



Transportation Subcommittee  
 Meeting Minutes  
 January 28, 2020  
 8:30am – 10:00am

Facilitator:	Dave Bulkowski, Sue Sefton		
Meeting Attendees:	Kendrick Heinlein, Taylor Hartson, Sue Sefton, Rich Jones, Bill Kirk, Marie Tubergen, Laura St. Louis, Darlene Bentz, Dave Bulkowski, Joan Konyndyk, Debbi Coleman, Miguel Valesco, Tamia McGlothlin, Debbie Jones, Aruna Kamara, Ken Miguel-Cipriano, Tammy Britton, Autumn Smith, Gordie Moeller, Wende Randall, Brianne Czyzio Robach		
Time Convened:	8:30	Time Adjourned:	10:00

<b>Introductions</b>	
<b>Citizen's Agenda</b>	
Discussion	
<p><b>The Rapid:</b>  <u>Go Bus!:</u> Staff encouraged participants to submit feedback through the form on the Rapid's website (<a href="https://www.ridetherapid.org/additional-services/go-bus/feedback">https://www.ridetherapid.org/additional-services/go-bus/feedback</a>).  <u>Via Go Bus! On-Demand:</u> pilot project will likely be wrapping up in February. They are exploring ways to continue this concept.  <u>Comprehensive Operational Analysis (COA):</u> <a href="#">The State of the System report</a> shows last few months of analysis. In addition, the consulting team has presented scenarios for service changes. They are reviewing suggestions internally. March public open house dates will be shared with the group. Any changes to routing and/or service would go through a robust process before implementation.  <u>Wave card transition:</u> They are expecting to stop accepting paper tickets in June. Marie has been meeting with partner agencies that purchase tickets to determine what new processes would work best for that agency. They are also considering a larger meeting with multiple partners around the implementation of wave cards or other solutions.</p> <p>The Rapid has several reduced fare or free programs with organizations throughout the community. They will be distributing information to these agencies over the next few weeks. In addition, they are beginning to research feasibility of a reduced fare option for lower income families.</p> <p>Ken asked if there is a report detailing the issues that each agency has experienced to explore opportunities for solution generation. Much of the problem-solving is unique to each agency, but a brief description of each of the different options for agencies would be helpful.</p> <p>There was a question around whether there is a system for agencies if client loses the card so that agency does not have to take the cost. For some agencies, they are able to pass this cost on to participants, others are not (e.g. clients pay \$3 for the card and then receive \$3 if it is returned). There is the option for agencies to register lost or stolen cards. These cards are locked, and the agency can recoup funds.</p> <p>The Rapid can provide general information to send to all ENTFF partners.</p> <p><u>Kaizen Health:</u> the plan is that this program will be app-based similar to Rapid On-Demand. Participants will put information into the app which will direct them to the appropriate company.</p>	





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Right now, Lyft and Uber are the only on-demand services. The Rapid has to be booked 24 hours in advance, but participants can book through the app. This is set to kickoff March 2 and will likely overlap with GoBus On Demand as it will likely run through the end of March. Participants will likely still be able to call the Rapid or Hope Network to receive services through the grant.

**RideLink:**

They have submitted a grant to EcoLane to move to on demand service. On the back end, staff would have on-demand technologies to schedule rides. Funds would cover 3 years with 20 vehicles. 2019 had more rides than 2018, with an average of 9000 trips per month (Sun-Fri). However, they issued 5,005 denials in 2019. The hope is that this technology will increase capacity and reduce denials. To begin, rides will still need to be scheduled in advance, but the likelihood of getting a ride if you call the day before will increase. In addition, will-call rides could be added directly to drivers manifest.

**Wheels to Work:**

They launched in Muskegon in December. 2 companies are on board, 5 more are coming on board. They are hoping to launch in Newaygo County in the spring and Oceana County in the summer. In addition, they have been working with the Michigan Department of Corrections on their Offender Success program. Debbie shared stats from Q2 ridership. Their mobile app is through SteadyFare and will allow participants to schedule, change, view location, employers can add or delete riders. The administrative end of the app has been finalized so they are now in the second phase of testing. The hope is that the app will be available late spring or early summer. Employees will be able to schedule rides with their employer or through the app.

**Kent County Community Transit:**

The group met early January. There was a suggestion from the county to ask for an amendment to increase the present year funding to extend funds through the fiscal year. If the amendment is granted, the group could apply for the amended amount of funds next year. In the meantime, Hope Network has been looking into ridership and whether there is a different way to fund some of the rides (with DHHS, MRS, etc.) DHHS staff will complete Medicaid verification if a client eligible, but this may take up to 2 months.

Action Items	Person Responsible	Deadline
<b>Michigan Mobility Challenge Updates</b>		
Discussion		
These updates are encompassed above.		
Dave noted that public transportation was named as the number 1 issue facing SE Michigan in 2019. There should be more updates from Lansing next month. Bill noted that there is a Senate bill currently in committee around opening up funding formula for CTF. If anyone has information, please share this with the group.		
<b>Long Term Strategy Discussion</b>		
Discussion		
Dave reminded members that this subcommittee first came together in 2003. The statistic that moved the group to action was that 42% of pregnant women on Medicaid listed transportation as		





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number 1 barrier to receiving medical care. Recently, a smaller group discussed strategy around a county-wide mobility/transportation millage. This conversation arose from recognition of the lack and limitations in current funding. The goal for the year is to ask county commission to create a county-wide transportation task force to compile current research and identify needs.

Dave noted that the success of April 2000 millage was that many in the community saw the need for increased transportation access. How do we talk about unmet needs? 20 years ago, easy to get people excited about public transportation because GRATA stopped buses at 6:15pm. Leading up to the election, Faith in Motion highlighted that almost no faith community could get participants to and from service with current sources.

Wende drafted a one-pager based on the strategizing conversation, this was shared with the group. Dave overviewed the one-pager and Midwest Academy Strategy Chart which the group will be using to guide the organizing process.

Wende noted that ENTFF is looking to host a training this spring overviewing advocacy versus lobbying specific for nonprofit and community organizations.

If interested in helping with this initiative, connect with Brianne and Wende.

Action Items	Person Responsible	Deadline
<b>Additional Updates</b>		
Discussion		
<p><b>City of Grand Rapids snow pilot</b> – if there are any issues connect with Ken or 311. During the last snow event, there was issues with misunderstanding of the timing. Ken will share overview with the group.</p> <p><b>Disability Advocates</b> – March 27<sup>th</sup> is Disability Awareness Day. This will be a townhall on disability issues. Breakouts include transportation, housing, health, employment.</p>		

