



Transportation Subcommittee
Meeting Minutes
February 27, 2018
8:30am – 10:00am

Attendees:

Adelyn VanTol (DAKC), Allison Rudi (CSR), Aruna Kamara (KCCA), Darlene Bentz (Senior Neighbors), Dave Bulkowski (DAKC), Joan Konyndyk (Hope Network), Karyn Pelon (KCHD), Kendrick Heinlein (AAAWM), Meegan Joyce (The Rapid), Sue Sefton (KCHD), Rich Jones (DAKC), Tamia McGlothlin (DHHS). Wende Randall (ENTF)

I. Introductions

State your name and agency, answer check in question: What is a fun water emergency you've lived through?

II. Citizen's Agenda – Getting There Together

a. The Rapid Update – Meegan Joyce

Way Card (e-fare) is still the main project currently being worked on. Way Cards will be available at Wal-Mart and select stores around town. They will also be available from special vending machines, the process of installing these is underway. These Way Cards will be under testing for several months to clear out any glitches. Reduced Fare cards will double as picture IDs since they will feature a picture of the customer on the back. Silver Line recently received funding, it had been appropriated but not allocated. Due to the disbursement of funding, the Laker Line is back on track. Meegan is involved with a couple of projects right now including a grant that will provide technical assistance to help formulate a public plan regarding innovative technology. She is working on an app called "Passenger Portal", the app would include online scheduling and real time updates. After the app, there may be some work with Lyft in the future, but there are still a lot of details to work out before moving forward with this and it is grant reliant.

Dave brought up the potential of expedited road funds of about 11 million from the 175 million State General Fund. From that fund, 20-25 million will be going towards special projects. The governor released his budget and there was a change from the last budget.

b. CDBG Task Force – Wende Randall

The county has Community Development Block Grant funds, but the funds are not equitably distributed across the county. The county is hoping to come up with a system where access is more equitably distributed. Support varies depending on townships, how much townships have been contributing, and how loud their communities are in terms of support. The CDBG meeting was to lay ground work if this should be changed. The township folks who were in attendance were supportive of being in further conversations. The meeting was a crucial step to opening conversation regarding CDBG funding. Over the next few months the goal is to put some proposal options together and bring together another small meeting. There needs to be a sense of timeliness around this. If there is no support by the end of the current funding cycle, will try to garner support in the next one.

Meegan attended this meeting and spoke of the valuable conversation at her table. It involved the reluctance to lose money during redistribution of CDBG funds. PFAA is in the





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way of Algoma working with transit. The value of having ridership presented at meetings was discussed.

c. Wheels to Work - Joan

Wheels to Work is a service that takes people to and from work outside of the bus system. They go door to door, run just about 24 hours a day and are ran with vans and small buses. Employers add funding to help pay for this service. A Wheels to Work liaison has been reaching out and posting on Facebook, from this there has been all kinds of interest. Cascade Engineering is really interested in joining a program to offer services to their employees. Some employers don't see the value in putting money into transportation. Wende is working on getting panelists together to talk about Transportation.

III. Strategic Planning

a. Follow Up on Municipal Assessment – Allison

Municipality Survey was sent out in 2017. Research was completed and involved questions such as “what transportation services are available to your municipalities residences” and many more. At this point in the meeting the group went over each question and response results. There was a desire to see safer bike lanes and safer pedestrian travel. Another comment was that distance is too far away from Metro 6 communities. Next steps include: planners will validate research results coordinated by Adelyn, some are retired, some are in school. CSR will create an interactive tableau data visualization MAP regarding responses. Transportation Subcommittee will discuss game plan to present results in 2018 and how to push stakeholders to action. Want to know if we have ‘model’ policies, to encourage outcomes. If there is a way to come up with some examples, that would be great. There was further discussion around this topic. Getting in touch with Michigan Association of Planners, and Metro Council. We can run this by Susanne Schultz. There was discussion around Grand Rapid’s place on a national and regional scale.

b. Basic Needs Index of Indicators and Success Measures

This group needs to choose the indicator that most represents the work this group is doing to put forward for the dashboard. What should the dominant data point be? For T-1 we don't have the data or baseline available. Which is not important, those can be established later. Potentially this is something we could utilize the work of the Metro Council for.

At this point the group went through each indicator and discussed. Regarding T-3, being able to work with those individual planning units and working with them to involve transportation, it would be of great benefit to track progress. Expanding our definitions to include education was mentioned. The goal is to identify an equitable way for citizens to get to work. The goal is also to get businesses to ask themselves how workers are going to get to locations before building begins. These indicators will get honed.

The original statement will be changed to: alternatives ‘in addition to’ personal vehicles. This was agreed upon by consensus and will make the Transportation Committee sound more amicable.





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There is consensus to choose T-1.2 with a focus on advocating to employers in the future. All indicators will be worked on but this one will be chosen for the dashboard.

c. Next Steps

Start to create action steps and tangible targets to put on paper. CSR is conducting research on another similar area.

IV. Ridelink

a. Current Status

Up 465 trips with 130 denials for the month of January. March 5th is the kick-off for the on-demand portion. Want to expand to daily use, need to understand the system a bit more before that happens. Don't foresee any issues and will update accordingly. Is there a possibility of leveraging Ridelink costs for possible additional state funding. Talked about the possibility if things were shuffled appropriately there may be some state funding available.

V. Additional Updates

Everyone is encouraged to come to ENTf meetings.

DAKC will be taking part in Laughfest, at the gram on a Wednesday night. There are 4 employees taking part.

A flyer with more information will be emailed to the group on March 14th.

