,296	3% 100% 100% 4%
11. Total Labor	60,000	60,000	388	2,056	57,944	3%
Material & Supplies 12. Tires & Tubes 13. Office Supplies 14. Printing	900,000 1,000 1,000	900,000 1,000 3,000	24,849 0 2,898	24,849 0 2,898	875,151 1,000 102	3% 0% 97%
15. Total Material & Supplies	902,000	904,000	27,747	27,747	876,253	3%
Purchased Transportation 16. Purchased Transportation 17. Specialized Services	1,200,000 795,474	1,200,000 795,474	0 496,617	0 496,617	1,200,000 298,857	0% 62%
18. Total Purchased Transportation	1,995,474	1,995,474	496,617	496,617	1,498,857	25%
Other Expenses 19. Dues & Subscriptions 20. Professional Development 21. Miscellaneous	30,000 30,000 0	30,000 28,000 0	0 0 0	0 0	30,000 28,000 0	0% 0% 100%
22. Total Other Expenses	60,000	58,000	0	0	58,000	0%
Leases 23. Office Lease 24. Transit Center Lease 25. Storage Space Lease	0	0	0 0	0 0	0 0	100% 100% 100%
26. Total Leases	0	0	0	0	• 0	100%
Capital 27. Rolling Stock 28. Facilities 29. Equipment 30. Other	10,463,411 1,208,000 938,843 4,053,116	10,463,411 1,208,000 938,843 4,053,116	32,828 7,362 141,070	0 51,984 13,617 200,166	10,463,411 1,156,016 925,226 3,852,950	0 % 4 % 1 % 5 %
31. Total Capital	16,663,370	16,663,370	181,260	265,767	16,397,603	2%
32. Planning Services 33. Capitalized Operating	457,630 4,000,000	457,630 4,000,000	7,498	7,498 0	450,132 4,000,000	2% 0%
34. Total Expenditures	24,138,474	24,138,474	713,510	799,685	23,338,789	3%

# PROFESSIONAL DEVELOPMENT & TRAVEL REPORT ALL EMPLOYEES NOVEMBER 2024

AMOUNT	PURPOSE	EMPLOYEE (s)	LOCATION
		S. Schipper, M. Wieringa, J.	
3,595.00	APTA Transit Ballot Initiatives Workshop	Prescott, L. Medina, K. Wisselink	Cincinnati, OH
	Ohio Public Transit Association Annual Conference		
375.00	& Expo	S. Clapp	Columbus, OH
1,405.83	APTA TRANSform Conference	D. Prato	Anaheim, CA
1,755.17	INIT User Group Meeting	A. Prokopy, N. Bigelow	Montreal, QC
1,375.38	Mpact Transit & Community Conference	J. King	Philadelphia, PA
937.48	NTI FTA Procurement II Training	E. Vesely	St. Paul, MN
255.15	MI Emergency Management Meetings Association	M. Wieringa	Bellaire, MI
	Department of Transportation reasonable suspicion		
 600.00	_drug screening training	Transportation Supervisors	Grand Rapids, MI
\$ 10,299.01	_		

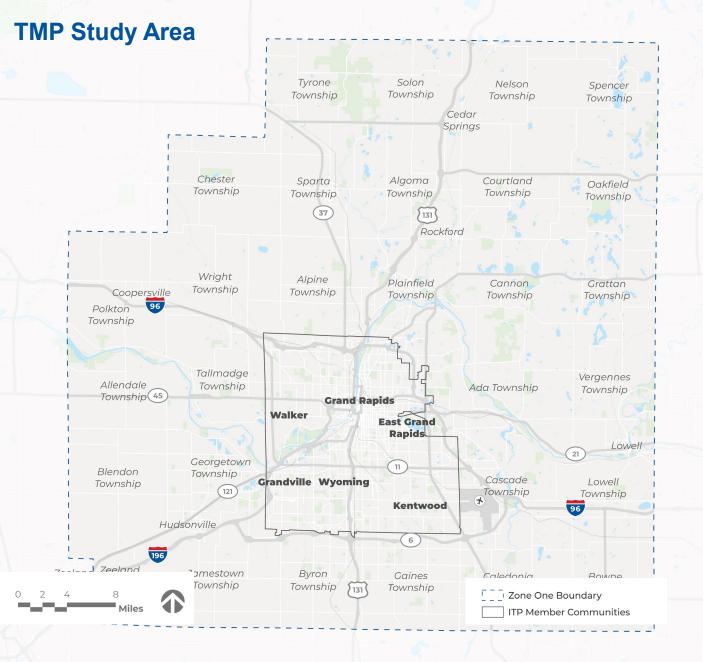
<sup>\*</sup>This total does not include incidental travel and meeting expenses such as mileage, parking, lunch meetings, etc.



# **Final TMP Report**

January 29, 2025

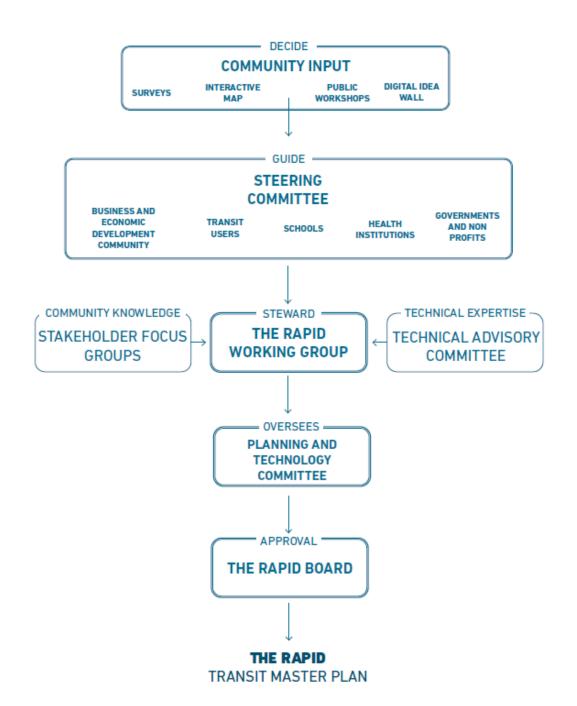
A framework for the future of connectivity.





# **TMP Background**

- **Public Involvement Plan**
- **Existing & Future Conditions**
- Market Analysis
- Peer Review
- West Michigan Express
- Intercounty Corridor Analysis
- Joint Development Strategies
- Fleet, Facilities, and IT Strategies
- Funding Tool Evaluation





# **TMP Input Process**

- **Community/Public Input**
- Steering Committee
- Technical Advisory Committee
- Focus Groups
- Planning & Technology Committee
- Rapid Board
- The Rapid Project Team



# **Guiding Principles**



- GROWTH | We plan for action.
- CONVENIENCE | We serve for user experience.
- INTERNAL WORKFORCE | We value employee personal growth.
- ADAPTABILITY | We're future-flexible.



# **BRANDING & WEBSITE**





# **STEERING COMMITTEE**





# **TECHNICAL ADVISORY COMMITTEE**



# **PUBLIC OPEN HOUSES**





# 'ROADSHOW'



# **MEDIA**



**The Rapid Transit Master Plan** 

# **PUBLIC ENGAGEMENT**

220+

OPEN HOUSE ATTENDEES

138

INTERACTIVE MAP COMMENTS

30

COMMITTEE MEETINGS

90

WALL COMMENTS

25+

FOCUS GROUP STAKEHOLDERS

1,131

**SURVEY RESPONSES** 

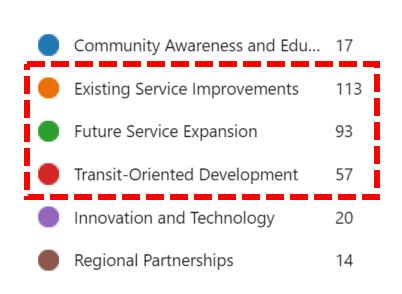


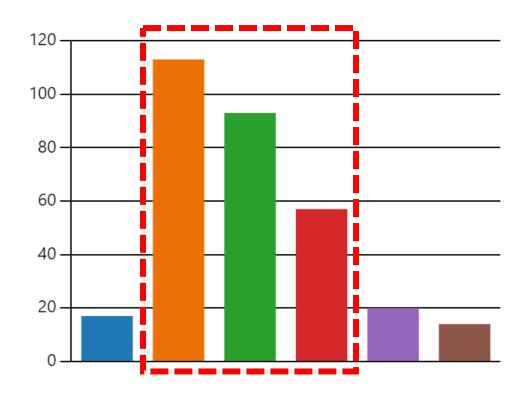




# Online Survey Results

# Which recommendation concepts are most important?









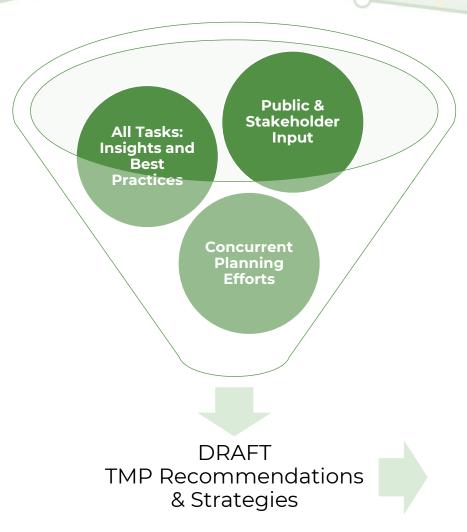
# Planning and Technology Committee Priorities

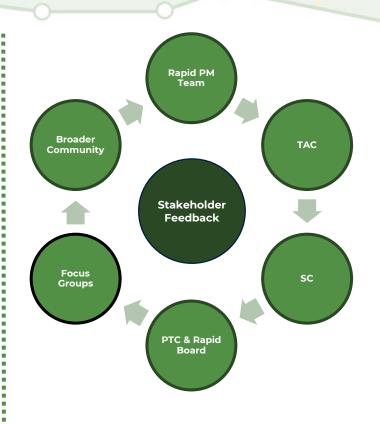
Which recommendation concepts are most exciting to you?





# **THRIVING**





Refine TMP Recommendations & Strategies

# Recommendations and Strategies: Development Process



Final TMP Recommendations & Strategies



# THRIVING

# **TMP Recommendation Concepts**



Community Awareness and Education



Existing Service Improvements



Future Service Expansion



Transit-Oriented Development



Innovation & Technology



Regional Partnerships









# **TMP Recommendation Concepts**

		Near-Term (<5 Years)	Mid-Term (5 – 10 Years)	Long-Term (10 - 20 Years)
Community Awareness and Education	4 P	4		
Existing Service Improvements	<b></b>	9	3	1
Future Service Expansion	1,	3	2	1
Transit-Oriented Development		4	2	
Innovation & Technology	-ÿ.	4	2	
Regional Partnerships	1551	6		

# RECOMMENDATION CONCEPTS

# **EXISTING SERVICE IMPROVEMENTS**

ESI-2

### ESI - 2: Review feasibility of first-mile / last-mile shared mobility solutions





# **NEXT STEPS**

- Y1 Engage with regional stakeholders and ITP Member Communities
- Y2 Define implementation strategy
- Y3 Secure funding and pilot implementation

Image source: WOODTV

Review feasibility of implementing first-mile / last-mile mobility solutions (such as micromobility) to other jurisdictions, in tandem with Rapid Connect microtransit services.

**CONTEXT:** Nonmotorized travel and micromobility was a community interest expressed during public engagement feedback as well as by regional agency stakeholders, such as GVMC in the Nonmotorized Transportation and Micromobility Plan and the City of Grand Rapids' recent E-Scooter and E-Bike Share Program Pilot.

**IMPACT:** Similar to microtransit, micromobility has the potential to fill first-mile / last-mile gaps between fixed-route transit and areas not traditionally served by transit. An additional benefit of shared mobility is access to a wide variety of transportation modes without burdens of individual ownership.

**IMPLEMENTATION:** There are two approaches to shared mobility implementation. The first is to support regional facilitation of micromobility rollout. The second is direct implementation of shared mobility solutions by The Rapid within the existing service area. Selection between the two approaches will be dependent on interest from ITP Member Communities and the implementation approach of regional mobility partners.



### **FUNDING SCENARIOS**



Discretionary Funding\*

Sustainable Funding



### STAFFING SCENARIOS

Existing Staff

External Assistance

Additional Staff Needed

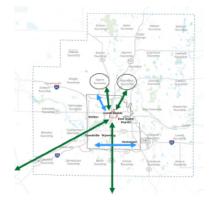
\*Discretionary funding may be used to operate services as a pilot.

# RECOMMENDATION CONCEPTS

### **FUTURE SERVICE EXPANSION**

FSE-3

### FSE - 3: Review feasibility of top recommended intercounty service concepts





- Y1 Engage corridor stakeholders to finalize service needs
- Y1 Evaluate feasibility of each service concept and corridor
- Y 2 Secure funding and plan for pilot implementation

Intercounty service concepts are early ideas for potential future services along or near corridors identified in the TMP Intercounty Corridor Analysis. Areas of potential future concepts include Alpine Avenue and Alpine Township, Walker Avenue and the City of Walker, Plainfield Avenue and Plainfield Township, Barry Street / 54th Avenue between Grandville and the Airport, and finally, US-131 south of The Rapid service area.

**CONTEXT:** Intercounty service concepts were developed based on results of the Intercounty Corridor identification and prioritization analysis, as well as interest in areas for potential service expansion throughout TMP public engagement activities.

**IMPACT:** Future service expansion concepts will offer users mobility mode alternatives to personal vehicles when traveling across the region. In addition to closing mobility gaps for those who rely on transit, increased regional connectivity has the potential to bring economic benefits to residents and businesses within the connected communities.

**IMPLEMENTATION:** All recommended intercounty service concepts (with the exception of Walker Ave and Barry St/54th Ave) connect to areas outside of The Rapid's current service area. Service expansion would require interlocal service agreements, in addition to more funding.

## **FUNDING SCENARIOS**



Discretionary Funding\*

Sustainable Funding



# STAFFING SCENARIOS



External Assistance

Additional Staff Needed

\*Discretionary funding may be used to operate services as a pilot.





# **COMMUNITY AWARENESS & EDUCATION**



Strategies	<b>Funding Options</b>	<b>Staffing Options</b>
Underway		
Active participation with GVMC's TDM Mobility Manager program to advance outcomes of the <b>Regional TDM Plan</b> .	Cost-Neutral Sustainable	Existing
Near Term (<5 years)		
<ul> <li>Explore additional ITP community marketing and/or outreach strategies and programming. Examples of such programs include</li> <li>Community "adopt-a-stop"</li> <li>Youth education program (with schools)</li> <li>Community transit ambassador</li> <li>New stop placement and design coordination with local stakeholders to promote placemaking</li> </ul>	Cost-Neutral One-Time Sustainable	Existing External Additional
Partner with external stakeholders to increase <b>advertising and marketing</b> opportunities that promote transit use.	Cost-Neutral Sustainable	Existing External
Engage <b>tourism and visitors'</b> organizations to promote transit services to tourists, visitors, and to special events.	Cost-Neutral Sustainable	Existing External

<sup>\*</sup>Required for long-term implementation and/or program expansion





Strategies	Funding Options	Staffing Options
Near Term (<5 years)		
Examine and identify options to improve the effectiveness of <b>microtransit</b> .	Cost-Neutral One-Time Sustainable*	Existing External
Review feasibility of implementing <b>first-mile / last-mile</b> mobility solutions (e.g., micromobility) to ITP member communities.	Cost-Neutral One-Time Sustainable*	Existing External Additional
Continue to invest in existing productive routes with above-average ridership by increasing <b>service efficiency, frequency, and on-time performance</b> (OTP).	Sustainable	Existing
Explore tools and resources to support <b>expanded service hours</b> , such as earlier or later weekday service, and extended service on weekends.	Sustainable*	Additional
Perform a route network design study which incorporates additional <b>mobility hubs/transfer centers</b> within the ITP service area, in tandem with joint development and mobility hub strategies.	Cost-Neutral Sustainable*	External Additional





Strategies	<b>Funding Options</b>	Staffing Options
Near Term (<5 years)		
Explore opportunities to coordinate <b>fares and technology</b> with regional multi-modal providers. Examples of opportunities include implementation of the West Michigan Express pilot and development of a mobility wallet.	Cost-Neutral Sustainable*	Existing External
Establish on-board customer convenience standards to improve the <b>on-board customer experience</b> .	Cost-Neutral Sustainable*	Existing
Examine and upgrade <b>customer facing technology</b> (such as websites, apps, and/or dynamic signage) in alignment with the ITP Strategic Technology Plan and in support of goals towards the development of a multi-modal mobility wallet.	Cost-Neutral Sustainable*	Existing External
Establish <b>bus stop design</b> guidelines (i.e. right-of-way accommodations for stop locations).	Cost-Neutral Sustainable*	Existing External





Strategies	<b>Funding Options</b>	Staffing Options
Mid Term (5-10 years)		
Evaluate opportunities for <b>high-capacity services</b> (such as bus rapid transit (BRT)), building upon existing corridors with high-performing routes.	Cost-Neutral Sustainable*	Existing External Additional
Study operational needs of potential <b>new or relocated operations facilities</b> , in conjunction with joint development recommendations.	Cost-Neutral Sustainable*	Existing External
Implement a <b>high-frequency core network redesign</b> along key corridors, especially as ridership and demand increases, based on the results of route network design study in the near-term.	Sustainable*	Existing External Additional
Long Term (10-20 years)		
Continue to evaluate feasibility for <b>Light-Rail Transit (LRT) services or Commuter-Rail Transit (CRT) services</b> along existing high-capacity bus corridors, especially as ridership increases and regional demand grows.	Cost-Neutral One-Time Sustainable*	Existing External Additional

<sup>\*</sup>Required for long-term implementation and/or program expansion





Strategies	<b>Funding Options</b>	<b>Staffing Options</b>					
Near Term (<5 years)							
Cultivate opportunities & relationships (outside of ITP service area) to provide <b>service area extensions</b> or other context-relevant services to non-ITP member jurisdictions. Advance opportunities with private sector employers and institutions for providing contracted last-mile service connections within and outside the ITP service area.	Cost-Neutral <u>One-Time</u> Sustainable	Existing Staff					
Execute the <b>West Michigan Express pilot</b> express bus implementation plan along Chicago Dr corridor, including a guaranteed ride home program.	One-Time Sustainable*	Existing External Additional					
Review feasibility of top recommended intercounty service concepts in partnership with regional stakeholders, following the West Michigan Express feasibility review and implementation planning process as a model. Intercounty service concepts for review are as follows:  • Alpine Ave: Extension of route 9 and/or new Alpine Rapid Connect Zone  • Walker Ave: New bus service and/or realignment of the Walker Rapid Connect	One-Time Sustainable*	Existing External Additional					
<ul> <li>Zone</li> <li>Beltline Ave/Broadmoor Ave: Express bus between Grand Rapids and the airport.</li> <li>Plainfield Ave: Extension of route 11 and/or new Plainfield Rapid Connect Zone</li> <li>Barry St/54th Ave: New bus service between Grandville and the Airport</li> <li>US-131: Express or limited bus service between Wayland and Grand Rapids with park and rides in Wayland, Moline, Cutlerville, and Kentwood</li> </ul>							





Strategies	Funding Options	Staffing Options			
Mid Term (5-10 years)					
Continue to cultivate opportunities & relationships (outside of ITP service area) towards adding <b>adjacent municipalities/townships</b> to expand the ITP service area as regional interest grows.	Cost-Neutral	Existing			
Revaluate feasibility of second priority intercounty service concepts in partnership with regional stakeholders, following the West Michigan Express feasibility review as a model. Intercounty service concepts for review are as follows:  • Lake Michigan Dr: Laker Line extension or Allendale Charter Township Rapid Connect Zone.  • Zone Two: Limited or express bus along US-31 or developing context-sensitive services in areas of localized connectivity	Cost-Neutral One-Time Sustainable*	Existing External Additional			
Long Term (10-20 years)					
Reevaluate intercounty corridors to identify <b>next priority intercounty service concepts</b> , especially as areas experience growth.	Cost-Neutral One-Time Sustainable*	Existing			

<sup>\*</sup>Required for long-term implementation and/or program expansion



## TRANSIT-ORIENTED DEVELOPMENT



Strategies	<b>Funding Options</b>	<b>Staffing Options</b>
Near Term (<5 years)		
Broaden transit-supportive <b>streetscape and roadway</b> design guidelines.	Cost-Neutral One-Time	Existing External
Establish <b>mobility hub</b> standards and policies.	Cost-Neutral One-Time	Existing External
Establish TOD and development <b>design guidelines</b> .	Cost-Neutral One-Time	Existing External
Leverage redevelopment potential of Rapid-owned real estate, such as The <b>Rapid</b> Central Station, by executing joint development strategies.	Cost-Neutral One-Time Sustainable*	Existing Additional
Mid Term (5-10 years)		
Leverage redevelopment potential of The Rapid-owned real estate, such as The <b>Rapid Operations Center</b> or <b>60th and Division Station</b> , as the surrounding markets strengthen.	Cost-Neutral Sustainable*	Existing Additional
Establish a <b>team of staff</b> dedicated to advancing TOD strategies.	Sustainable	Additional

<sup>\*</sup>Required for long-term implementation and/or program expansion



## **INNOVATION & TECHNOLOGY**



Strategies	<b>Funding Options</b>	<b>Staffing Options</b>			
Near Term (<5 years)					
Consolidate wayfinding and fare payment apps into a <b>mobility wallet</b> and/or Mobility as a Service (MaaS) platform by coordinating with regional stakeholders and continuing to evaluate emerging technology. Examples include the developing Mobile GR Mobility Wallet and ongoing technology innovations, such as predictive AI.	Cost-Neutral One-Time Sustainable*	Existing External Additional			
Explore dynamic and emerging <b>wayfinding and passenger information technologies</b> at stops and stations, including real-time information displays.	Cost-Neutral One-Time Sustainable*	Existing External			
Explore and evaluate <b>microtransit and paratransit operational / scheduling software</b> to improve coordination and efficiencies between the two services.	Cost-Neutral One-Time Sustainable*	Existing External			
Refine the <b>ZEB (EV/Hydrogen) Transition</b> Plan to incorporate new service options and technology improvements through periodic updates.	Cost-Neutral One-Time Sustainable*	External			
Mid Term (5-10 years)					
Strengthen regional mobility coordination opportunities by assessing <b>Mobility as a Service (MaaS)</b> options as technology advances.	Sustainable	Existing External			
Review autonomous vehicle integration feasibility as technology advances.	Sustainable	Existing External			





Strategies	<b>Funding Options</b>	<b>Staffing Options</b>
Near Term (<5 years)		
<b>Transit-Oriented Development:</b> Engage with local stakeholders to evaluate mobility and land use needs and opportunities within key redevelopment areas, especially in the context of The Rapid TOD/Joint Development strategies and ITP Member Communities' Master Plans.	Cost-Neutral One-Time Sustainable*	Existing External
<b>Service Expansion:</b> Engage with local communities to establish service agreement standards that allow service extensions, or other context-relevant service expansion, in non-ITP member jurisdictions.	Cost-Neutral Sustainable*	Existing
<b>Regional Coordination:</b> Endorse the GVMC's efforts to align regional mobility services by contributing to the GVMC TDM working groups and by engaging with jurisdictions to implement TDM strategies.	Cost-Neutral One-Time Sustainable*	Existing
<b>Mobility Hubs:</b> Collaborate with local governments to select and develop future mobility hub sites.	Cost-Neutral One-Time* Sustainable*	Existing
<b>Discretionary Funding</b> : Support regional transit and mobility initiatives by pursuing discretionary funding opportunities in partnership with GVMC and member jurisdictions.	Cost-Neutral	Existing External Existing
<b>Regional Growth</b> : Collaborate with regional economic development corporations to align mobility solutions and regional growth needs, such as marketing contracted services and last-mile solutions to private sector employers and institutions.	Cost-Neutral	Existing External

<sup>\*</sup>Required for long-term implementation and/or program expansion



### **Directly Generated Revenue**

- Fares
- Concessions
- Advertising
- Sale of Transpo. Services
- Park & Ride Fees

### Fees/Fines

- Local Parking Fees
- Local Vehicle Registration Fee
- License & Title Fees
- Fine for Emissions Violation
- Fare Evasion Fine
- Fines for Traffic and Parking Violation

### **Tax-Derived Sources (Local)**

- Millage Rate
- Gas Tax (local option)
- Lottery Tax
- Alcohol Tax
- Tobacco Tax
- Marijuana Tax
- Sales Tax
- General Revenue
- TNC Tax
- Rental Car Tax
- Combined TNC/Rental Car Tax
- Motor Vehicle Tax
- Local Income/Payroll Tax
- Hotel/Motel Tax

### **Other State Sources**

 State Operating & Capital Assistance

### **Other Federal Sources**

- Locally Decided & Federal Discretionary Grants
- Formula Grants

### **Value Capture**

- Joint Dev. Sale of Land
- Joint Dev. Land Lease
- TIFs
- TRZs, PIDs, TDDs, etc.

Matrix includes Description, Current ITP Source?, Peer Examples, Funding Duration, Potential Revenue Estimate, Operating vs. Capital, Challenges



		Current ITP					
		Revenue			Potential		
		Source	Peer Examples for New Revenue Types	Annual / Recurring or	r Revenue	Primary Uses (Capital or	
Name of Funding Tool	Source/Description	(Yes/No)*	(2022 NTD-Reported Revenue)	One-Time	Estimate	0&M)	Implementation Challenges (e.g., legislative action)
Directly Generated Revenue							
	Directly generated passenger fare						This is a current revenue source, already implemented. Key challenge is in
Fares	revenue.	Yes	Current ITP Revenue Source	Annual / Recurring	Moderate	0&M	dependence on ridership to maintain current funding levels.
	Directly generated revenue through the						
	sale of vending and non-fare						Current Source. Concession revenue levels may be susceptible to depressed
Concessions	merchandise.	Yes	Current ITP Revenue Source	Annual / Recurring	Low	0&M	ridership conditions.
	Directly generated revenue from sales of						Current Source. Maintaining advertisers and current revenue levels may be
Advertising	advertising on transit vehicles or at stops.	Yes	Current ITP Revenue Source	Annual / Recurring	Low	0&M	susceptible to depressed ridership conditions.
	Revenue from sale of (non-public						
	transportation) services such as						
	employer funded or special event						
	shuttles. Does not include contributions						
	reported as fares or local						No major challenges. Agency must follow federal reporting rules for
	agency/municipality revenue agreements						transportation services. Fare revenue may not be collected for privately
	for public transportation services.(NTD		Over 120 Agencies across multiple States	;			funded trips. Care to ensure providing only public transit service exclusively
Sale of Transportation Services	definition)	No	(median revenue over \$200,000).	Annual / Recurring	Low	0&м	and not charter services.
	Directly generated revenue from daily						No legislative challenges. Feasibility is dependent on having high demand
	and overnight parking fees at high-		Houston MTA (\$732,348); Flint MTA				parking lots (preferably over-capacity lots) at which ridership levels are not
Park and Ride fees	demand transit commuter lots.	No	(\$42,465).	Annual / Recurring	Low	0&M	expected to be negatively impacted by fee to park.
Tax-Derived Sources (Local)							
							Must be renewed every few years via public election. May be subject to
Millage rate	Local property taxes.	Yes	Current ITP Revenue Source	Annual / Recurring	Significant	0&M	property tax fatigue (option to collaborate with other cities).

### PERFORMANCE MEASURES



### Establishing a framework of metrics to measure success

- ✓ **Stop & Route Design** stop spacing, placement, level of amenities, connectivity, directness, etc.
- ✓ **Service Efficiency** productivity, cost effectiveness, cost per trip, reliability, farebox recovery, etc.
- ✓ **Service Delivery** demographic dependency, desire lines, service interruptions, economic impact, load maximums/capacity, customer feedback, etc.
- ✓ **Others** accessibility (employment, housing, etc.) customer perception, sustainability, etc.





### TMP as a Living Document: Periodic Review

✓ Review TMP Progress

Performance measures (quantitative + qualitative)
Community feedback

- ✓ Re-Analyze Existing Conditions for Significant Changes

  Compare with "What-If" scenarios
- ✓ Re-Set TMP Strategies (as needed)





## TMP Roadmap – Near Term (<5 years)

Year 1

Year 2

Year 3

Year 4

Year 5

Strategies for Implementation

Implement **Near Term** Strategies

Implement strategies feasible with existing staff and funding

Explore additional funding

Evaluate TMP Progress

Re-establish TMP goals





## TMP Roadmap – Mid Term (5-10 years)

Year 6 Year 7 Year 8 Year 9 Year 10

Implement **Mid Term** Strategies

Explore additional funding\*

Evaluate TMP Progress

Re-establish TMP goals





## TMP Roadmap – Long Term (10-20 years)

Year 11

Year 12 Year 13 Year 14 **Years 15-20** 

Implement **Long Term** Strategies

Evaluate TMP Progress

Re-establish TMP goals





## **TMP Implementation Stakeholder Committee**

### Who could help champion the implementation of the TMP?

- Business Leaders
- City Staff / Elected Officials
- Rapid Board Members
- Regional and County Agencies
- Community Leaders / Transit Advocates
- Educational / Health Institutions
- Entertainment and Leisure

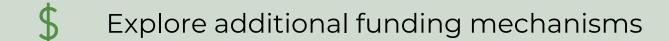


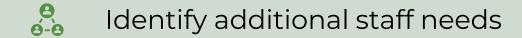


## **TMP Strategies for Implementation**



Establish TMP Implementation Stakeholder Committee







Periodically review and evaluate TMP outcomes according to performance measures





## **Next Steps**

- 1. Publish FINAL TMP REPORT (digital link available soon)
- 2. TMP Strategies for Implementation (previous slide)
- 3. Identify 2025 Work Plan





# Thank You!

A framework for the future of connectivity.

RAPID Board	Report	7b	Meeting date
			1/29/2025
			Report date
			1/20/25

Subject: Transportation Funding Reform update.

By: Jack L. Hoffman, Rapid board member for the city of Grand Rapids, Michigan Bar No. P- 26109, Kuiper Kraemer, PC 180 Monroe NW, Suite 400, Grand Rapids, Michigan 49503 616-454-7100

hoffman@k2legal.com, jackhoffmangr@aol.com

Here's an update on transportation funding reform and its implications for comprehensive transportation, including public transportation.

Speaker Hall on January 16 laid out a plan with specifics.

- 1. No new taxes.
- 2. Locally owned roads only. None for state roads. So far none for transit.
- 3. 2.2 billion comes from redirecting the entire 1.6 billion proceeds of the corporate business tax, plus an additional 600 million from canceling the business incentive MEGA tax deduction currently in place for the same tax. Speaker Hall is correct that this revenue has traditionally been used as a source for economic development programs. The speaker describes this as corporate welfare. The speaker's point is that local governments need the money more than megacorporations.
- 3. The remaining 900 million comes from exempting gasoline from the general sales tax, similar to how groceries and prescription drugs are exempt. The speaker seems to appreciate that this would cut the sales tax proceeds available to the schools by ten percent. He proposes to compensate the schools by increasing their share of remaining proceeds. It would be simpler if he just kept the general sales tax on gas and said local roads get 8% of the sales tax proceeds, just as the schools get 74%. I assume the school issue can be solved. The numbers are there to make it work.

In her auto show speech, the day before the Governor laid out her parameters for a deal on transportation funding. In short, some of the funding will come from cutting existing programs but state roads and public transportation need more funding as well as local roads. MDOT's current five-year program calculates an annual short fall of 3 billion just to keep state roads in their current state of repair. In addition the governor wants to maintain some, economic development programs. To accomplish all this new revenue sources are needed.

I give great credit to the speaker. He has made clear his passion for locally owned roads. I assume the school issue can be solved. What cannot be solved by the Speaker's plan as it currently stands is the true needs of the transportation system as a whole including comprehensive transportation and state roads. MDOT will correctly point out that the state trunkline system carries virtually all the heavy truck traffic, the point being that everyone knows heavy trucks cause all the damage so the state needs the money more than the locals. I understand MDOT's argument, but I can hear the Speaker saying, tell that to my constituents.

But here is the difference between a political solution and an administrative solution. The transportation commission does not have the power to levy taxes, but it does have the constitutional and statutory authority to establish and enforce a mileage and weight based regulatory fee to commercial operators in exchange for the privilege of operating heavy commercial trucks on the state transportation system.

I have a few thoughts.

I think communication by transit people with the Speaker is important. He has attached to some important issues. His apparent willingness to address the school issue shows a willingness to take into account new information. Currently his mindset is on locally owned roads. If we could get him to expand his focus on local transportation, he could be a valuable ally. What about allowing the local government to use the funds for local transportation purposes at its discretion, whether roads, public transportation, or other forms of comprehensive transportation? Or setting a percentage to be used for public transportation?

As far as state roads go, my opinion has been that the only real solution depends on raising new revenue by a mileage and weight based regulatory fee charged to commercial operators of heavy trucks for example, a mileage and weight based regulatory fee of 28 cents per mile on a five axle 40-ton truck would yield 1.5 billion. My own proposal would be to split the proceeds 25% to comprehensive transportation and 75% to roads. The governor can make this happen by a nod to the transportation commission. In strict legal terms, the commission doesn't even need a nod.

I was telling Andy Guy the other day that the thing the baffles me most in this whole conversation is the almost conspiracy of silence about the subsidies the trucking industry receives under our current system. Ten billion a year in damage to the system. 600 million in state road taxes. The Speaker talks about corporate welfare. Year in year out, the biggest beneficiary of corporate welfare remains by far the trucking industry. Everyone knows it. No one talks about it. If we want to reform transportation funding, we should talk more about it. A lot.

Attached at endnote iii are my draft comments for the January 30, 2025, meeting of the transportation commission.<sup>iii</sup>

iii

		Identifier	date
MDOT	Public Comment		1/30/2025

Subject: Comments on transportation funding reform.

Speaker: Jack L. Hoffman, Rapid board member for the city of Gland Rapids,

Michigan Bar No. P- 26109, Kuiper Kraemer, PC 180 Monroe NW, Suite 400, Grand Rapids, Michigan 49503 616-454-7100

hoffman@k2legal.com, jackhoffmangr@aol.com

Here's an update on transportation funding reform. On January 16 Michigan Speaker of the House Matt Hall laid out a plan with specifics.

- 1. No new taxes.
- 2. 3.1 billion is raised by restricting to roads the entire 2.2 billion from the state corporate business tax and 900 million from the state sales tax.
- 3. Locally owned roads only. None for state roads or comprehensive transportation.

In her auto show speech, the day before the Governor conceded that in order to fund the state transportation system part would have to come from cutting programs in other areas, but to meet the needs of the entire system including state roads and comprehensive transportation and to maintain an economic development program, new sustainable funding is necessary. The governor is asking for a plan. I suggest this commission give her one.

<sup>&</sup>lt;sup>i</sup> MDOT 2025-2029 Five Year Transportation Program, p 22.

ii "One 80,000 lb. truck causes road damage equal to 9,600 cars." MDOT, Michigan Design Manual, Road Design, Chapter 6, 6.01.02.

MDOT's five-year program states on page 22 that the state has a short fall of 3 billion per year just to keep state roads and bridges in their current state of repair. New funding limited to locally owned roads does not touch this problem. Annual pavement damage of ten billion is 99% caused by heavy commercial trucks and state roads carry close to 90% of heavy truck miles/

Help the governor out. Tell her the transportation commission is willing to take the heat for exercising its constitutional and statutory authority to establish and enforce a regulatory fee based on miles and weight to commercial operators in exchange for the privilege of operating heavy trucks on the state transportation system. A charge of 28 cent per mile on a 40-ton five axle combination would generate 1.5 billion. The mechanism for collecting such charges is already in place and functioning through the international registration plan.

Does anyone have any questions?



#### **Present Performance & Service Committee Members**

OPEN (Chair)

Charis Austin

Tracie Coffman

Rick Baker

Robert Postema

#### PRESENT PERFORMANCE AND SERVICE COMMITTEE MEETING MINUTES

Tuesday, November 12, 2024 – 4:00 p.m.

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

#### ATTENDANCE:

**Committee Members Present:** 

Charis Austin, Rick Baker, Tracie Coffman

#### Committee Members Absent:

Robert Postema

#### Rapid Attendees:

Tammy Danh, Kris Heald, Jeffrey King, Deron Kippen, Steve Luther, Linda Medina, Nick Monoyios, James Nguyen, Deb Prato, Jason Prescott, Andy Prokopy, Tim Roseboom, Steve Schipper, Kevin Wisselink, Mike Wieringa

#### Public Attendees:

Ms. Austin called the meeting to order at 4:04 p.m.

#### 1. PUBLIC COMMENT

No Public Comment

#### 2. MINUTES – July 23, 2024 (September 17, 2024, meeting was canceled)

Ms. Austin entertained a motion to approve the meeting minutes from July 23, 2024. The meeting minutes were approved as submitted.

#### 3. INFORMATION

#### A. Ridership and Metrics

1. Paratransit, Mr. Jason Prescott

Mr. Prescott reported this year has presented some unique challenges as we did not have a fully established fiscal year contract with Transdev at the outset. He noted we have been working diligently on several key components, including specific measurements and productivity metrics, as well as negotiations concerning associated costs. As it stands, we

are currently in the first of our three option years for the contract and have successfully secured two extensions, with the latest extension keeping our contract active through November 2024. Our leadership team has been actively engaged in finalizing the necessary components of the contract, and we are optimistic about finalizing a new agreement with Transdev that will extend through September 30, 2025.

On a positive note, our On-Time Performance (OTP) metrics have remained strong, consistently falling in the 90s percentile. However, we recognize areas that require our attention, particularly regarding productivity measures, scheduling efficiencies, and enhancing our customer service experience. While we are pleased with our OTP, there has been a slight increase in complaints, which we attribute mainly to challenges related to driver training and performance. We will continue to monitor these issues closely and implement strategies to address them.

#### 2. On-Demand, Mr. Jason Prescott

Mr. Prescott provided an update regarding the On-Demand program based on our recent report. He noted ridership numbers have plateaued in recent months. As we approach the end of next month, we remain committed to enhancing our communication strategies with our customers. The entire team is actively involved in ensuring that our messaging is clear and assessable.

We have received inquiries from customers about alternative options available to them. We are looking to strengthen our PASS program to assist those who may be affected by changes. Following the conclusion of the Rapid Connect service, we will have the opportunity to provide additional routing assistance through both PASS and other options. We believe we are well prepared to support our customers in both Walker and Kentwood.

During the conversation, Ms. Coffman raised a question regarding the number of regular riders who would be most impacted by these changes. Mr. Prescott confirmed that we would delve into this topic further in the meeting when discussing Mr. King's Customer Perceptions Survey report. However, Mr. Prescott feels PASS can accommodate the displaced individuals.

Mr. Baker emphasized the importance of having fixed route options for the displaced customers. Ms. Prato affirmed that most customers would have access to fixed routes. She also stated for individuals living more than 1/3 of a mile away from fixed route, there is the (PASS) service to provide transport to the nearest bus stop.

Ms. Coffman highlighted a significant concern about urban design and walkability, indicating that the city's layout might not be conducive to pedestrians, affecting residents' ability to access fixed route transportation.

Mr. Prescott pointed out a common logistical issue where some residents have easy access to bus stops but face challenges if their destination lacks a bus stop.

3. Fixed Route Ridership (September/October 2024), Mr. Tim Roseboom Mr. Roseboom highlighted the key points from the Fixed Route Ridership report for September and October 2024, noting significant trends and numbers that reflect the overall performance of public transportation services. The fiscal year wrapped up with strong performance, recording approximately 6.2M passengers overall. Total ridership for September was approximately 650,000 passengers. Although there was a slight decrease in fixed route ridership compared to the same period in the prior year (2023). The total ridership for October exceeded 702,000 riders. The month included an additional weekday, which replaced a Sunday operation, contributing to increased weekday service utilization.

Ms. Coffman is concerned about the decrease in contracted services between October 2019 and October 2024, and whether this is related to the introduction of the DASH service and changes in university student ridership. Mr. Roseboom agrees that the increase in ridership

for DASH and Laker Line, especially with DASH seeing over 100% increases, suggests that people are taking advantage of the free services.

However, Ms. Coffman points out that overall ridership is still down compared to 2019, and she asks if the reduction in contracted services is related to DASH routes or if universities have fewer students. Mr. Roseboom indicates that the 2019 numbers serve as a benchmark from before the pandemic, and while the industry has recovered to about 62%, further research is needed to fully understand the dynamics between DASH ridership and university student numbers.

4. On-Time Performance (September/October 2024), Mr. Nick Monoyios

Mr. Monoyios reported that overall, On-Time Performance for September is 82%. There was a slight decrease from August. Major factors were the impact of ArtPrize on weekends and ongoing construction downtown.

October On-Time Performance was 84% which is a 2% increase from September and equal to where it was in 2023. Notable travel pattern dips observed during weekends and evenings.

Scheduling Adjustments for Winter 2025:

The implementation of Knock Back Scheduling. This strategy involves pausing the schedule five minutes at peak times to improve OTP.

Current Challenge: 75% OTP noted in October during the 5:00 p.m. peak due to rush hour congestion. The potential improvement with the knock back, data suggests that OTP could have been 91%.

Benefits of this schedule adjustment:

Operators can realign with the timetable more easily, enhancing service reliability. Higher OTP translates to greater customer satisfaction and reliability.

Ms. Coffman raised concerns about how the schedule change will be communicated to passengers, especially regarding perceived delays.

Mr. Monoyios assured us that the communications team will proactively engage with the community to explain the scheduling changes ahead of the December 30<sup>th</sup> implementation date. The aim is to address community concerns and ensure clarity about the benefits of these changes. Mr. Monoyios noted we will continue to monitor travel patterns and OTP metrics and prepare for a follow-up discussion with the board regarding the impact of these scheduling changes on OTP and customer satisfaction.

#### B. Operational Financial/Impacts

1. Customer Perceptions Survey, Mr. Jeffrey King

Mr. King provided insights from the recent Customer Perception Survey conducted in September 2024, which aimed to gather feedback on customer satisfaction and perceptions of The Rapid's services.

#### Methodology:

The survey preparation began six weeks prior, focusing on creating an equitable sampling plan based on ridership data across different routes and times.

It was conducted on board vehicles and transit stops from September 9 to September 20, aimed at maximizing engagement during peak ridership times, particularly targeting the student demographic. A total of 457 responses were collected.

#### Demographics:

Racial Composition: 47% White/Caucasian, 39% Black/African American, 15% Hispanic/Latino. Gender: 52% Female, 47% Male

Age Distribution: 49% under 24, 53% over 25, notably, 70% of riders under 24 primarily use The Rapid for educational purposes. A 7% increase in ridership aged 50 and older, who primarily use the service for social, medical, and shopping activities.

Income: 32% reported an annual income under \$15,000, down from 53% to 45% for those earning \$20,000 or less. Increase in those earning over \$50,000 from 2% to 13%.

Trends and Key Findings:

Brand Perception: 85% of respondents indicated a positive perception of The Rapid.

Net Promoter Score (NPS): Increased significantly from -13% to 43%, well above the national

average.

Overall Satisfaction:

They reached an all-time high of 86%.

Key Agreement Statements:

Top three: Brand perception, safety, supporting quality of life.

Bottom three: Innovation, financial transparency, transit investment (though all three exceeded national averages).

Convenience Factor:

Key areas of focus included service intervals, transfers, and service availability. Customers expressed a desire for increased frequency, service hours, and reliability.

Safety Insights:

Customers rated safety perceptions at their highest since the survey's inception.

Positive factors contributing to satisfaction included the perceived safety of The Rapid, courteous staff, and respectful passengers.

The shift to in-house security was noted as beneficial.

National Benchmarks:

On-Time Performance: 73% agreed buses operate on schedule.

Safety: 82% felt safe using The Rapid services.

Satisfaction with Operators: 82% agreed on the courtesy and helpfulness of drivers.

All dimensions exceeded national benchmarks.

Next Steps:

Presenting survey findings to community partners and stakeholders through a 'road show'.

The Community Advisory Committee will also review these results.

Mr. Baker inquired about the timing of the last survey; Mr. King confirmed a strategic shift to Fall surveys for improved response rates.

Ms. Coffman asked about open-ended questions; Mr. King noted limited responses in that area. Ms. Coffman asked did you get any information about parents and children using the bus.

Mr. King discussed the importance of understanding parental use of services, indicating a gap in current data.

Ms. Coffman raised a pertinent question regarding the action plan for the survey results, particularly highlighting the income distribution of riders. She expressed concern that a significant portion of riders earning under \$15,000 may contribute to the perception of transit services as merely a social service. This branding issue could affect broader ridership and community engagement.

Ms. Prato acknowledged that the team has had access to the survey results for only two weeks and is currently analyzing the data in-depth. One of the primary goals when revising the survey questions was to gather information that would facilitate the development of actionable plans. She emphasized the need to not only celebrate the areas of high satisfaction (the top three agreement statements) but also to investigate the aspects where satisfaction has declined (the bottom three agreement statements) and devise strategies for improvement.

Ms. Coffman further probed into the financial transparency agreement that had recorded a drop in satisfaction. She questioned whether the survey included an importance rating for various statements, suggesting that understanding what riders prioritize could inform the action plan. She stressed the need to determine if riders genuinely care about financial transparency and whether action should be taken based on those insights.

Mr. King explained that the analysis conducted by ETC included an importance rating factor. He confirmed that there would be an effort to dive deeper into low-scoring areas to assess how critical these aspects are for the customer base. This analysis will help the team understand where to focus improvements and which issues to prioritize in future actions.

#### C. Safety

PTASP Update, Mr. Steve Luther

Mr. Luther provided a high-level report on the Public Transit Agency Safety Plan.

#### Annual Review Requirement:

The PTASP is reviewed annually, typically at the beginning of the year, with the current operation under the 2024 version.

Changes Mandated by FTA: Deadlock Resolution. A need arose to establish a method for resolving deadlocks during safety committee meetings. The original plan involved the CEO as a tiebreaker, which the Federal Transit Administration (FTA) rejected.

After discussions, it was decided to utilize other transit agencies' safety committees to assist in resolving deadlocks. Agreements were made with Lansing and Ann Arbor Transit for mutual support in decision-making processes.

#### General Directive on Assaults:

A new general directive from the FTA, stemming from 2012 MAP-21 regulations, emphasized addressing assaults on transit workers, which have increased nationally. The FTA's directive was published on September 25, 2024, requiring a report to the National Transit Database (NTD) by December 26, 2024.

The required actions include conducting a safety assessment using a safety management systems approach, identifying risk mitigation strategies, and evaluating the effectiveness of the implemented measures.

Current Status:

Changes related to the FTA's directives have been incorporated into the PTASP. The updated plan will be presented to the Safety Committee for a vote and, pending no deadlocks, it will progress to the Board of Directors for final approval and CEO signature.

Ms. Austin inquired about local incidents of assault. Mr. Luther confirmed that while there have been assaults this year, they remain below the national average. However, two incidents have met the criteria for reporting to NTD.

#### **D.** Fleet and Facilities, Mr. Deron Kippen

1. TOPICS: 1. State of Good Repair – National Transit Database (NTD), 2. Dispatch Remodel,

#### **Key Points:**

Reporting Requirements:

The agency is required to report on both the Fleet and Facilities to the National Transit Database (NTD).

#### Fleet Criteria:

Vehicles are assessed based on mileage (500,000) or age (12 years).

Conditional assessments can extend vehicle usability if deemed appropriate.

#### Facilities Assessment:

Facilities must be updated annually, with a condition rating system from 1(poor) to 5(excellent). A facility is categorized as in good repair if rated 3 or higher. Criteria for facilities include substructure, shell, interiors, elevators, pumping, HVAC, fire protection, electrical systems, fare collection systems, and other equipment and site conditions.

Facility Ratings:

Rapid Central Station (RCS): rated 4, upgraded to 4+ after renovations to the Information Center and Security office.

Ellsworth Building: Initially rated 3.5, now rated 5 following renovations.

Butterworth Facility: Rebuilt in 2019, currently rated 5.

Busch Drive: Exploring options for a new facility. Wealthy Operations: Commencing dispatch remodel.

Laker Line Facility: Newly constructed, rated 5, with planned platform updates.

#### Importance of Asset Ratings:

The Federal Transit Administration (FTA) emphasized high asset ratings to ensure economic advantages, support safety standards, enable reliable service, and enhance customer-facing amenities. Creating a modern and safe work environment is vital for employee retention and satisfaction.

#### 2. Dispatch Remodel, Mr. Deron Kippen

**Project Status:** 

The contract for the dispatch remodel has been awarded. Mr. Kippen is currently working on shop drawings and acquiring necessary permits.

Anticipation to begin construction in December, with a projected lead time of three to four months.

The training team has been relocated to 620 Century SW while the dispatching team moves to the training room for the duration of the remodel.

#### 4. ADJOURNMENT

This meeting was adjourned at 5:00 p.m.

The next meeting is scheduled for January 14, 2025

Respectfully submitted,

Kris Heald, Board Secretary



#### **Finance Committee Members**

Steven Gilbert

Mayor Stephen Kepley (Chair) Mayor Gary Carey Mayor Katie Favale

Mayor Steve Maas

#### FINANCE COMMITTEE MEETING MINUTES

Wednesday, November 6, 2024 - 4:00 p.m.

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

#### ATTENDANCE:

#### **Committee Members Present:**

Mayor Kepley, Mayor Carey

#### Committee Members Absent:

Steven Gilbert, Mayor Favale, Mayor Maas

#### Rapid Attendees:

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

#### Public Attendees:

Mayor Kepley called the meeting to order at 4:01 p.m.

#### 1. PUBLIC COMMENT

No public comments

#### 2. MINUTES - June 12, 2024

Due to a lack of quorum, the meeting minutes of June 12, 2024, could not be approved. This item will be brought to the January 22, 2025, Finance Committee meeting.

#### 3. DISCUSSION

#### a. Defined Benefit Pension Plans Actuarial & GASB, Mr. Chris Veenstra (Watkins Ross)

Mr. Chris Veenstra from Watkins Ross provided insights on GASB (Governmental Accounting Standards Board) and the actuarial valuation funding for both Union and Administration Pension Plans.

Union Analysis of Results. CONTRIBUTIONS:

The recommended employer contribution for the current year is \$61,055. This amount is the sum of the normal cost, which reflects the cost of benefits earned by our employees during the current year, plus an amortization charge for any unfunded liabilities. The normal cost represents the ongoing expenses incurred by the plan, calculated based on the projected benefits for the current year. This figure is crucial since it reflects the fresh obligations without considering past service liabilities. Unfunded liabilities arise when the plan's assets are insufficient to cover its projected obligations. To manage these unfunded amounts, we're considering various amortization periods (25-years, 10-years, and 5-years). The choice of amortization period can significantly impact annual contributions and cash flow.

The actual investment return of 8.40% exceeded the assumed return of 6.50%, which positively affects the funding status of the plan. A higher return means that the plan's assets are growing faster than anticipated, which can help reduce future contributions needed to cover unfunded liabilities. As a governmental entity, there is flexibility regarding the amount contributed each year. Unlike private-sector plans, you are not bound by strict maximum deductions or minimum funding rules, allowing for strategic decisions based on the organization's budget and priorities.

Under new accounting rules established by GASB, contributions should be aligned with the patterns of expenses recognized in financial statements. The rules dictate that actuarial gains and losses should be amortized based on the average future service of employees (5 years for asset gains/losses). This alignment will help manage both expenses and contributions, ensuring that funding strategies are sustainable and comply with accounting standards.

#### **FUNDED STATUS:**

A funded ratio of 87.5% indicates that the plan is underfunded on a termination basis, meaning if the plan were to settle its obligations today and distribute lump sums to eligible employees, it would not have enough assets to cover all accrued benefits.

The funded status can fluctuate significantly due to a variety of factors:

- Interest Rates
- Contributions
- Investment Performance
- Changes in Payroll
- Demographic Changes

While a low funded ratio may raise immediate concerns, the more critical question is whether future contributions and current assets are adequate to meet future benefit obligations:

- Sustainable Contributions
- Asset Growth
- Liability Projections

Regular monitoring and evaluation of the funded status, combined with proactive management of contributions and investments, is essential. This can be done by establishing a comprehensive funding policy that includes regular actuarial reviews and stress testing can better prepare the plan for fluctuations in market conditions and demographic changes.

Mr. Veenstra emphasized that while the current funded status is a useful measure, it should be interpreted in the broader context of projected contributions and benefit obligations to ensure the long-term viability of the pension plans.

Mayor Kepley asked Ms. Medina what we had budgeted, to which she confirmed \$260,000 was budgeted.

Mayor Kepley recommends contributing \$85,271 to the fund, with a suggestion to round it up to \$86,000 or even \$90,000.

Mayor Carey inquiries about possible changes in actuarial formulas and their impact on funding. He highlights a concern regarding the decreasing rate of return compared to previous years. Mr. Veenstra reassured him that the overall performance of the fund has been solid despite potential future adjustments.

Mr. Veenstra noted the current assumed rate of return for the union plan is 6.5%, while for the administration plan it is 6%. The difference in rates is due to the investment strategy-admin funds are managed more conservatively since those members are effectively retired. Mr. Veenstra mentions that the expected return on the admin portfolio could potentially decrease in the next 5-10 years, but despite this, the plan remains financially sound with a payment horizon extending beyond 2054.

#### GASB for Union:

Mr. Veenstra's comments highlight important distinctions between funding measures and GASB (Governmental Accounting Standards Board) reporting for pension and other post-employment benefits

- Presentation Differences: GASB has specific guidelines that dictate how financial information should be presented, particularly regarding liabilities related to pensions and other benefits.
   This means that both funding and GASB calculations may relate to the same underlying data, the way numbers are disclosed and reported can differ significantly.
- Interest Rate for Discounting Liabilities: The interest rate used to discount liabilities can vary depending on the context (funding vs. GASB). For The Rapid, both the funding and GASB calculations used the same expected rate of return of 6.5%. This is crucial because it helps maintain consistency between the two reports, particularly for a well-funded plan.
- Market Value Measurement: GASB requires that liabilities be measured against the market value of assets rather than an expected future value or funding basis. This approach provides a more current snapshot of the plan's financial status, making it a vital tool for stakeholders to understand the true financial position of the retiree benefits plan.
- Disclosure of Changes: One of the advantages of GASB's presentation is that it details changes in assets and liabilities from the beginning to the end of the reporting period. This can help provide insights into the plan's trajectory over time, allowing for better analysis and understanding of financial health.
- Experienced Gains: In the context of GASB reporting, Mr. Veenstra mentions an experienced gain that occurred due to more individuals passing away than was expected. Such demographic changes can significantly affect the liability calculations, as they can reduce the total amount owed to beneficiaries, thereby impacting overall liability figures.

Mayor Kepley inquired on the GASB report about the actuarially determined contribution.

Mr. Veenstra's response clarifies the implications of Public Act 202, which aims to ensure transparency and accountability in how municipalities report their pension obligations. Specifically, he points out that while the GASB standards might not mandate specific contributions, Public Act 202 seeks to establish a standardized method of reporting Actuarially Determined Contributions (ADCs). This allows the state to evaluate and compare the status of various retirement plans across jurisdictions. Furthermore, the requirement that municipalities take corrective action when their ADC exceeds 10% of their revenue underscores the state's intent to encourage fiscal responsibility and proactive management of public retirement systems. It highlights a necessary check to ensure that plans remain solvent and are adequately funded while also protecting the financial interests of municipalities and their taxpayers. If the plans are found to be in a critical status, municipalities will need to develop and implement strategies to address these funding issues, potentially leading to revised budget allocations or changes in retirement benefits.

### Admin Analysis of Results CONTRIBUTIONS:

For the current year, the suggested employer contribution is \$0. This figure is derived from two key components. The current year's normal cost, and a 1-year amortization of unfunded liabilities, which is chosen based on the expected working life of active plan participants.

As a governmental entity, there is flexibility in determining actual contribution amounts since maximum deduction and minimum funding rules do not apply. Mr. Veenstra provided additional recommended contribution levels based on both 10-year and 20-year amortizations of the unfunded liabilities.

When determining actual contributions, it is crucial to consider the timeframe for addressing past service liabilities. Also, under new GASB rules, amortization of actuarial gains and losses needs to be recognized as an expense over average future service (5 years for asset gains/losses). While it's not mandatory to match contributions to recognized expenses, doing so could be beneficial.

Mayor Kepley inquired about the relationship between the actuarial value of assets and the actual assets of a retirement or pension plan. The actuarial value of assets, which Mr. Veenstra explains, refers to a valuation method used by actuaries to assess the value of a pension plan's assets, potentially incorporating smoothing techniques to account for volatility in market performances over time.

Mr. Veenstra's comment about using smoothing methods implies that unless the decision is made to only report the actual market value of assets, the actuarial value could still reflect a different number due to those smoothing techniques. Thus, they are related but not necessarily equal unless certain conditions about the plan's status and the methodology are met.

#### **FUNDED STATUS:**

As of the valuation date, the ratio of current market assets to the present value of all accrued benefits is 111.0%. This indicates that the plan is fully funded and has a surplus of assets to cover the benefits owed to participants, should the plan be terminated and lump-sum distributions be made. In the prior year, the ratio was 89.4%, indicating that the plan was underfunded at that time. The significant improvement in the ratio is primarily attributed to the increase in spot segment interest rates. Higher interest rates decrease the present value of future liabilities, thus improving the funded ratio. The funded ratio can be volatile and influenced by numerous variables such as:

- The duration of the plan has been in effect.
- Current interest rates (which affect the present value calculations).
- Recent pay increases for employees.
- Contributions made to the plan.
- Investment performance.
- Benefits distributed to participants.

While the funded ratio provides useful insights into the plan's status at a given time, it is not the sole indicator of long-term viability for an ongoing pension plan.

The crucial factor to consider for the plan's financial health is whether the current assets and future anticipated contributions will be adequate to meet benefit obligations when they come due. Stakeholders should take a long-term view of the funded status, recognizing that fluctuations can occur from year to year due to market conditions and other variables. Therefore, consistent monitoring and assessment of both funding levels and future cash flows are essential for ensuring the sustainability of the pension plan.

While the current funded ratio reflects a favorable position, attention should also be given to the future dynamics that can affect the plan's ability to meet its obligations over time.

#### b. Financial Planning & Analysis, Ms. Linda Medina

Ms. Medina presented her Audit Update.

The current auditor is BDO, responsible for submitting an audit plan to both the finance committee and the board, detailing their responsibilities, strategies, and timeline. The auditors will be onsite from November 11 to November 22. Draft audit report to be reviewed by the Finance Committee on January 22, with the Board meeting scheduled for January 29 for final approval.

Preliminary Financial Highlights for September Revenue:

- Passenger Fares: Projected to be 4.8% under budget, primarily affected by paratransit services, yet still shows a 2.7% increase from the previous year.
- Sale of Transportation Services: Slight increase; impacts are notable from the DASH contract and CHM contributions, which fell short of budgeted expectations.
- State Operating Assistance: Anticipated revenues are lower in alignment with reduced expenses.
- Property Taxes: Currently 5% higher than last year.
- Advertising and Miscellaneous: Positive changes attributed to RINs credits and alternative fuel credits, accounting for approximately \$800,000. Advertising exceeded budget by \$50,000.

Overall, revenues are about 1.5% above projections with unutilized unrestricted reserves, allowing for replenishment of reserves.

#### Expenses:

- Wages and Salaries: Under budget, efforts are ongoing to fill vacancies.
- Contractual Services: Down approximately 29%, impacted primarily by staffing issues with Detail Experts Contract for cleaning services.
- Materials and Supplies: Favorable fuel rates contributed to lower expenditure compared to budget.
- Utilities, Insurance, and Miscellaneous: Insurance costs are under budget, and mild weather has led to lower utility costs.
- Purchased Transportation: Showing about 6% over budget; further discussions regarding Transdev are forthcoming.

We are planning to transfer approximately \$5.4M back into reserves.

#### Capitalized Operating Expenses

Ms. Medina noted a total of \$3.7M this year, which broke down to \$2.5M for operating expenses and \$1.2M for maintenance wages. This is reflective of strategic measures taken to manage operating costs effectively.

#### Insurance Trends:

PL&PD costs increased approximately 6%, influenced by global catastrophic losses, prevalence of uninsured drivers, and rising vehicle and replacement costs.

#### Transdev Discussion

Ms. Prato noted the ongoing renewal discussions with Transdev, who has been contracted for two years with three potential one-year extensions. An agreement was reached in principle for a \$1.5M refund to The Rapid due to billing for service hours instead of revenue hours. This will need disclosure to BDO. After the month end closes on November 7, discussions will continue regarding payments for services rendered in August and September, as well as finalizing the refund.

#### c. RINs Credit Discussion, Mr. Kevin Wisselink & Mr. John Joldersma

Mr. John Joldersma explained an example lifecycle of a Renewable Identification Number (RIN) at Mayor Kepley's request.

#### 4. ADJOURNMENT

This meeting was adjourned at 5:27 p.m. The next meeting is scheduled for January 22, 2025

Respectfully submitted,

Kris Heald, Board Secretary

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