



Transportation Subcommittee
 Meeting Minutes
 October 22, 2019
 8:30am – 10:00am

Facilitator:	Dave Bulkowski, Sue Sefton		
Meeting Attendees:	Rich Jones, Laura St. Louis, Jason Prescott, Kendrick Heinlein, Walt Marston, Gordie Moller, Taylor Hartson, Maddie Strom, Dave Bulkowski, Ken Miguel-Cipriano, Bob Barnes, Max Dillivan, Kate Flores, AnnMarie McDonald, Sue Sefton, Wende Randall, Brianne Czyzio Robach		
Time Convened:	8:40	Time Adjourned:	10:10

Introductions	
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GVMC Needs Assessment	
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Discussion

Grand Valley Metro Council (GVMC) Needs Assessment is a requirement of federal transportation funding to create a 25-year regional plan every 5 years. As it stands, the plan is very car/road focused and overall seems to be a continuation of previous plans. The Rapid staff sat down with GVMC staff to discuss a mode shift goal, but there was hesitancy. Max noted that if more people began echoing sentiments, it may encourage GVMC to add some additional details around mode shift targets and nonmotorized mobility. At a recent Needs Assessment Steering meeting, the group confirmed the funding structure for GVMC. This year, there is less Congestion Mitigation and Air Quality (CMAQ) money from the federal budget. The percentage going towards the Rapid increased, but the overall amount decreased substantially. In addition, many states flex certain pots of money each year based on community needs or analysis and assessment. Michigan does not so much of the GVMC flexible funds go to congested roads (often roads that are busy only during rush hour). GVMC has data from municipalities spread throughout the county, but not all municipalities. There will likely be a public input meeting, this will be a great opportunity for advocacy.

To help with advocacy, a future meeting could include sketching out where decisions are made for the Needs Assessment. It seems that most decisions are made by the GVMC Executive Committee. Mobile GR staff could give a primer on how the funding works and flows on the road aspect and how this impacts nonmotorized transit. Also, invite road commission staff.

Brianne will send the needs assessment link out, so members have the opportunity for public comment. Send comments back to Dave, Sue, and Brianne so there is an idea of what people are saying or how these can build off each other.

Action Items	Person Responsible	Deadline

Mobility-For-All	
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Discussion

ENTF staff are working on incorporating feedback and data into the report. When the next version is out for review, it would be helpful to focus on a few aspects that the group can rally behind to help bring the voice of the group together. The goal is to use this report when talking with municipalities to encourage consideration of mobility-in-all when developing plans. The goal is that mobility for all persons will not be an afterthought.





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Wende reflected that building infrastructure may streamline car travel but may make it less accessible for nonmotorized modes of transportation. Wende noted that there seems to be a resurgence of place-based planning for neighborhoods. When thinking about neighborhood planning, are we thinking about how intersections can bring together neighborhoods or divide neighborhoods? Max noted that when the city reconstructs a street, they take into account many considerations but mostly from a staff lens.

Action Items	Person Responsible	Deadline

Citizen’s Agenda

Discussion

The Rapid – The Comprehensive Operations Analysis is in full swing. They are gearing up for public outreach. They are developing a website with different tools to engage community wants. There is the opportunity for this subcommittee to help with community engagement meetings. Community engagement will help determine latent demand outside of 6 cities. Dave encouraged members to provide feedback, focusing on the edges of the services. The main deliverable is a cost-neutral plan (what can we do with the resources we have available today), with some future planning. Dave noted that there is a need to consider whether there are sufficient resources for transportation in the community, as well as the community can use the resources it has most efficiently.

The Existing Conditions Report will be available soon.
 South Division Corridor plan team has selected a consultant and are working with 3 municipalities within the zone. They are working on community engagement plans and are developing an Implementation/Steering Committee.

West Michigan Express –They have selected a preferred route alignment, have been reaching out to bus/coach services to see if they can rent vehicles. The goal is to be cost-effective for a three-year pilot with the opportunity to scale up. In addition, they are reaching out to employers to see if they are willing to invest in the project.

Wave Card – there are two public information meetings tomorrow to discuss the timeline for the deployment of Wave Cards. The Rapid will be phasing out the sale of paper tickets over the past few months. They will still be accepting paper tickets for 6-8 months. For agencies that provide tickets, they will have one-ride tickets for the time being. They encourage partners to look into the Partner Portal to manage bus passes for multiple clients. There was discussion around how these changes will impact social service agencies that provide bus tickets for clients and whether this will shift the burden onto social workers or staff to manage several Wave cards. Marie Tubergen is managing the program and is setting up the partner portal. Ken noted that it would be important to get more information on the efficiency of moving away from cash fare and how this will impact marginalized communities.

RideLink: just went through their funding cycle. There will be recommendations going to the board for 2020 funding. Initial figures were positive. They will be hosting a sit down for clients who have complaints. They are working on getting additional funds to finish out the year. One of the largest goals for 2020 is to move to an on-demand system to increase efficiency. This will still operate under a call center; call center staff will use ride-sharing technology to assign rides in real time. They will provide about 61,000 rides for 2019.





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<p>Wheels to Work: Due to funding changes, they will be strategic about where and when they will add to their service and which employers they can pick up. They have a new HUB in Muskegon and had plans for expanding in Ottawa County, these may be impacted.</p>		
Action Items	Person Responsible	Deadline
<p>Michigan Mobility Challenge Updates</p>		
<p>Discussion</p>		
<p>Via On Demand – The pilot will likely end in January, but they will keep Via in mind if they decide to implement on demand service in the future. There were challenges that caused under-utilization so they funds may go into February. They received a lot of feedback which will be helpful if The Rapid decides to implement an on-demand project moving forward.</p>		
<p>Kaizen Health – Kaizen Health project is a pilot to get riders to health care visits. They are planning to have a training manual developed mid-February, and the first rides offered in the beginning of March. They plan to have first report in April and full report in October. There is a pricing structure, software will pick the source that is best for the client.</p>		
<p>Additional Updates</p>		
<p>Discussion</p>		
<p>Kent County will likely be approving new building for offices in Cedar Springs. This building will have the opportunity for other agencies to have space there a few days a week. This will be very helpful in providing access to resources for citizens in northern Kent County.</p>		

