

6. CHAIRS REPORT

7. ADJOURNMENT

Interurban Transit Partnership

Board Members

Mayor Gary Carey, Chair

Charis Austin Rick Baker
Mayor Katie Favale Steven Gilbert
Robert Postema

Mayor Rosalynn Bliss Andy Guy Terry Schweitzer Mayor Stephen Kepley Jack Hoffman Paul Troost

David Bilardello, Vice-Chair

Tracie Coffman Mayor Steve Maas

BOARD OF DIRECTORS MEETING AGENDA BOARD BUDGET WORKSHOP

Wednesday, July 24, 2024 - 3:00 p.m.

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

AGENDA

<u>PRESENTER</u> <u>ACTION</u> 1. PUBLIC COMMENT 2. MINUTES REVIEW - May 22, 2024, Special Session June 10, Mayor Carey Approval 2024 3. CEO'S REPORT Deb Prato Information ACTION ITEMS On-Call Contract A/E Services – TowerPinkster Kevin Wisselink Approval b. On-Call Contract A/E Services - Progressive AE Kevin Wisselink Approval DISCUSSION Linda Medina FY 24//25 Operating Budget Draft Information **Budget Timeline and Assumptions** 2. Revenues 3. Expenses 4. Five Year Operating Budget Projection Annual Grant Budget 6. Summary 7. Staff Revenue Recommendations Rapid Connect Discussion Capital Budget Draft Kevin Wisselink Information **Funding Sources** 1. Capital Planning Committee Process Fiscal Year 2025 Capital Projects

MISSION: To create, offer and continuously improve a flexible network of public transportation options and mobility solutions.



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 Stephen Kepley Jack Hoffman Paul Troost

David Bilardello, Vice-Chair

Tracie Coffman Mayor Steve Maas

BOARD OF DIRECTORS MEETING

May 22, 2024 – 4:00 p.m.

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

ATTENDANCE:

Board Members Present:

Mayor Kepley, Charis Austin, Terry Schweitzer, Paul Troost, Jack Hoffman, Robert Postema, Mayor Favale.

Board Members Absent:

Mayor Carey, David Bilardello, Rick Baker, Steven Gilbert, Andy Guy,

Staff Attendees:

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

Other Attendees:

Cassi Cooper, Justin Hagel, Jeffrey King, Tim Roseboom

Mayor Kepley called the meeting to order at 4:16 p.m. as Chairman Mayor Carey was not present.

1. PUBLIC COMMENT

Mr. Michael Williams, Disability Advocates Kent County. Mr. Williams wished to share that they did their Transportation Forum today and this is done twice a year. The focus for the forum is on the disability of the community. He gave a special thanks to Mr. Monoyios, and Ms. Austin for attending. Mr. Monoyios gave an update on the TMP for the group. He also noted that he spent time in Lansing yesterday with some of our drivers and other local organizations speaking with local representatives about expending local bus operating funds and discussing other EV measures. He felt it was encouraging to see our bus operators there.

2. MINUTES REVIEW - April 24, 2024

Mayor Kepley noted we will not motion a vote for the submitted meeting minutes of April 24, 2024, due to not having a quorum for this meeting.

3. CEO'S REPORT

Ms. Prato reported the State Budget continues to be top of mind. She feels there is some positive movement within the state legislature in looking at LBO. She added the Senate budget added \$40M to LBO which brings it to \$261M. \$285M is what we need.

Ms. Prato said with had our first transit caucus steering committee meeting. She noted they had a good conversation about the importance of LBO. Mr. Bill Jackson of McAlvey Merchant has been very helpful in talking with our delegation.

Ms. Prato reported that The Rapid is expecting a new bus build. She noted we won the NO/FO for the Bus/Bus Facility, and we are expecting ten (10) buses to start rolling in, in July 2024. These buses will be a part of the Family Fleet.

Ms. Prato took a moment to introduce Mr. Tim Roseboom, who is the new Sr. Planner on the team.

Mr. Schweitzer asked if Mr. Jackson put together a game plan from when we had the Board Retreat back in February.

Ms. Prato said it was decided that the Finance Committee would be the connection point for Mr. Jackson and McAlvey Merchant. The first item will be getting LBO where we need it, and then work on reform in terms of ACT 51.

4. ACTION ITEMS

Chair Kepley entertained a motion to hear these actions now or wait until we have a full quorum. It was decided by the board to wait to hear these items when we have a full quorum.

- a. On-Call Contract A/E Services TowerPinkster, Mr. Kevin Wisselink
- b. On-Call Contract A/E Services Progressive AE, Mr. Kevin Wisselink
- c. 2024 Kent County Millage Levy Rate, Ms. Linda Medina

5. PERFORMANCE REPORTS

a. Paratransit Route Ridership April 2024, Mr. Jason Prescott

Mr. Schweitzer sees the reports are showing improvements and he is very pleased with that.

- b. On-Demand, Mr. Jason Prescott
- c. Fixed Route Ridership April 2024, Mr. Nick Monoyios
- d. Financial Reports, Ms. Linda Medina

Operating Statement March 2024 Professional Development and Travel Report March 2024 Grant Statement

6. CHAIR'S REPORT

Mayor Kepley did not have a report.

7. COMMITTEE REPORTS

a. Planning & Technology Committee (May 13, 2024), Mr. Terry Schweitzer

Mr. Schweitzer said there was good discussion at the committee meeting. He added we are seeing early returns on the Master Plan for areas of improvements. The Steering Committee has great perspective throughout the process, and it is being determined if the TMP is on point for where The Rapid is going. Lastly, how we work with the legislative and funding are key initiatives.

b. Present Performance & Service Committee (March 19, 2024)

c. Finance Committee (April 17, 2024), Mayor Kepley

Mayor Kepley reported the budget and assumptions were presented to the committee and brought to the board for approval. There were two (2) Pension meetings, and all are going well with the pension plans.

Ms. Austin thanked Mr. Monoyios for a great presentation at the Transportation Forum.

9. ADJOURNMENT

The meeting was adjourned at 4:30 p.m.

The next meeting is scheduled for July 24, 2024, Board Budget Workshop

Respectfully submitted,

This Stocop

Kris Heald, Board Secretary



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 Stephen Kepley Jack Hoffman Paul Troost

David Bilardello, Vice-Chair

Tracie Coffman Mayor Steve Maas

BOARD OF DIRECTORS MEETING Special Session

Wednesday, June 10, 2024 – 4:00 p.m.

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

ATTENDANCE:

Board Members Present:

Charis Austin, Steven Gilbert, Mayor Carey, Terry Schweitzer, David Bilardello, Paul Troost, Andy Guy, Mayor Bliss, Jack Hoffman, Robert Postema, Rick Baker, Mayor Kepley, Mayor Maas, Mayor Favale

Board Members Absent:

Tracie Coffman

Staff Attendees:

Kris Heald, Steve Luther, Linda Medina, Nick Monoyios, Deb Prato, Andy Prokopy, Steve Schipper, Mike Wieringa, Kevin Wisselink

Other Attendees:

Mayor Carey called the meeting to order at 4:01 p.m.

1. PUBLIC COMMENT

No public comment

2. ACTION ITEM

a. Certification of 2024 Public Transportation Millage Levy

Ms. Medina reported annually The Rapid comes to the board for the tax levy rate approval. Our rate is 1.390 with Headlee. It has had a slight decrease. July and September. The fiscal year 24/25 budget. The requested form comes from the Kent County Treasurer.

Mayor Carey expressed his appreciation to the board for the quick turnaround for this urgent meeting.

Chairman Mayor Carey entertained a motion to approve the certification of 2024 Public Transportation Millage Levy rate. Mayor Maas motioned to approve, and Mayor Bliss supported it. The motion passed unanimously.

Chairman Mayor Carey around the horn:

Mr. Guy asked what the rules are for electronic voting.

Ms. Prato replied that the Open Public Meetings Act has rescinded virtual meetings after COVID-19, and members are required to attend meetings in person.

Ms. Medina added the instructions for this certification state it must be done in an in person meeting.

9. ADJOURNMENT

The meeting was adjourned at 4:06 p.m.

The next meeting is scheduled for July 24, 2024, Board Budget Workshop

Respectfully submitted,

This Money

Kris Heald, Board Secretary



Date: July 24, 2024

To: ITP Board

From: Kevin Wisselink, Director of Procurement and Capital Planning

Deron Kippen, Director of Facilities

Subject: PROJECT 2024-08: ON-CALL CONTRACT ARCHITECTURAL &

ENGINEERING SERVICES – TOWERPINKSTER

ACTION REQUESTED

Authorization is requested from the ITP Board to enter into a five-year contract with TowerPinkster for on-call Architectural and Engineering (A&E) services.

BACKGROUND

The Rapid has historically contracted for on-call A&E services. The Rapid does not have internal architectural or engineering staff so it necessary to contract for these services, and having one firm that provides these on-call services means that The Rapid and the contractor can forge an ongoing relationship and the contractor can get to know the A&E needs of The Rapid.

The Rapid has contracted with Progressive AE for approximately 20 years for these on-call A&E services. Progressive has served The Rapid very well over that time, but their current contract is ending, and it is necessary to go out for bid for these services.

PROCUREMENT

The Procurement was released as a Brooks Act Request for Proposal (RFQ). This means that the selected bid is based on qualifications followed by negotiations over contract rates. This method of procurement is required by the Federal Transit Administration for A&E contracts.

The Rapid went out to bid for these services, posting the RFQ on the Michigan Intergovernmental Trade Network (MITN), The Rapid website, and directly sending the opportunity to fifteen firms. The RFQ was downloaded by 30 firms.

Three responsive bids were received from Progressive AE, TowerPinkster and Williams & Works. They were scored by a review team including the Chief Executive Officer, Chief Operating Officer, Director of Facilities and Director of Security. The proposals were evaluated for their technical approach, staff qualifications, and demonstration of previous work.

Firm	Average Score
Progressive AE	94.8
TowerPinkster	93.3
Williams & Works	62

Progressive AE and TowerPinkster had substantially higher scores and were moved to the Second Round of the selection process.

For Round 2, the two firms were interviewed. Both Progressive and TowerPinkster provided excellent interviews demonstrating their approach and qualifications that did little to separate the two firms.

	Round 2 Average	Average Round
Firm	Score	1 & 2 Score
Progressive AE	86.5	90.6
TowerPinkster	88.0	90.6

Both firms have a substantial history of providing excellent A&E services in our region and have a full range of capabilities and can meet the A&E needs of The Rapid. The On-Call A&E Contract will likely involve many A&E project opportunities, The Rapid's RFQ did allow for the award to multiple firms. Given the identical total scores for Progressive AE and TowerPinkster, the team decided to recommend contracting with both firms and to commit to using both for various future projects. This will provide The Rapid with the advantages both firms have to offer as A&E projects arise.

TowerPinkster has worked on many public projects in Michigan and brought up innovative strategies regarding security and energy use related projects and how they can help The Rapid better tell our story. The TowerPinkster proposal also includes Prein & Newhoff for civil engineering and the presentation team demonstrated how the two firms would work together to meet The Rapid's civil engineering needs.

The Rapid analyzed TowerPinkster's financial proposal to be fair and reasonable. The Independent Cost Estimate performed before analyzing the financial proposals indicated the average cost for services should be \$145 per hour. TowerPinkster's average rate was \$142 per hour, directly in line with anticipated costs for A&E services and therefore found to be fair and reasonable.

FUNDING

Funding for projects under this contract will come from various State and Federal grants based on the fiscal year of the activity.



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 072424-1

Fiscal Year: 2023-2024

Moved and supported to adopt the following resolution:

Approval to enter a five-year contract with TowerPinkster for on-call Architectural and Engineering (A&E) services.

BE IT RESOLVED that the ITP CEO is hereby authorized to enter a five-year contract with TowerPinkster for on-call Architectural and Engineering (A&E) services in accordance with the information presented to the ITP Board on July 24, 2024.

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: July 24, 2024

To: ITP Board

From: Kevin Wisselink, Director of Procurement and Capital Planning

Deron Kippen, Director of Facilities

Subject: PROJECT 2024-08: ON-CALL CONTRACT ARCHITECTURAL &

ENGINEERING SERVICES - PROGRESSIVE AE

ACTION REQUESTED

Authorization is requested from the ITP Board to enter into a five-year contract with Progressive AE for on-call Architectural and Engineering (A&E) services.

BACKGROUND

The Rapid has historically contracted for on-call A&E services. The Rapid does not have internal architectural or engineering staff so it necessary to contract for these services, and having one firm that provides these on-call services means that The Rapid and the contractor can forge an ongoing relationship and the contractor can get to know the A&E needs of The Rapid.

The Rapid has contracted with Progressive AE for approximately 20 years for these on-call A&E services. Progressive has served The Rapid very well over that time, but their current contract is ending, and it is necessary to go out for bid for these services.

PROCUREMENT

The Procurement was released as a Brooks Act Request for Proposal (RFQ). This means that the selected bid is based on qualifications followed by negotiations over contract rates. This method of procurement is required by the Federal Transit Administration for A&E contracts.

The Rapid went out to bid for these services, posting the RFQ on the Michigan Intergovernmental Trade Network (MITN), The Rapid website, and directly sending the opportunity to fifteen firms. The RFQ was downloaded by 30 firms.

Three responsive bids were received from Progressive AE, TowerPinkster and Williams & Works. They were scored by a review team including the Chief Executive Officer, Chief Operating Officer, Director of Facilities and Director of Security. The proposals were evaluated for their technical approach, staff qualifications, and demonstration of previous work.

Firm	Average Score
Progressive AE	94.8
TowerPinkster	93.3
Williams & Works	62

Progressive AE and TowerPinkster had substantially higher scores and were moved to the Second Round of the selection process.

For Round 2, the two firms were interviewed. Both Progressive and TowerPinkster provided excellent interviews demonstrating their approach and qualifications that did little to separate the two firms.

	Round 2 Average	Average Round
Firm	Score	1&2 Score
Progressive AE	86.5	90.6
TowerPinkster	88.0	90.6

Both firms have a substantial history of providing excellent A&E services in our region and have a full range of capabilities and can meet the A&E needs of The Rapid. The On-Call A&E Contract will likely involve many A&E project opportunities, The Rapid's RFQ did allow for the award to multiple firms. Given the identical total scores for Progressive AE and TowerPinkster, the team decided to recommend contracting with both firms and to commit to using both for various future projects. This will provide The Rapid with the advantages both firms have to offer as A&E projects arise.

Progressive AE has the demonstrated success of past projects with The Rapid. They also have a strong transit focus, working with many transit agencies including most of the larger agencies in Michigan.

The Rapid analyzed both firms' financial proposals and found both to be fair and reasonable. The Independent Cost Estimate performed before analyzing the financial proposals indicated the average cost for services should be \$145 per hour. Progressive's average cost came in at \$145 per hour, directly in line with anticipated costs for A&E services and therefore found to be fair and reasonable.

FUNDING

Funding for projects under this contract will come from various State and Federal grants based on the fiscal year of the activity.



INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 072424-2

Fiscal Year: 2023-2024

Moved and supported to adopt the following resolution:

Approval to enter a five-year contract with Progressive AE for on-call Architectural and Engineering (A&E) services.

BE IT RESOLVED that the ITP CEO is hereby authorized to enter a five-year contract with Progressive AE for on-call Architectural and Engineering (A&E) services in accordance with the information presented to the ITP Board on July 24, 2024.

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: July 24, 2024

To: ITP Board

From: Linda Medina, Director of Finance

Kevin Wisselink, Director of Procurement & Capital Planning

Subject: Proposed FY 24/25 Operating and Capital Budgets

We are pleased to present the FY 24/25 proposed budget. The budget consists of two components: operating and capital projects. The operating budget is \$62,310,638 and the capital projects budget is \$39,900,661 for a total of \$102,211,299. Also included is a five-year operating budget projection and an annual grant budget projection.

Budget Overview

The goals for FY 24/25:

- To have reached a collective bargaining settlement with our labor partner and continue to create an environment which supports a positive and proactive culture with our labor leaders.
- Continue to analyze available labor force and internally create employee engagement, retention, and development opportunities.
- With the Transit Master Plan completed, we will continue to implement initiatives identified as underway or near-term.
- Continue to make capital investments in our facilities and employee work areas to foster a productive, safe, and efficient work environment.
- Continue to communicate with and advise our elected state officials on the value of transit and to urge the creation of new or reformed revenue streams for Local Bus Operating.
- Continue to improve on key performance indicators and develop community equity metric(s).
- Continue to implement new technology solutions to improve the customer experience and operational efficiency.
- Continue our fleet conversion to RNG and evaluation of alternative vehicle propulsion technologies to reach our 2050 Federal Transit Administration zero emission plan.
- Continue to build relationships through storytelling locally, regionally, and nationally to remain a visible transportation industry leader.
- Continue to build service schedules that meet customer expectations and provide employees with the ability to drive a schedule safely and on time.

The Finance Committee was presented with two operating revenue scenarios. The first is related to budget guideline #8, a fare analysis which would be conducted if the state operating assistance falls below a 29% reimbursement rate. Also related to cost recovery, the contracted service partner's hourly cost formula was also reviewed related to state operating assistance. With the Finance Committee's approval to proceed, staff will be presenting two revenue recommendations for discussion and consideration at the Board Budget Workshop on July 24, 2024

Operating Budget Highlight

FY 24/25 projected revenues decreased .7% compared to FY 23/24 budget. Below are the highlights for FY 24/25 revenues:

- Ridership is projected to continue to climb slowly over the next year.
- State Operating assistance is budgeted at 26% of eligible expenses. At the time of this memo, the governor has not signed the sate budget presented approved and recommended by the legislature on June 27, 2024.
- The SOAR bill failed but may resurface later in 2024.
- Even though the approved property tax levy is 1.47 mills., the FY 24/25 budget is at 1.395 including Headlee, and includes an 8% capture assumption. Capture includes DDA, Brownfield, etc.
- Materials and Supplies increased by 4.9% due to overall economic pressures.
- We work closely with our insurance broker to manage our exposure and risk, however, final rates for the upcoming fiscal year will not be available until September 2024. Reducing The Rapid's risk and liability continues to be a priority for staff.
- Blue Cross Blue Shield quoted a 26% increase, approximately \$1M impact, for FY 24/25 renewal rate. Our benefits broker, HNI, provided additional insurer quotes and plan designs. We are currently reviewing our options. Our objective is to select a provider and plans that offers comprehensive coverage, a pharmacy formulary that is cost effective and an overall offering which meets the needs of the agency and the plan subscribers.
- Additional staff are budgeted to support agency operational and customer experience outcomes.

Five-Year Capital Improvement Plan

The Rapid's FY 2025 Capital Improvement Plan totals \$30,900,661. The Capital projects in The Rapid's 2025 Capital Improvement Plan optimize The Rapid's operating budget while focusing on maintaining The Rapid's assets in a State of Good Repair. The funding for this plan includes The Rapid's normal 5307, 5337, and 5339 federal apportionments as well as a pending congressional funding request. The budget is over budget by about \$3,000,000, depending on actual funding levels. There are several items in the capital plan which have yet to be resolved, including real estate acquisition. These items will be clarified through the rest of the year allowing for refinement of the final capital budget. This revision will come to the Board in early 2025 when the Transportation Improvement Plan Action Item comes to the Board for review and approval.

Below are the highlights for the FY 24/25 Capital Improvement Plan:

- Funding for major projects to improve Rapid operations, including the construction of a demand response operations center at Busch Drive to improve paratransit operations.
- A significant investment in The Rapid's GO!Bus vehicles, bringing the fleet into a state of good repair.
- The plan includes a set-aside of \$5,000,000 for real estate acquisition that will allow The Rapid to respond to land acquisition opportunities as they arise.
- A congressional funding request for a Bus Collision Avoidance System which is still pending the legislative process.

Staff is dedicated to quality customer care and providing efficient and cost-effective services to the community as well as demonstrating responsible stewardship. The Rapid's leadership team will continue to examine our operations for opportunities to increase revenues, control costs and improve efficiencies.

Please feel free to reach out to Linda Medina directly at (616) 774-1149 or lmedina@ridetherapid.org with any additional questions regarding the operating budget or Kevin Wisselink at 616-774-1190 or kwisselink@ridetherapid.org with regarding the capital grants budget.



FY 24/25 Draft Operating Budget July 24, 2024

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FY24/25 Goals

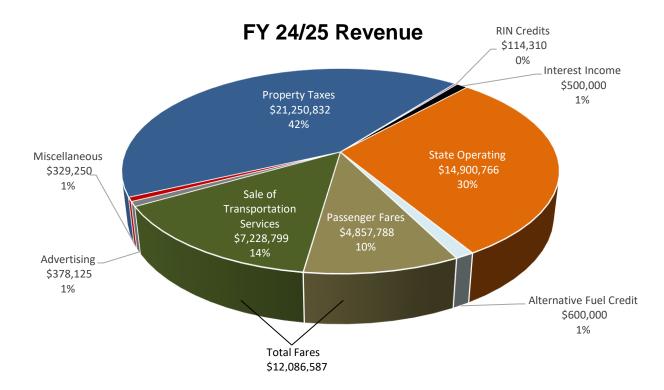
We recognize our responsibility to provide reliable transportation alternatives to all citizens, along with playing a crucial role in regional economic development. Collaborating with other community partners to raise awareness of the value of transit, while enhancing the customer experience and sustainability efforts.

Goals for fiscal year 24/25:

- 1. To have reached a collective bargaining settlement with our labor partner and continue to create an environment which supports a positive and proactive culture with our labor leaders.
- 2. Continue to analyze available labor force and internally create employee engagement, retention, and development opportunities.
- 3. With the Transit Master Plan completed, we will continue to implement initiatives identified as underway or near-term.
- 4. Continue to make capital investments in our facilities and employee work areas to foster a productive, safe, and efficient work environment.
- 5. Continue to communicate with and advise our elected state officials on the value of transit and to urge the creation of new or reformed revenue streams for Local Bus Operating.
- 6. Continue to improve on key performance indicators and develop community equity metric(s).
- 7. Continue to implement new technology solutions to improve the customer experience and operational efficiency.
- 8. Continue our fleet conversion to RNG and evaluation of alternative vehicle propulsion technologies to reach our 2050 Federal Transit Administration zero emission plan.
- 9. Continue to build relationships through storytelling locally, regionally, and nationally to remain a visible transportation industry leader.
- 10. Continue to build service schedules that meet customer expectations and provide employees with the ability to drive a schedule safely and on time.

II. FY 24/25 Operating Highlights

The FY 24/25 proposed budget is \$62.3 million dollars not including grant funds (preventative maintenance). Including grant funding, the FY 24/25 proposed budget is \$58.3 million. This is a 3.8% increase from the FY 23/24 adopted budget.



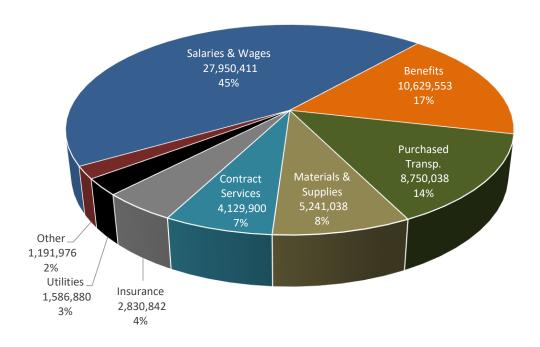
The focus in FY 24/25 is on the value The Rapid provides to the riders and the communities of the six cities, while continuing to provide excellent and safe service.

Revenue highlights include:

- Total system ridership is projected to increase 5% from the current year.
- Maintaining strong community partnerships to provide transit service within our service area, in our outlying townships, and regionally via West Michigan Rideshare.
- Paratransit trips are projected at 189,000 trips in FY 24/25, a 5% increase from the current FY 23/24 end of year projection of 180,000.
- Billing rate for linehaul service to our contract partners increased by 5.1% compared to FY 23/24.
- State operating assistance is budgeted at 26%, a major decrease over FY 23/24.
- Property taxes remain a consistent majority of our annual revenues. Property tax receipts increased 8.1% over FY 23/24.

FY 24/25 Operating Highlights Continued

FY 24/25 Expenses



Expense highlights include:

- Additional staff are budgeted to support agency outcomes and expected service levels.
 The previous Collective Bargaining Agreement expired in June 2024. Our goal is to reach a collective bargaining settlement with mutual gains with our labor partner.
- Fuel budget is unchanged, due to increased fleet conversion to CNG vehicles, as our price forecast for diesel has increased (\$3.17/gal in FY 23/24, \$4.25 gal in FY 24/25) but CNG/RNG has declined (\$1.08/DGE in FY 23/24, \$0.89/DGE in FY 24/25)
- Purchased Transportation increased by 2.8% (\$236K increase) based on general economic price increases reflected in Transdev's contract billing rate.
- Blue Cross Blue Shield quoted a 26% increase, approximately \$1M impact, for FY 24/25 renewal rate. Our benefits broker, HNI, provided additional insurer ,quotes and plan designs. We are currently reviewing our options. Our objective is to select a provider and plans that offers comprehensive coverage, a pharmacy formulary that is cost effective and an overall offering which meets the needs of the agency and the plan subscribers.

III. Budget Timeline

Budget Preparation (March - April) - Staff establishes budget guidelines and submits to Finance Committee for review at April 17 meeting. Full Board review/approval at April 24 meeting.

Budget Development (April-June) - Directors submit budgets to the Finance department for budget review. The leadership team meets and discusses each departmental budget.

Budget Review (June-July) - Leadership team reviews and approves budget by June. Preliminary budget is reviewed at July 24 board budget workshop.

Budget Adoption (August) - Board adopts FY 24/25 Operating and Grants budgets at August 28 meeting.

Each year a balanced budget must be adopted by the Board prior to the new fiscal year beginning (October 1st). The budget process starts with establishing the budget guidelines for the year. A budget is then drafted with many inputs including the budget guidelines, collective bargaining agreements, and recommendations from each Departmental Director. The draft budget is reviewed in July and approved by the Board in August.

The leadership team meets and collaborates on each individual departmental budget that was submitted. Directors shared their own requests and methodology, as well as offered feedback on other requests. The workshop was well-received by the team. Directors took ownership of this process and used the time to engage each other to better understand all the different functions of the organization.

IV. FY 24/25 Operating Budget

		FY 18/19 Actual		FY 19/20 Actual		FY 21/22 Actual		FY 22/23 Actual		FY 23/24 Budget		FY 24/25 Proposed		FY 24/25 Propos vs. FY 23/24 Bud \$	
Revenues and Operating Assistance															
Passenger Fares	\$	6,611,260	\$	4,105,834	\$	4,216,120	\$	4,534,783	\$	4,895,883	\$	4,857,788	\$	(38,095)	-0.8%
Sale of Transportation Services															
Grand Valley State University	\$	2,466,820	\$	2,282,372	\$	3,257,449	\$		\$	3,682,642	Ş	3,743,876	Ş	61,234	1.7%
DASH Contract		2,365,359		2,058,507		2,289,137		1,659,742		1,856,468		2,522,264		665,796	35.9%
Township Services		548,036		570,393		425,945		388,759		185,836		204,912		19,076	10.3%
Other		202,981		220,356		201,194		203,024		218,635		282,557		63,922	29.2%
CMH Contribution		724,649		390,640		393,262		403,637		447,839		475,190		27,351	6.1%
Route 19		468,408		248,366											
Vanpool Transportation	_	115,696	_	57,302	_	64,517	_	(1,243)	_		_				
Subtotal Sale of Transportation Services	\$	6,891,949	\$	5,827,936	\$	6,631,504	\$	5,842,295	\$	6,391,420	\$	7,228,799	\$	837,378	13.1%
State Operating*	\$	14,894,724	\$	13,849,041	\$	15,105,760	\$	14,310,222	\$	18,870,616	\$	14,900,766	\$	(3,969,850)	-21.0%
Property Taxes		16,237,538		16,791,217		18,012,199		18,867,978		19,661,002		21,250,832		1,589,830	8.1%
Advertising and Miscellaneous		554,551		649,209		875,415		1,907,029		714,020		1,921,685		1,207,665	169.1%
Subtotal Revenues and Operating Assistance	\$	45,190,024	\$	41,223,237	\$	44,840,999	\$	45,462,307	\$	50,532,941	\$	50,159,869	\$	(373,072)	-0.7%
Grant Operating Revenue				2,355,997		20,442,504		8,321,660							
Reserves Used										5,474,452		8,150,769		2,676,318	48.9%
Total Revenues and Operating Assistance	ć	45,190,024	ċ	A2 E70 22A	ċ	65,283,503	ċ	E2 792 069	ċ	E6 007 202	ċ	58,310,638	ċ	2,303,246	4.1%
		FY 18/19		FY 19/20 Actual		FY 21/22		FY 22/23 Actual		FY 23/24		FY 24/25		vs. FY 23/24 Bud	iget
		Actual		Actual		Actual		Actual		Budget		Proposed		\$	%
Operating Expenses		Actual		Actual		Actual		Actual		buaget		Proposed		\$	%
Operating Expenses Salaries and Wages		Actual		Actual		Actual		Actual		buuget	_	Proposed		\$	<u>%</u>
· · · · · · · · · · · · · · · · · · ·	\$	4,400,948	\$	6,118,778	\$	4,449,829	\$	4,793,970	\$	7,226,978		7,826,769		\$ 599,791	8.3%
Salaries and Wages	\$		\$		\$		\$		\$			·		·	
Salaries and Wages Administrative	\$	4,400,948	\$	6,118,778	\$	4,449,829	\$	4,793,970	\$	7,226,978		7,826,769		599,791	8.3%
Salaries and Wages Administrative Operator	\$	4,400,948 12,508,602		6,118,778 10,286,500		4,449,829 11,891,322		4,793,970 12,093,929		7,226,978 16,033,168	\$	7,826,769 17,173,678	\$	599,791 1,140,510	8.3% 7.1%
Salaries and Wages Administrative Operator Maintenance	_	4,400,948 12,508,602 1,840,683		6,118,778 10,286,500 1,896,150	\$	4,449,829 11,891,322 1,846,222	\$	4,793,970 12,093,929 2,100,983 18,988,882		7,226,978 16,033,168 2,782,858	\$ \$	7,826,769 17,173,678 2,949,964	\$	599,791 1,140,510 167,107	8.3% 7.1% 6.0%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages	\$	4,400,948 12,508,602 1,840,683 18,750,233	\$	6,118,778 10,286,500 1,896,150 18,301,428	\$	4,449,829 11,891,322 1,846,222 18,187,373	\$	4,793,970 12,093,929 2,100,983 18,988,882	\$	7,226,978 16,033,168 2,782,858 26,043,004	\$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411	\$ \$ \$	599,791 1,140,510 167,107 1,907,407	8.3% 7.1% 6.0% 7.3%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits	\$	4,400,948 12,508,602 1,840,683 18,750,233	\$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791	\$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010	\$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108	\$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785	\$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553	\$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232)	8.3% 7.1% 6.0% 7.3%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services	\$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729	\$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897	\$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010	\$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108	\$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785	\$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553	\$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232)	8.3% 7.1% 6.0% 7.3%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies	\$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395	\$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345	\$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342	\$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406	\$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166	\$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900	\$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734	8.3% 7.1% 6.0% 7.3% -2.0% 5.6%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies Fuel and Lubricants	\$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395	\$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345	\$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342 2,838,082	\$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406 2,716,979	\$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166 3,026,466	\$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900 3,029,049	\$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734	8.3% 7.1% 6.0% 7.3% -2.0% 5.6%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies Fuel and Lubricants Other	\$ \$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395	\$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345	\$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342 2,838,082 1,603,522	\$ \$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406 2,716,979 1,748,878	\$ \$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166 3,026,466 1,969,374	\$ \$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900 3,029,049 2,211,990	\$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734 2,582 242,616	8.3% 7.1% 6.0% 7.3% -2.0% 5.6% 0.1% 12.3%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies Fuel and Lubricants Other Subtotal Materials and Supplies	\$ \$ \$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395 4,735,124	\$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345 3,470,341	\$ \$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342 2,838,082 1,603,522 4,441,604	\$ \$ \$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406 2,716,979 1,748,878 4,465,857	\$ \$ \$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166 3,026,466 1,969,374 4,995,840	\$ \$ \$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900 3,029,049 2,211,990 5,241,038	\$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734 2,582 242,616 245,198	8.3% 7.1% 6.0% 7.3% -2.0% 5.6% 0.1% 12.3% 4.9%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies Fuel and Lubricants Other Subtotal Materials and Supplies Utilities, Insurance, & Miscellaneous	\$ \$ \$ \$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395 4,735,124 3,039,242	\$ \$ \$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345 3,470,341 3,089,703	\$ \$ \$ \$ \$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342 2,838,082 1,603,522 4,441,604 4,101,635	\$ \$ \$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406 2,716,979 1,748,878 4,465,857 4,420,125	\$ \$ \$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166 3,026,466 1,969,374 4,995,840 5,699,115	\$ \$ \$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900 3,029,049 2,211,990 5,241,038 5,609,698	\$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734 2,582 242,616 245,198 (89,416)	8.3% 7.1% 6.0% 7.3% -2.0% 5.6% 0.1% 12.3% 4.9% -1.6%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies Fuel and Lubricants Other Subtotal Materials and Supplies Utilities, Insurance, & Miscellaneous Purchased Transportation	\$ \$ \$ \$ \$ \$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395 4,735,124 3,039,242 7,480,048	\$ \$ \$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345 3,470,341 3,089,703 5,326,226	\$ \$ \$ \$ \$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342 2,838,082 1,603,522 4,441,604 4,101,635 5,558,119	\$ \$ \$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406 2,716,979 1,748,878 4,465,857 4,420,125 7,269,466	\$ \$ \$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166 3,026,466 1,969,374 4,995,840 5,699,115 8,514,483	\$ \$ \$ \$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900 3,029,049 2,211,990 5,241,038 5,609,698 8,750,038	\$ \$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734 2,582 242,616 245,198 (89,416) 235,555	8.3% 7.1% 6.0% 7.3% -2.0% 5.6% 0.1% 12.3% 4.9% -1.6% 2.8%
Salaries and Wages Administrative Operator Maintenance Subtotal Salaries and Wages Benefits Contractual Services Materials and Supplies Fuel and Lubricants Other Subtotal Materials and Supplies Utilities, Insurance, & Miscellaneous Purchased Transportation Operating Expenses before Capitalized Operating	\$ \$ \$ \$ \$ \$	4,400,948 12,508,602 1,840,683 18,750,233 10,670,188 2,653,123 2,710,729 2,024,395 4,735,124 3,039,242 7,480,048 47,327,958	\$ \$ \$ \$ \$	6,118,778 10,286,500 1,896,150 18,301,428 10,336,791 2,644,897 1,689,996 1,780,345 3,470,341 3,089,703 5,326,226	\$ \$ \$ \$ \$ \$ \$	4,449,829 11,891,322 1,846,222 18,187,373 9,508,010 3,441,342 2,838,082 1,603,522 4,441,604 4,101,635 5,558,119	\$ \$ \$ \$ \$ \$	4,793,970 12,093,929 2,100,983 18,988,882 10,156,108 3,475,406 2,716,979 1,748,878 4,465,857 4,420,125 7,269,466 48,775,844	\$ \$ \$ \$ \$ \$ \$	7,226,978 16,033,168 2,782,858 26,043,004 10,842,785 3,912,166 3,026,466 1,969,374 4,995,840 5,699,115 8,514,483 60,007,392	\$ \$ \$ \$ \$ \$	7,826,769 17,173,678 2,949,964 27,950,411 10,629,553 4,129,900 3,029,049 2,211,990 5,241,038 5,609,698 8,750,038 62,310,638	\$ \$ \$ \$ \$	599,791 1,140,510 167,107 1,907,407 (213,232) 217,734 2,582 242,616 245,198 (89,416) 235,555 2,303,246	8.3% 7.1% 6.0% 7.3% -2.0% 5.6% 0.1% 12.3% 4.9% -1.6% 2.8% 3.8%

V. Revenue Sources

Passenger Fares and Ridership

Passenger fares include linehaul, paratransit, Pass, and wave card sales. We continue to see small ridership increases on an annual basis. We projected 4.6 million fixed route rides in FY 23/24; we are forecasting a 5% increase in FY 24/25, increasing our expected fixed route ridership to 4.8 million. This 5% increase in FY 24/25 represents a 65% recovery of prepandemic ridership (7.3 million fixed route rides in FY19).

Sales Of Transportation Services

Each year a new contract service rate is calculated based on audited financials, and revenue service hours are adjusted to meet the needs of our partners. The rate this year is \$72.78 without GO! Bus service per revenue hour and \$88.10 with GO! Bus service per revenue hour. This is a 5.1% increase for linehaul service, and a 9.7% increase for linehaul & GO!Bus service from the FY 23/24 rates. Because audited numbers are the basis for the calculation, the rate is always two years behind, and we currently give all partners a discount on our state operating assistance rate.

State Operating Assistance

FY 24/25 state operating assistance budgeted rate is 26% which is a decrease from FY 23/24 actual rate of 33.8553%.

Property Taxes

On June 10, 2024, the Board approved a 1.395 milage rate with Headlee and includes an 8% reduction for captures. Captures include DDA, Brownfield, etc.

Advertising and Miscellaneous

The category mainly includes bus advertising revenue, interest income, an alternative fuel credit, and RIN credits.

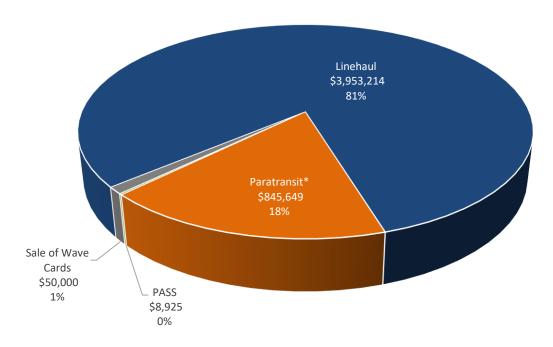
Grant Capital Revenue (Federal and State funding)

The approved Budget Guidelines stated that preventative maintenance funds would only be used as a funding source as permitted by the federal regulations. In the FY 24/25 budget, \$4 million dollars in operating funds have been identified as eligible expenses. Eligible expenses were identified in the Fleet Maintenance, Facility Maintenance, and IT budgets. Using preventative maintenance funds further reduces the amount to be used from reserves for FY 24/25.

Reserves

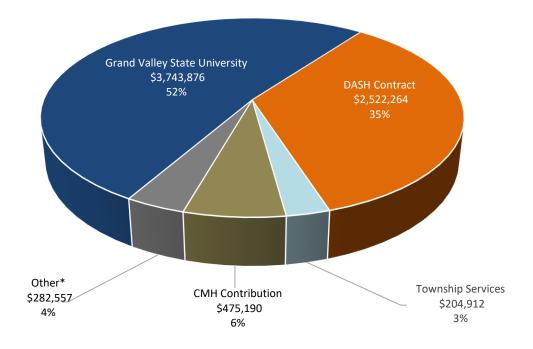
\$8.2 million dollars of reserves are budgeted to be used in FY 24/25.

VI. Passenger Fares Breakdown



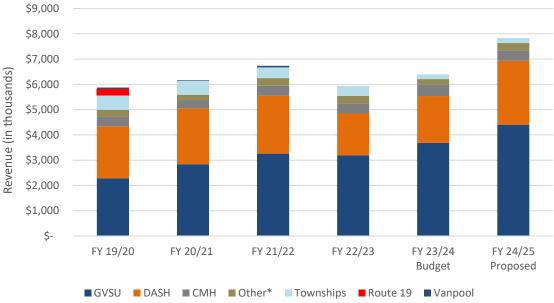
^{*} Includes Go!Bus & Ridelink

VII. Sale of Transportation Services

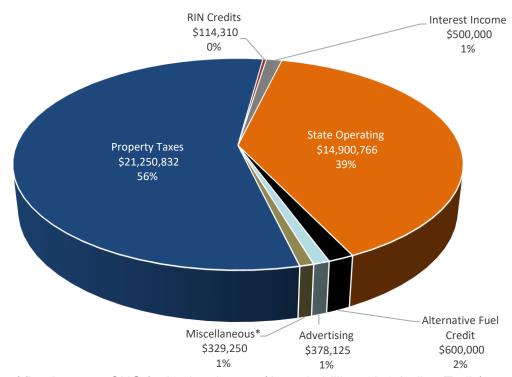


*Other transportation services include GRCC and Ferris





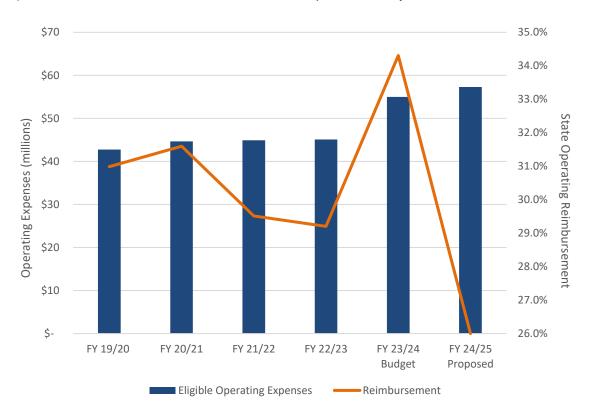
VIII. Other Revenue and Support Breakdown



^{*}Includes sale of fixed assets, CNG fuel sales, leases (Amtrak, billboard, & Indian Trails)

IX. State Operating Assistance History

The below chart compares the eligible expenses we incurred to the State Operating Assistance (SOA) rate we received as reimbursement over the past several years.



X. PERSONNEL

		FY 23/24			FY 24/25
	Authorized*	Budgeted	Unbudgeted	Vacant	Budgeted
Administration					
Full Time	102	97	3	2	100
Part Time	8	8	0	0	8
Total					
Administration	110	105	3	2	108
Maintenance					
Fleet	36	33	3	0	36
Facilities	10	10	0	0	10
Total					
Maintenance	46	43	3	0	46
Operators					
Full Time	272	245	0	27	245
Part Time	49	20	0	29	20
Total Operators	321	265	0	56	265
Total Positions	477	413	6	58	419

Staffing levels are reviewed annually as part of the budget process to ensure desired outcomes and projected service levels are met. With the focus on meeting the communities' needs during recovery, as well as improving service and remaining flexible, additional positions were added to Administration and Maintenance.

The FY 24/25 budget includes six new positions total. Three of these positions were added to the administrative team, increasing the total number of authorized positions to 110 (including both full and part time roles).

- 1 Vehicle Technology Coordinator
- 1 Application Systems Analyst
- 1 Transportation Supervisor

Three positions were also added to the maintenance team, increasing the total number of authorized positions to 46.

• 3 Fleet Detail & Utility Technicians

XI. Individual Departmental Budgets

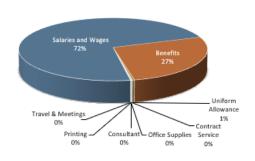
This year, we made several adjustments to the structure of our individual department budget presentation. Firstly, the budgets are presented based on their proportion of the overall total, starting with the largest department. The notes are far more streamlined this year, with only the most significant changes to budgets being highlighted.

TRANSPORTATION

FUNCTIONS

- Operation of fixed-route bus service, including DASH, Laker Line and the Silver Line
- · Responding to customer concerns related to the above services
- · Ensure adequate number of bus operators for daily service
- . Mentoring bus operators toward the reduction of accident frequency, potential liability, and improved customer service







FY 23/24

Budget

FY 24/25

Proposed

FY 22/23

Actual

					FY 24/25 Proposed vs	FY 23/24 Budget
Description	FY 21/22 Actual	FY 22/23 Actual	FY 23/24 Budget	FY 24/25 Proposed	\$	%
Salaries and Wages	\$ 12,694,190	\$ 12,990,022	\$ 17,281,043	\$ 18,549,151	\$ 1,268,108	7.3%
Benefits	6,554,974	6,867,043	7,064,149	6,936,247	(127,902)	-1.8%
Education Reimbursement	-	-	-	-	-	0.0%
Uniform Allowance	68,815	65,064	99,300	96,300	(3,000)	-3.0%
Contract Service	14,134	14,520	16,200	16,200	-	0.0%
Consultant	33,573	115	50,000	30,000	(20,000)	-40.0%
Office Supplies	2,215	474	1,800	2,100	300	16.7%
Printing	72	597	1,400	1,400	-	0.0%
Employee Engagement	1,191	-	-	-	-	0.0%
Travel & Meetings	9,321	10,300	16,700	22,000	5,300	31.7%
Total Operating Expenses	\$ 19,378,486	\$ 19,948,136	\$ 24,530,592	\$ 25,653,399	\$ 1,122,807	4.6%
Administration	16	17	17	18	1	5.9%
Operators - FT	265	245	245	245	0	0.0%
Operators - PT	0	20	20	20	0	0.0%
Total Full Time Employees	281	282	282	283	1	0.4%

\$-

FY 21/22

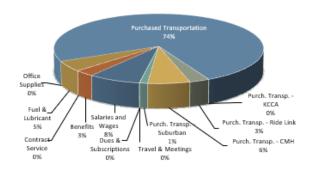
Actual

PARATRANSIT, ADA & MOBILITY SERVICES

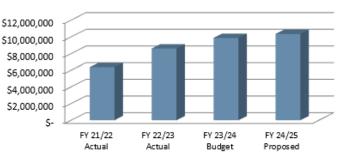
FUNCTIONS

- Certify ADA eligibility; provide door-to-door transportation through contracted providers, monitor service for compliance with all ADA requirements
- Coordinate demand response services (PASS and network 180) with contracted providers
- Provide the call center to schedule RideLink service as well as provide trips for this contracted countywide senior transportation service.

FY 24/25 Operating Budget



Total Operating Expenses FY 21/22 to FY 24/25



FY 24/25 Proposed vs FY 23/24 Budget

Description	FY 21/22 Actual	FY 22/23 Actual	FY 23/24 Budget	FY 24/25 Proposed	\$	%
Salaries and Wages	\$ 507,839	\$ 560,584	\$ 726,570	\$ 785,449	\$ 58,879	8.1%
Benefits	262,236	296,347	297,007	293,710	(3,298)	-1.1%
Contract Service	30,462	4,608	9,050	4,050	(5,000)	-55.2%
¹ Fuel & Lubricant	-	467,711	318,531	500,000	181,469	57.0%
Office Supplies	136	67	500	250	(250)	-50.0%
Printing	-	2,561	2,500	-	(2,500)	-100.0%
Purchased Transportation	4,631,772	6,260,891	7,362,263	7,697,720	335,458	4.6%
Purch. Transp KCCA	4,078	(140)	3,500	2,000	(1,500)	-42.9%
Purch. Transp Ride Link	253,475	338,061	366,984	300,542	(66,442)	-18.1%
Purch. Transp CMH	574,636	582,134	681,700	632,068	(49,632)	-7.3%
Purch. Transp Suburban	94,158	88,520	100,037	117,708	17,672	17.7%
Purch. Transp On Demand	-	-	-	-	-	0.0%
Dues & Subscriptions	-	-	100	100	-	0.0%
Travel & Meetings	77	888	3,500	3,250	(250)	-7.1%
Total Operating Expenses	\$6,358,869	\$8,602,231	\$9,872,241	\$10,336,846	\$ 464,605	4.7%
Total Full Time Employees	14	15	15	15	0	0.0%

Notes

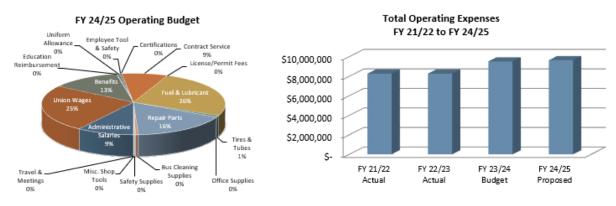
¹ Fuel budget is reflective of increased service

FLEET MAINTENANCE SUMMARY

FUNCTIONS

- · Responsible for the maintenance of The Rapid's linehaul, Bus Rapid Transit (BRT), Dash and service vehicles
- · Provision of fixed-route maintenance in accordance with FTA requirements
- · Providing maintenance for support vehicles and equipment per manufacturer's recommendations
- Management of parts inventory
- · Continued skill development of Maintenance Technicians

FLEET MAINTENANCE SUMMARY



					FY 24/25 Proposed vs	FY 23/24 Budget
	FY 21/22	FY 22/23	FY 23/24	FY 24/25		
Description	Actual	Actual	Budget	Proposed	<u> </u>	%
Administrative Salaries	\$ 615,855	\$ 642,347	\$ 863,893	\$ 915,249	\$ 51,356	5.9%
¹ Union Wages	1,518,285	1,728,298	2,233,409	2,371,920	138,512	6.2%
Benefits	1,102,019	1,253,217	1,266,116	1,229,200	(36,916)	-2.9%
Education Reimbursement	-	-	-	13,536	13,536	100.0%
Uniform Allowance	35,363	40,436	39,454	42,615	3,160	8.0%
Employee Tool & Safety	22,961	24,351	32,025	33,375	1,350	4.2%
Certifications	338	233	1,085	1,685.00	600	55.3%
Contract Service	849,966	841,816	906,368	825,310	(81,058)	-8.9%
License/Permit Fees	340	61	691	670	(21)	-3.0%
² Fuel & Lubricant	2,803,617	2,226,737	2,665,935	2,475,049	(190,887)	-7.2%
Tires & Tubes	26,555	33,782	57,166	85,421	28,255	49.4%
Office Supplies	2,902	2,287	4,312	4,312	-	0.0%
3 Repair Parts	1,235,009	1,405,977	1,366,186	1,564,228	198,042	14.5%
Bus Cleaning Supplies	20,790	30,575	45,096	42,959	(2,137)	-4.7%
Safety Supplies	23,156	20,517	19,728	18,096	(1,632)	-8.3%
Service Awards	308	-	-	-	-	0.0%
Misc. Shop Tools	4,371	8,370	8,040	8,440	400	5.0%
Travel & Meetings	3,837	10,203	5,850	7,900	2,050	35.0%
Total Operating Expenses	\$ 8,265,673	\$ 8,269,208	\$ 9,515,355	\$ 9,639,965	124,610	1.3%
Total Full Time Employees	44	45	45	48	3	6.7%

Notes

¹ Added 3 Fleet Detail & Utility Technicians

² Fuel costs are based on futures estimate; price has declined for CNG since last year

³ Price increases due to economic factors

FLEET MAINTENANCE ADMINISTRATION

FY 24/25 Operating Budget

Salaries and Wages 71% Benefits 27%

Uniforms

Travel &

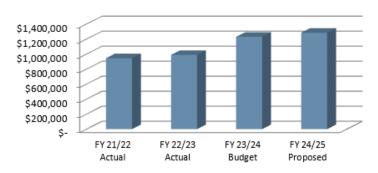
Meetings

0%

Office

Supplies

Total Operating Expenses FY 21/22 to FY 24/25



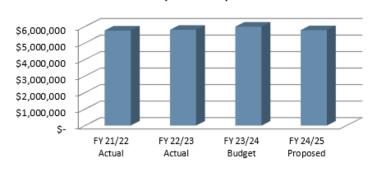
								FY 24/25 Proposed vs FY 23/24 Budget		
B	F	Y 21/22		Y 22/23		FY 23/24	FY 24/25			
Description		Actual		Actual		Budget	Proposed		\$	%
Salaries and Wages	\$	615,855	\$	642,347	\$	863,893	\$ 915,249	\$	51,356	5.9%
Benefits		318,013		339,570		353,142	342,247		(10,895)	-3.1%
Education Reimbursement		-		-		-	13,536		13,536	100.0%
Uniforms		5,394		3,394		4,761	5,149		388	8.1%
Contract Service		-		-		-	-		-	0.0%
Office Supplies		2,902		2,287		4,312	4,312		-	0.0%
Service Awards		308		-		-	-		-	0.0%
Travel & Meetings		2,755		1,561		4,450	 4,500		50	1.1%
Total Operating Expenses	\$	945,228	\$	989,159	\$	1,230,558	\$ 1,284,993	\$	54,435	4.4%
Total Full Time Employees		11		11		12	12		0	0.0%

LINEHAUL MAINTENANCE

FY 24/25 Operating Budget Employee Tool & Contract Certifications Service Safety_ 1% License/Permit Fees Uniform Allowance 1% Salaries & Wages 28% _Bus Cleaning Supplies Tubes Misc. Shop Tools 0% 0% Travel & Meetings — Safety

Supplies 0%

Total Operating Expenses FY 21/22 to FY 24/25



FΥ	24/25	Propose	d vs F`	Y 23/24	Budget

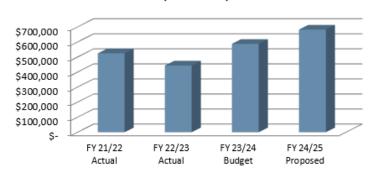
					1 1 24/20 1 10p0000 V	71 1 Zorza Dauget
	FY 21/22	FY 22/23	FY 23/24	FY 24/25		
Description	Actual	Actual	Budget	Proposed	\$	%
Salaries & Wages	\$ 1,294,820	\$ 1,445,094	\$ 1,552,854	\$ 1,649,159	\$ 96,305	6.2%
Benefits	668,614	763,934	634,776	616,684	(18,092)	-2.9%
Uniform Allowance	29,969	37,042	34,693	37,466	2,773	8.0%
Employee Tool & Safety	22,961	24,351	32,025	33,375	1,350	4.2%
Certifications	338	233	1,085	1,685	600	55.3%
Contract Service	622,132	632,939	636,352	588,441	(47,910)	-7.5%
License/Permit Fees	220	46	433	452	19	4.4%
Fuel & Lubricant	2,147,413	1,724,531	2,017,277	1,647,318	(369,959)	-18.3%
Tires & Tubes	591	3,716	10,392	8,820	(1,572)	-15.1%
Repair Parts	937,025	1,119,157	1,017,835	1,139,922	122,087	12.0%
Bus Cleaning Supplies	15,040	23,429	33,131	31,618	(1,513)	-4.6%
Safety Supplies	12,000	17,345	13,836	13,668	(168)	-1.2%
Misc. Shop Tools	3,425	6,664	6,150	6,250	100	1.6%
Travel & Meetings	882	845	1,100	3,150	2,050	186.4%
Total Operating Expenses	\$ 5,755,430	\$ 5,799,327	\$ 5,991,938	\$ 5,778,008	\$ (213,930)	-3.6%
Total Full Time Employees	33	34	33	36	3	9.1%

SILVER LINE BRT MAINTENANCE

FY 24/25 Operating Budget

License/Permit Fees 0% Contract Service 9% Salaries & Wages Repair Parts 14% Tires & Tubes 1% Safety Travel & Bus Cleaning Meetings Supplies 0% 0% 1%

Total Operating Expenses FY 21/22 to FY 24/25



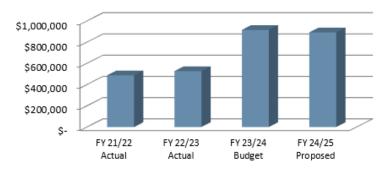
							FY 24/25 Proposed vs FY 23/24 Budget			
Description	FY 21/22 Actual			FY 23/24 Budget		FY 24/25 Proposed		\$		%
Salaries & Wages	\$ 79,506	\$	74,920	\$	135,031	\$	143,405	\$	8,374	6.29
Benefits	41,055		39,606		55,198		53,625		(1,573)	-2.99
Contract Service	54,883		59,557		69,972		65,367		(4,604)	-6.69
License/Permit Fees	20		-		25		25		-	0.09
Fuel & Lubricant	214,276		176,918		215,839		311,038		95,199	44.19
Tires & Tubes	166		289		2,496		9,054		6,558	262.79
Repair Parts	128,029		89,039		102,524		93,591		(8,933)	-8.79
Bus Cleaning Supplies	609		1,300		4,487		4,104		(383)	-8.59
Safety Supplies	5,676		1,120		1,308		1,176		(132)	-10.19
Misc. Shop Tools	343		519		540		780		240	44.49
Travel & Meetings					50		50		-	0.09
Total Operating Expenses	\$ 524,563	\$	443,269	\$	587,469	\$	682,214	\$	94,745	16.19

LAKER LINE BRT MAINTENANCE

FY 24/25 Operating Budget

Contract Service 10% Benefits 12% Salaries & Wages 32% Misc. Shop Tools 0% Travel & Supplies Meetings Meetings 0% 0% O% O% O%

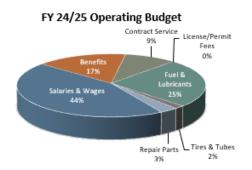
Total Operating Expenses FY 21/22 to FY 24/25

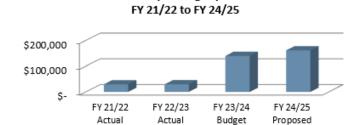


FY 24/25 Proposed vs FY 23/24 Budget

Description	FY 21/22 Actual	 FY 22/23 Actual		FY 23/24 Budget		FY 24/25 Proposed		\$	%	
Salaries & Wages	\$ 79,304	\$ 140,716	\$	337,577	\$	286,810	\$	(50,767)	-15.0%	
Benefits	40,951	74,388		137,995		107,249		(30,745)	-22.3%	
Contract Service	68,446	63,003		90,014		87,611		(2,403)	-2.7%	
License/Permit Fees	-	15		-		-		-	0.0%	
Fuel & Lubricant	235,445	155,202		218,046		219,511		1,465	0.7%	
Tires & Tubes	950	2,226		4,026		25,161		21,135	525.0%	
Repair Parts	52,371	75,758		116,384		154,916		38,532	33.1%	
Bus Cleaning Supplies	5,142	5,846		7,478		7,237		(241)	-3.2%	
Safety Supplies	4,328	1,120		2,388		2,304		(84)	-3.5%	
Misc. Shop Tools	603	1,187		1,350		1,410		60	4.4%	
Travel & Meetings	200	 7,797		250		200		(50)	-20.0%	
Total Operating Expenses	\$ 487,741	\$ 527,259	\$	915,508	\$	892,410	\$	(23,099)	-2.5%	

ON DEMAND VEHICLE MAINTENANCE



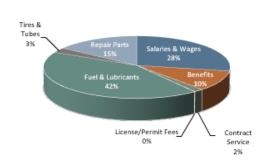


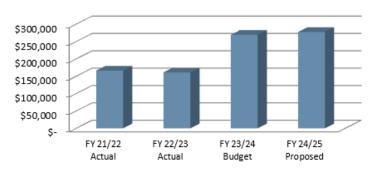
Total Operating Expenses

						FY 24	4/25 Proposed vs	FY 23/24 Budget
	Y 21/22	Y 22/23	Y 23/24	F	Y 24/25			
Description	 Actual	 Actual	 Budget	P	roposed		\$	%
Salaries & Wages	\$ 915	\$ 1,448	\$ 67,515	\$	71,703	\$	4,187	6.2%
Benefits	473	766	27,599		26,812		(787)	-2.9%
Contract Service	8,436	4,021	19,202		15,255		(3,947)	-20.6%
License/Permit Fees	-	-	-		-		-	0.0%
Fuel & Lubricants	8,218	22,922	19,023		40,527		21,505	113.0%
Tires & Tubes	-	-	4,704		2,520		(2,184)	-46.4%
Repair Parts	11,455	735	2,000		4,812		2,812	140.6%
Total Operating Expenses	\$ 29,498	\$ 29,892	\$ 140,043	\$	161,629	\$	21,586	100.0%
								· ·

SERVICE VEHICLE MAINTENANCE

FY 24/25 Operating Budget



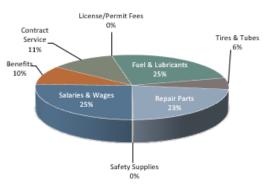


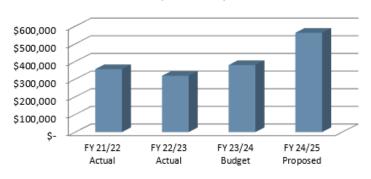
FΥ	24/25	Pro	oosea	٧S	ΗY	23/24	Buaget

Description	Y 21/22 Actual	Y 22/23 Actual	Y 23/24 Budget		Y 24/25 roposed	¢.	%
			 	_		 Ψ	
Salaries & Wages	\$ 23,248	\$ 28,640	\$ 72,917	\$	77,439	\$ 4,522	6.2%
Benefits	12,004	15,140	29,807		28,957	(850)	-2.9%
Contract Service	40,079	32,582	37,461		4,359	(33,102)	-88.4%
License/Permit Fees	75	-	190		193	3	1.6%
Fuel & Lubricants	65,708	55,908	86,690		116,957	30,267	34.9%
Tires & Tubes	5,145	5,522	7,048		7,360	312	4.4%
Repair Parts	20,207	 23,333	 35,621		42,515	 6,894	19.4%
Total Operating Expenses	\$ 166,465	\$ 161,125	\$ 269,733	\$	277,780	\$ 8,047	3.0%

DASH MAINTENANCE

FY 24/25 Operating Budget





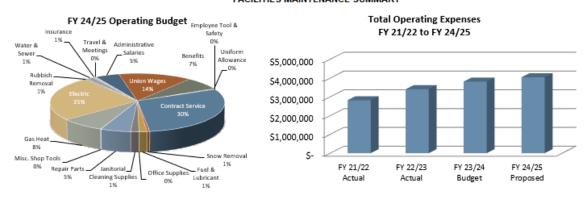
							FY 24	/25 Proposed vs	FY 23/24 Budget
Description	FY 21/22 Actual			 FY 23/24 Budget		Y 24/25 roposed	\$		%
Salaries & Wages	\$ 40,491	\$	37,479	\$ 67,515	\$	143,405	\$	75,890	112.4%
Benefits	20,909		19,813	27,599		53,625		26,026	94.3%
Contract Service	55,990		49,714	53,368		64,277		10,909	20.4%
License/Permit Fees	25		-	43		-		(43)	-100.0%
Fuel & Lubricants	132,557		91,256	109,061		139,697		30,636	28.1%
Tires & Tubes	19,703		22,029	28,500		32,506		4,006	14.1%
Repair Parts	85,921		97,954	91,822		128,472		36,650	39.9%
Safety Supplies	1,152		933	 2,196		948		(1,248)	-56.8%
Total Operating Expenses	\$ 356,748	\$	319,178	\$ 380,104	\$	562,930	\$	182,826	48.1%

FACILITIES MAINTENANCE SUMMARY

FUNCTIONS

- Responsible for the maintenance of the Rapid's administration buildings (Ellsworth, Rapid Central Station, Wealthy and Butterworth) Kentwood Hub and Amtrak stations, CNG Fueling Station, Bus Transit stations and bus stop/shelter program
- · Timely repairs/response to building and grounds requests and needs
- · Implementation of conservation initiatives to reduce our energy use
- Continued development of Building and Grounds Technician skills
- Management of facility construction projects

FACILITIES MAINTENANCE SUMMARY



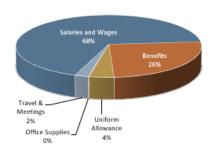
					FY 24/25 Proposed	d vs FY 23/24 Budget
	FY 21/22	FY 22/23	FY 23/24	FY 24/25		
Description	Actual	Actual	Budget	Proposed	<u> </u>	%
Administrative Salaries	\$ 141,483	\$ 148,989	\$ 178,715	\$ 191,425	\$ 12,710	7.1%
Union Wages	307,217	371,365	549,449	578,044	28,595	5.2%
Benefits	231,696	275,081	297,659	287,735	(9,925)	-3.3%
Education Reimbursement	-	-	-	-	-	0.0%
Uniform Allowance	6,907	8,736	11,480	11,480	-	0.0%
Employee Tool & Safety	6,905	6,068	10,100	10,100	-	0.0%
1 Contract Service	783,510	1,178,389	1,044,680	1,192,440	147,760	14.1%
Snow Removal	6,996	8,319	21,100	21,100	-	0.0%
License/Permit Fees	-	-	-	-	-	0.0%
Fuel & Lubricant	-	22,530	42,000	54,000	12,000	100.0%
Office Supplies	159	7	300	400	100	33.3%
Janitorial Cleaning Supplies	32,490	34,852	58,000	58,000	-	0.0%
Repair Parts	170,931	112,943	171,300	213,900	42,600	24.9%
Misc. Shop Tools	1,489	625	1,980	3,180	1,200	60.6%
Gas Heat	257,862	230,831	305,800	311,100	5,300	1.7%
Electric	799,659	911,829	1,006,500	1,007,000	500	0.0%
Rubbish Removal	28,815	30,939	32,880	21,060	(11,820)	-35.9%
Water & Sewer	38,104	43,380	52,150	52,200	50	0.1%
Insurance	3,152	20,248	21,260	22,064	803	3.8%
Travel & Meetings	247	547	4,500	6,200	1,700	37.8%
Total Operating Expenses	\$ 2,817,621	\$ 3,405,680	\$ 3,809,854	\$ 4,041,428	\$ 231,574	6.1%
Total Full Time Employees	10	12	12	12	0	0.0%

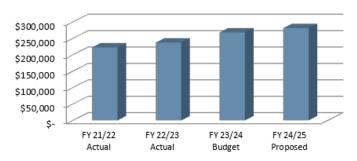
Notes

¹ Added RCS canopy washing, service repairs to CNG compressor, & sculpture movement project, in preparation for our partnership with YMCA & GRPS

FACILITIES MAINTENANCE ADMINISTRATION

FY 24/25 Operating Budget

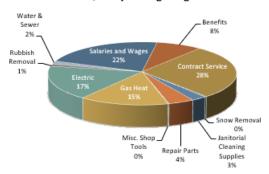


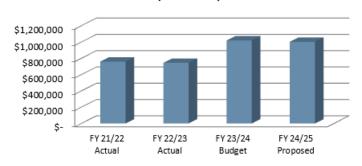


							FY 2	4/25 Proposed vs	FY 23/24 Budget
Description	FY 21/22 Actual	FY 22/23 Actual		FY 23/24 Budget		FY 24/25 Proposed		\$	%
Salaries and Wages	\$ 141,483	\$ 148,989	\$	178,715	\$	191,425	\$	12,710	7.1%
Benefits	73,058	78,762		73,055		71,581		(1,474)	-2.0%
Education Reimbursement	-	-		-		-		-	0.0%
Uniform Allowance	6,907	8,736		11,480		11,480		-	0.0%
Employee Tool & Safety	485	129		-		-		-	0.0%
Office Supplies	159	7		300		400		100	33.3%
Travel & Meetings	247	 547		4,500		6,200		1,700	37.8%
Total Operating Expenses	\$ 222,338	\$ 237,170	\$	268,050	\$	281,087	\$	13,036	4.9%
Total Full Time Employees	2	2		2		2		0	0.0%

WEALTHY BUILDING

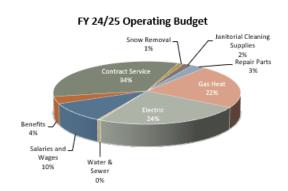
FY 24/25 Operating Budget

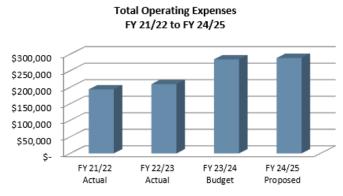




					FY 24/25 Proposed	vs FY 23/24 Budget
	FY 21/22	FY 22/23	FY 23/24	FY 24/25	-	
Description	Actual	Actual	Budget	Proposed	<u> </u>	%
Salaries and Wages	\$ 118,595	\$ 132,923	\$ 233,373	\$ 221,646	\$ (11,727)	-5.0%
Benefits	61,240	70,269	95,398	82,882	(12,516)	-13.1%
Employee Tool & Safety	6,420	5,939	-	-	-	0.0%
Contract Service	201,521	181,757	272,800	278,700	5,900	2.2%
Snow Removal	932	1,204	2,600	2,600	-	0.0%
License/Permit Fees	-	-	-	-	-	0.0%
Janitorial Cleaning Supplies	18,049	15,114	25,000	25,000	-	0.0%
Repair Parts	26,290	20,959	40,000	42,000	2,000	5.0%
Misc. Shop Tools	1,489	625	1,680	1,680	-	0.0%
Gas Heat	151,532	133,981	140,000	145,000	5,000	3.6%
Electric	146,313	152,403	175,000	175,000	-	0.0%
Rubbish Removal	15,200	16,266	17,400	12,000	(5,400)	-31.0%
Water & Sewer	12,114	12,794	16,000	16,000		0.0%
Total Operating Expenses	\$ 759,695	\$ 744,234	\$ 1,019,251	\$ 1,002,508	\$ (16,743)	-1.6%
						_
Total Full Time Employees	8	10	10	10	0	0.0%

ELLSWORTH BUILDING



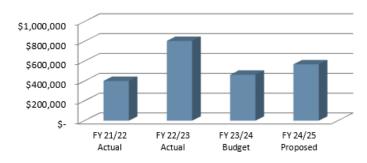


					FY 2	4/25 Proposed vs	FY 23/24 Budget
Description	 Y 21/22 Actual	Y 22/23 Actual	 Y 23/24 Budget	 Y 24/25 Proposed		\$	%
Salaries and Wages	\$ 14,016	\$ 21,682	\$ 20,406	\$ 29,108	\$	8,701	42.6%
Benefits	7,237	11,462	8,342	10,884		2,543	30.5%
Contract Service	62,015	63,349	103,840	96,900		(6,940)	-6.7%
Snow Removal	1,145	1,110	3,000	3,000		-	0.0%
License/Permit Fees	-	-	-	-		-	0.0%
Janitorial Cleaning Supplies	3,401	2,892	5,000	5,000		-	0.0%
Repair Parts	4,503	3,227	7,500	7,500		-	0.0%
Gas Heat	42,170	43,201	65,000	65,000		-	0.0%
Electric	58,091	61,409	70,000	70,000		-	0.0%
Water & Sewer	 1,172	 1,201	 1,500	 1,500			0.0%
Total Operating Expenses	\$ 193,750	\$ 209,532	\$ 284,588	\$ 288,892	\$	4,304	1.5%

RAPID CENTRAL STATION

FY 24/25 Operating Budget

Salaries and Wages 7% Water & Sewer 2% Rubbish Removal 1% Gas Heat 29Repair Parts 2% Janitorial Cleaning Supplies 3%



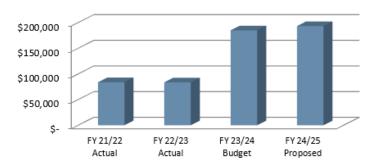
							FY 2	4/25 Proposed vs	FY 23/24 Budget
Description	Y 21/22 Actual	F	Y 22/23 Actual	FY 23/24 Budget	-	Y 24/25 Proposed		\$	%
Salaries and Wages	\$ 17,214	\$	35,753	\$ 36,373	\$	40,198	\$	3,825	10.5%
Benefits	8,889		18,900	14,869		15,032		163	1.1%
Contract Service	232,523		599,469	249,100		354,400		105,300	42.3%
Snow Removal	1,049		955	2,300		2,300		-	0.0%
License/Permit Fees	-		-	-		-		-	0.0%
Janitorial Cleaning Supplies	8,215		10,238	16,000		16,000		-	0.0%
Repair Parts	17,164		11,742	12,300		12,800		500	4.1%
Gas Heat	13,233		9,317	12,000		12,000		-	0.0%
Electric	84,321		99,651	100,000		100,000		-	0.0%
Rubbish Removal	8,939		9,647	10,200		5,400		(4,800)	-47.1%
Water & Sewer	 8,997		8,359	10,000		10,000			0.0%
Total Operating Expenses	\$ 400,543	\$	804,031	\$ 463,141	\$	568,129	\$	104,988	22.7%

BUS STOP AND SHELTER PROGRAM

FY 24/25 Operating Budget

Salaries and Usages 40% Repair Parts 10%

Total Operating Expenses FY 21/22 to FY 24/25

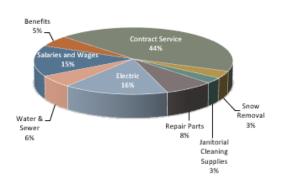


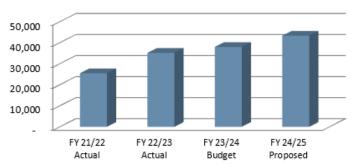
FY 24/25 Proposed vs FY 23/24 Budget

Description	Y 21/22 Actual	 Y 22/23 Actual	Y 23/24 Budget	Y 24/25 roposed	\$	%
Salaries and Wages	\$ 38,620	\$ 39,833	\$ 78,111	\$ 76,823	(1,288)	-1.6%
Benefits	19,942	21,057	31,930	28,727	(3,203)	-10.0%
Contract Service	23,481	21,690	56,000	68,800	12,800	22.9%
Repair Parts	1,978	1,112	 19,000	 19,000	_	0.0%
Total Operating Expenses	\$ 84,021	\$ 83,691	\$ 185,041	\$ 193,350	\$ 8,309	4.5%

KENTWOOD STATION

FY 24/25 Operating Budget



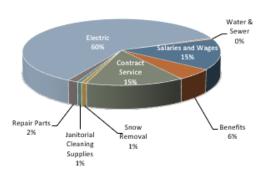


		FY 21/22 FY 22/23		FY 23/24 FY 24/25			. 0.1/05	FY 24/25 Proposed vs FY 23/24 Budget			
Description	Actual		Actual			Y 23/24 Budget	Proposed		\$	%	
Salaries and Wages	\$	2,393	\$	5,763	\$	5,046	\$	6,441	1,395	27.6%	
Benefits		1,235		3,047		2,063		2,408	346	16.8%	
Contract Service		13,001		13,394		14,200		19,000	4,800	33.8%	
Snow Removal		658		570		1,500		1,500	-	0.0%	
Janitorial Cleaning Supplies		-		1,130		1,200		1,200	-	0.0%	
Repair Parts		1,132		3,334		5,000		3,300	(1,700)	-34.0%	
Electric		4,909		5,427		6,500		7,000	500	7.7%	
Water & Sewer		2,163		2,534		2,500		2,500		0.0%	
Total Operating Expenses		25.491		35.198		38.008		43.349	5.340	14.1%	

SILVER LINE BRT STATIONS

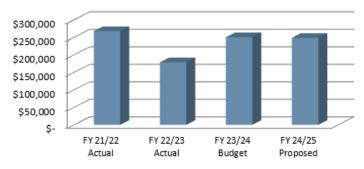
FY 24/25 Operating Budget

Total Operating Expenses FY 21/22 to FY 24/25



FY 21/22

FY 22/23



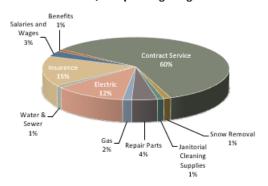
	FY 24/25 Proposed vs FY 23/24 Budget									
FY 24/25										
Proposed	\$	%								
37,677	(3,284)	-8.0%								

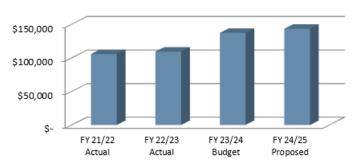
Benefits 13,597 8,965 16,744 14,089 (2,655) -15.9% Contract Service 77,528 28,841 33,750 37,750 4,000 11.9% Snow Removal 541 805 2,000 2,000 - 0.0% Janitorial Cleaning Supplies - 729 1,700 1,700 - 0.0% Repair Parts 77,023 11,128 4,000 4,000 - 0.0% Electric 71,971 109,983 150,000 150,000 - 0.0% Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Description	 Actual	Actual	Budget	P	roposed	 \$	%
Contract Service 77,528 28,841 33,750 37,750 4,000 11.9% Snow Removal 541 805 2,000 2,000 - 0.0% Janitorial Cleaning Supplies - 729 1,700 1,700 - 0.0% Repair Parts 77,023 11,128 4,000 4,000 - 0.0% Electric 71,971 109,983 150,000 150,000 - 0.0% Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Salaries and Wages	\$ 26,332	\$ 16,958	\$ 40,962	\$	37,677	(3,284)	-8.0%
Snow Removal 541 805 2,000 2,000 - 0.0% Janitorial Cleaning Supplies - 729 1,700 1,700 - 0.0% Repair Parts 77,023 11,128 4,000 4,000 - 0.0% Electric 71,971 109,983 150,000 150,000 - 0.0% Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Benefits	13,597	8,965	16,744		14,089	(2,655)	-15.9%
Janitorial Cleaning Supplies - 729 1,700 1,700 - 0.0% Repair Parts 77,023 11,128 4,000 4,000 - 0.0% Electric 71,971 109,983 150,000 150,000 - 0.0% Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Contract Service	77,528	28,841	33,750		37,750	4,000	11.9%
Repair Parts 77,023 11,128 4,000 4,000 - 0.0% Electric 71,971 109,983 150,000 150,000 - 0.0% Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Snow Removal	541	805	2,000		2,000	-	0.0%
Electric 71,971 109,983 150,000 150,000 - 0.0% Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Janitorial Cleaning Supplies	-	729	1,700		1,700	-	0.0%
Water & Sewer 1,158 1,593 1,500 1,500 - 0.0%	Repair Parts	77,023	11,128	4,000		4,000	-	0.0%
	Electric	71,971	109,983	150,000		150,000	-	0.0%
Total Operating Expenses \$ 268,150 \$ 179,002 \$ 250,656 \$ 248,716 \$ (1,940) -0.8%	Water & Sewer	 1,158	1,593	1,500		1,500		0.0%
	Total Operating Expenses	\$ 268,150	\$ 179,002	\$ 250,656	\$	248,716	\$ (1,940)	-0.8%

FY 23/24

AMTRAK STATION

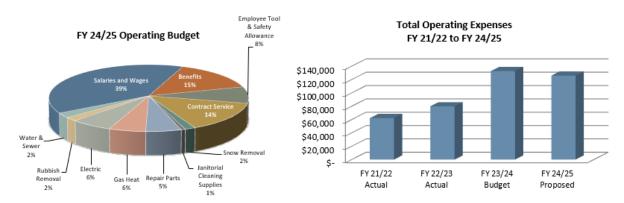
FY 24/25 Operating Budget





							FY 24/25 Proposed vs FY 23/24 Budget		
Description	FY 21/22 Actual		Y 22/23 Actual		Y 23/24 Budget	Y 24/25 roposed		\$	%
Salaries and Wages	\$ 1,873	\$	2,789	\$	1,999	\$ 4,343		2,344	117.3%
Benefits	967		1,475		817	1,624		807	98.8%
Contract Service	82,984		71,846		83,550	85,350		1,800	2.2%
Snow Removal	736		705		1,700	1,700		-	0.0%
Janitorial Cleaning Supplies	645		-		1,500	1,500		-	0.0%
Repair Parts	814		1,612		6,000	6,000		-	0.0%
Gas	1,759		2,257		1,800	2,100		300	16.7%
Electric	11,571		7,049		17,000	17,000		-	0.0%
Water & Sewer	1,160		1,239		1,650	1,700		50	3.0%
Insurance	 3,152		20,248		21,260	 22,064		803	3.8%
Total Operating Expenses	\$ 105,662	\$	109,220	\$	137,276	\$ 143,380	\$	6,104	4.4%

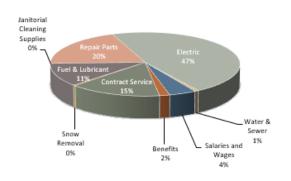
BUTTERWORTH BUILDING

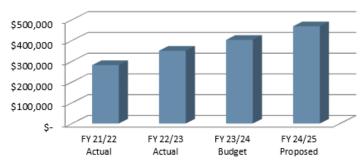


						FY 24/25 Proposed vs FY 23/24 Budge				
Description		Y 21/22 Actual		Y 22/23 Actual	Y 23/24 Budget		Y 24/25 roposed		\$	%
Salaries and Wages	\$	27,472	\$	26,893	\$ 50,618	\$	49,348		(1,270)	-2.5%
Benefits		14,186		14,217	20,692		18,453		(2,239)	-10.8%
Employee Tool & Safety Allowance		-		-	10,100		10,100		-	0.0%
Contract Service		2,850		12,766	21,640		17,940		(3,700)	-17.1%
Snow Removal		541		755	2,000		2,000		-	0.0%
Janitorial Cleaning Supplies		50		794	800		800		-	0.0%
Repair Parts		3,908		6,287	5,800		6,800		1,000	17.2%
Gas Heat		3,453		4,460	7,000		7,000		-	0.0%
Electric		5,518		7,871	8,000		8,000		-	0.0%
Rubbish Removal		2,805		3,007	3,120		2,400		(720)	-23.1%
Water & Sewer		1,456		2,775	 3,000		3,000			0.0%
Total Operating Expenses	\$	62,239	\$	79,826	\$ 132,770	\$	125,841	\$	(6,929)	-5.2%

CNG FUELING STATION

FY 24/25 Operating Budget

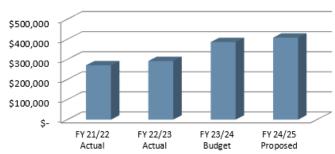




								FY 24/25 Proposed vs FY 23/24 Budget			
Description	FY 21/22 Actual		FY 22/23 Actual		Y 23/24 Budget		Y 24/25 roposed		\$	%	
Salaries and Wages	\$ 11,064	\$	12,676	\$	23,895	\$	20,591		(3,304)	-13.8%	
Benefits	5,713		6,701		9,768		7,700		(2,068)	-21.2%	
Contract Service	26,200		44,277		51,400		69,400		18,000	35.0%	
Snow Removal License/Permit Fees	541 -		805 -		2,000		2,000		-	0.0% 0.0%	
Fuel & Lubricant	-		22,530		42,000		54,000		12,000	28.6%	
Janitorial Cleaning Supplies	-		260		300		300		-	0.0%	
Repair Parts	34,014		40,292		51,200		92,000		40,800	79.7%	
Electric	203,217		222,111		220,000		220,000		-	0.0%	
Water & Sewer	1,037		1,409		3,000		3,000			0.0%	
Total Operating Expenses	\$ 281,786	\$	351,061	\$	403,563	\$	468,990	\$	65,428	16.2%	

LAKER LINE BUILDING

FY 24/25 Operating Budget Water & Sewer Salaries and Wages 0% Salaries and Wages 10% Benefits 4% Contract Service 30% Snow Removal 0% Snow Removal 0% Snow Supplies Supplies



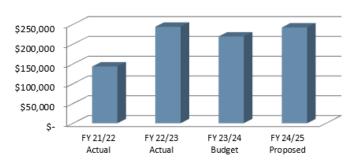
								FY 24/25 Proposed vs FY 23/24 Budget			
Description	FY 21/22 Actual		FY 22/23 Actual		Y 23/24 Budget		Y 24/25 Proposed		\$	%	
Salaries and Wages	\$ 27,584	\$	28,728	\$	27,872	\$	41,534		13,662	49.0%	
Benefits	14,244		15,187		11,393		15,531		4,138	36.3%	
Contract Service	54,252		72,173		118,500		122,300		3,800	3.2%	
Snow Removal	736		615		1,500		1,500		-	0.0%	
Janitorial Cleaning Supplies	2,130		3,274		6,000		6,000		-	0.0%	
Repair Parts	4,103		10,627		8,500		8,500		-	0.0%	
Misc. Shop Tools	-		-		300		1,500		1,200	400.0%	
Gas Heat	45,715		37,544		80,000		80,000		-	0.0%	
Electric	110,938		112,147		120,000		120,000		-	0.0%	
Rubbish Removal	1,871		2,019		2,160		1,260		(900)	-41.7%	
Water & Sewer	 8,847		9,561		10,000		10,000			0.0%	
Total Operating Expenses	\$ 270,421	\$	291,875	\$	386,225	\$	408,125	\$	21,900	5.7%	

LAKER LINE BRT STATIONS

FY 24/25 Operating Budget

Repair Farts 14% Salaries and Wages Water & Sewer 15% Janitorial Cleaning Snow Supplies Removal O% 1% 6%

Total Operating Expenses FY 21/22 to FY 24/25



FY 24/25 Proposed vs FY 23/24 Budget

Description	-	Y 21/22 Actual	Y 22/23 Actual	 FY 23/24 Budget		FY 24/25 Proposed		\$	%	
Salaries and Wages	\$	22,053	\$ 34,500	\$ 23,987	\$	41,271		17,284	72.1%	
Benefits		11,388	18,238	9,805		15,433		5,627	57.4%	
Contract Service		7,156	54,612	34,000		34,000		-	0.0%	
Snow Removal		117	165	1,000		1,000		-	0.0%	
Janitorial Cleaning Supplies		-	421	500		500		-	0.0%	
Repair Parts		-	1,398	7,000		7,000		-	0.0%	
Electric		102,811	132,695	140,000		140,000		-	0.0%	
Water & Sewer		-	1,890	3,000		3,000			0.0%	
Total Operating Expenses	\$	143,525	\$ 243,919	\$ 219,293	\$	242,204	\$	22,912	10.4%	

DEMAND RESPONSE FACILITY

FY 24/25 Operating Budget

Salaries and Wages 34% Repair Parts 19% Snow Removal 5%



FY 24/25 Proposed vs	s FY 23/24 Budget
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	FY:	21/22	F١	Y 22/23	F١	/ 23/24	F١	/ 24/25		
Description	Ac	tual		Actual	В	Budget	Pr	oposed	\$	%
Salaries and Wages	\$	-	\$	12,866	\$	6,808	\$	9,065	 2,257	33.2%
Benefits		-		6,801		2,783		3,390	607	21.8%
Contract Service		-		14,217		5,900		7,900	2,000	33.9%
Snow Removal		-		630		1,500		1,500	-	0.0%
Janitorial Cleaning Supplies		-		-		-		-	-	0.0%
Repair Parts		-		1,226		5,000		5,000	-	0.0%
Gas Heat		-		72		-		-	-	0.0%
Electric		-		1,083		-		-	-	0.0%
Rubbish Removal		-		-		-		-	-	0.0%
Water & Sewer		-		27		-		-	-	0.0%
Total Operating Expenses	\$	-	\$	36,920	\$	21,990	\$	26,855	\$ 4,864	22.1%

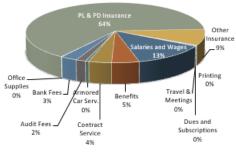
FINANCE

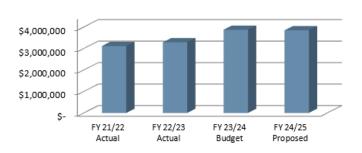
FUNCTIONS

- . Develop and maintain financial and internal controls in alignment with ITP, State and Federal rules as well as GAAP
- · Manage the annual budget through financial analysis and reporting
- · Preparation of internal and external financial reports
- Collection of revenues and disbursement of expenditures
- Provide executive leadership for budgetary, fiscal and financial management of the Rapid's activities



FY 24/25 Operating Budget

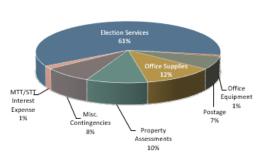


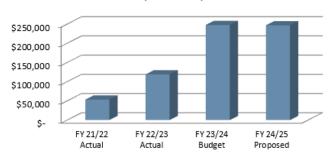


									FY 24/25 Proposed vs FY 23/24 Budget		
	FY 21/22		FY 22/23		FY 23/24		FY 24/25				
Description	Actual		Actual		Budget		Proposed		<u> </u>	%	
Salaries and Wages	\$ 246,945	\$	364,223	\$	459,095	\$	484,794	\$	25,699	5.6%	
Benefits	127,516		192,543		187,669		181,283		(6,386)	-3.4%	
Certifications	-		-		-		-		-	0.0%	
Contract Service	136,000		147,836		145,000		150,000		5,000	3.4%	
Armored Car Serv.	15,925		18,573		20,000		22,000		2,000	0.0%	
Audit Fees	68,515		39,135		60,000		65,000		5,000	8.3%	
Bank Fees	99,992		71,008		90,000		110,000		20,000	22.2%	
Office Supplies	1,187		1,326		4,600		4,600		-	0.0%	
PL & PD Insurance	2,144,540		2,181,385		2,566,330		2,476,954		(89,376)	-3.5%	
Other Insurance	269,624		266,191		312,854		331,825		18,971	6.1%	
Printing	5,463		5,548		8,000		8,500		500	6.3%	
Dues and Subscriptions	280		922		3,699		2,100		(1,599)	-43.2%	
Travel & Meetings	18		4,507		16,800		14,300		(2,500)	-14.9%	
Catering					-		-			0.0%	
Total Operating Expenses	\$ 3,116,006	\$	3,293,197	\$	3,874,047	\$	3,851,356	\$	(22,691)	-0.6%	
Total Full Time Employees	5		6		6		6		0	0.0%	

GENERAL FUND

FY 24/25 Operating Budget





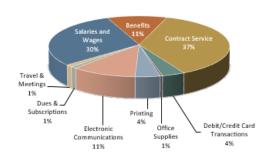
					FY 24/25 Propose	ed vs FY 23/24 Budget
	FY 21/22	FY 22/23	FY 23/24	FY 24/25		
Description	Actual	Actual	Budget	Proposed	\$	%
Salaries and Wages	(1,883)	-	-	-	-	0.0%
Benefits	(972)	-	-	-	-	0.0%
Election Services	-	-	150,000	150,000	-	0.0%
Office Equipment	1,771	1,786	2,000	1,800	(200)	-10.0%
Postage	12,375	12,859	19,000	17,000	(2,000)	-10.5%
Office Supplies	18,292	25,879	30,500	29,000	(1,500)	-4.9%
Property Assessments	23,519	18,638	25,000	25,000	-	100.0%
Misc. Contingencies	-	-	20,000	20,000	-	100.0%
Penalty/Fine	179	(63)	-	-	-	0.0%
MTT/STT Interest Expense	-	1,071	1,000	4,000	3,000	300.0%
Lease Expense		58,812				0.0%
Total Operating Expenses	\$ 53,281	\$ 118,982	\$ 247,500	\$ 246,800	\$ (700)	-0.3%

INFORMATION TECHNOLOGY

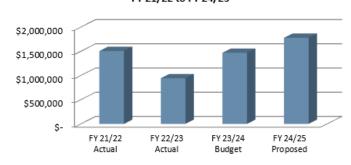
FUNCTIONS

- . Install, configure and manage IT infrastructure, software solutions, and data that support business requirements
- Purchase and maintain hardware, software, and computer equipment/supplies
- · Operate centralized Helpdesk to support end users with routine immediate support
- · Plan and maintain disaster recovery/business continuity for IT infrastructure and services
- . E Fare manager is included within IT and monitors the operation and compliance of the electronic fare collection system
- Ensure Title VI compliance

FY 24/25 Operating Budget



Total Operating Expenses FY 21/22 to FY 24/25



	FY 21/22	F	Y 22/23	F	Y 23/24	F	FY 24/25		
Description	Actual		Actual		Budget		Proposed	<u>\$</u>	%
¹ Salaries and Wages	\$ 416,729	\$	296,059	\$	387,617	\$	535,349	\$ 147,732	38.1%
Benefits	215,189		156,508		158,450		200,188	41,738	26.3%
Uniforms	924		-		-		-	-	0.0%
Contract Service	623,627		228,901		575,401		658,341	82,940	14.4%
Debit/Credit Card Transactions	24,225		43,384		44,000		68,232	24,232	55.1%
Office Supplies	8,740		6,167		6,600		7,200	600	9.1%
Printing	-		11,725		75,000		75,000	-	0.0%
Electronic Communications	209,950		186,684		196,766		195,520	(1,246)	-0.6%
Dues & Subscriptions	5,639		6,728		6,836		18,940	12,104	177.0%
Travel & Meetings	1,253		7,329		18,500		20,500	2,000	10.8%
Total Operating Expenses	\$1,506,276	\$	943,485	\$	1,469,171	\$	1,779,270	\$ 310,098	21.1%
Total Full Time Employees	7		5		5		7	2	40.0%

Notes

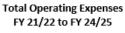
¹ Added Vehicle Technology Coordinator and Application System Analyst

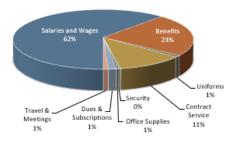
SECURITY

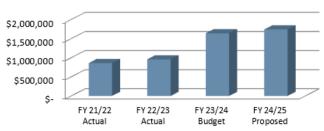
FUNCTIONS

- Coordination of Rapid Central Station security and other Rapid property
- Fare enforcement and education for the Laker Line
- Developing safety, health, security, and emergency preparedness plans as recommended by the FTA,
 TSA/Homeland Security and LEPC
- Conducting site security and threat assessment inspections
- Maintenance and repairs of electronic access control

FY 24/25 Operating Budget





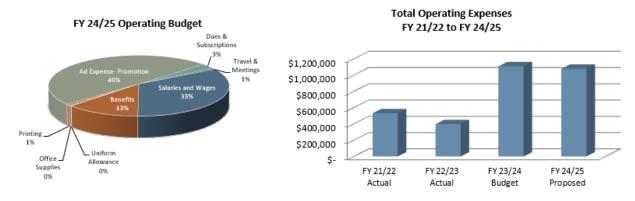


						FY 2	24/25 Propos	ed vs FY 23/24 Budget
	FY 21/22	F	Y 22/23	FY 23/24	FY 24/25			
Description	Actual		Actual	Budget	Proposed		\$	<u></u> %
Salaries and Wages	\$ 317,269	\$	337,151	\$ 969,085	\$ 1,077,510	\$	108,425	11.2%
Benefits	163,830		178,232	396,143	402,923		6,780	1.7%
Uniforms	3,635		2,459	36,545	16,675		(19,870)	-54.4%
Contract Service	17,688		20,581	214,063	194,819		(19,244)	-9.0%
Security	353,335		411,384	6,000	5,000		(1,000)	-16.7%
Office Supplies	3,410		3,191	5,000	7,400		2,400	48.0%
Dues & Subscriptions	309		309	585	22,985		22,400	3829.1%
Travel & Meetings	1,570		5,452	13,500	14,725		1,225	9.1%
Total Operating Expenses	\$ 861,045	\$	958,759	\$ 1,640,920	\$ 1,742,037	\$	101,117	6.2%
Total Full Time Employees	9		8	19	19		0	0.0%

MARKETING & COMMUNICATIONS

FUNCTIONS

- Public education & outreach
- · Creative & strategic communications for external and internal stakeholders and events
- · Proactively engage with the business community, government, and media
- · Process, track, and report customer feedback to deliver a positive customer experience
- Maintain The Rapid's brand identity
- · Support mobility for all with communications efforts, special events, and West Michigan Rideshare activities
- Develop & direct revenue generation from The Rapid's advertising program

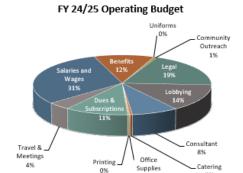


							FY 24/25 Proposed vs FY 23/24 Budget				
	FY 21/22	F	Y 22/23		FY 23/24	FY 24/25					
Description	Actual		Actual		Budget	Proposed		\$	%		
Salaries and Wages	\$ 285,309	\$	204,209	\$	318,704	\$ 361,487	\$	42,783	13.4%		
Benefits	147,326		107,953		130,280	135,174		4,894	3.8%		
Education Reimbursement	-		-		-	-		-	0.0%		
Uniform Allowance	508		902		675	675		-	0.0%		
Contract Service	-		-		-	-		-	0.0%		
Temporary Help	-		-		-	-		-	0.0%		
Office Supplies	475		2,737		6,500	3,500		(3,000)	-46.2%		
Printing	1,646		2,483		8,500	8,500		-	0.0%		
Ad Expense- Promotion	80,609		58,593		541,000	533,000		(8,000)	-1.5%		
Community Outreach	661		3,079		60,000	-		(60,000)	-100.0%		
Dues & Subscriptions	14,031		16,864		35,700	29,000		(6,700)	-18.8%		
Travel & Meetings	812		359		7,900	7,900			0.0%		
Total Operating Expenses	\$ 531,376	\$	397,178	\$	1,109,259	\$ 1,079,236	\$	(30,023)	-2.7%		
Total Full Time Employees	9		6		6	6		0	0.0%		

OFFICE OF THE CEO

FUNCTIONS

- Internal and external direction of The Rapid's divisions
- Managing The Rapid's Work Plan
- · Increasing community support for our objectives
- · Obtaining continued operating and capital financial support
- External communications and media relations
- Cost-efficient and customer-accountable
- New service development





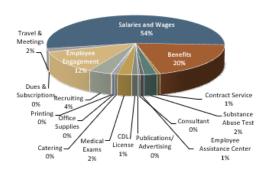
					FY 24/25 Proposed	d vs FY 23/24 Budget
Description	FY 21/22 Actual	FY 22/23 Actual	FY 23/24 Budget	FY 24/25 Proposed	\$	%
Salaries and Wages	\$ 264,918	\$ 244,965	\$ 318,444	\$ 320,384	\$ 1,940	0.6%
Benefits	136,797	129,498	130,173	119,804	(10,369)	-8.0%
Uniforms	-	-	500	500	-	0.0%
Community Outreach	2,162	2,076	6,125	6,125	-	0.0%
Legal	35,651	33,317	200,000	200,000	-	0.0%
Lobbying	108,000	108,091	108,000	150,000	42,000	38.9%
Consultant	22,500	39,875	83,000	83,000	-	0.0%
Catering	9,240	4,071	7,000	4,500	(2,500)	-35.7%
Office Supplies	1,678	306	1,500	1,500	-	0.0%
Printing	-	-	2,500	2,500	-	0.0%
Dues & Subscriptions	84,363	156,643	151,950	112,950	(39,000)	-25.7%
Travel & Meetings	11,160	9,209	30,500	41,500	11,000	36.1%
Total Operating Expenses	\$ 676,469	\$ 728,050	\$ 1,039,692	\$ 1,042,763	\$ 3,071	0.3%
Total Full Time Employees	2	2	2	2	0	0.0%

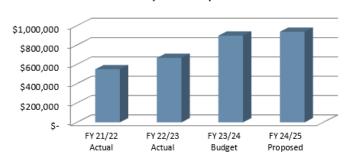
HUMAN RESOURCES

FUNCTIONS

- · Promoting and recruiting the best qualified people, recognizing and encouraging the value of diversity in the work place
- Providing a competitive salary and benefit package that encourages retention
- Establishing, administering and effectively communicating sound policies, rules and practices that treat employees with dignity
 and equality while maintaining company compliance with employment labor laws and labor agreements
- Developing and coordinating employee development programs for agency wide employees as training needs are identified

FY 24/25 Operating Budget





FY 24	/25 Propose	d vs FY	23/24 Bud	lgei
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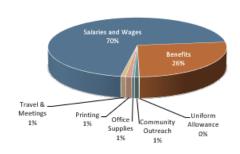
								–		
	FY 21/22	F	FY 22/23		Y 23/24	F	Y 24/25			
Description	Actual		Actual		Budget	P	roposed		\$	%
Salaries and Wages	\$ 241,499	\$	302,650	\$	516,443	\$	502,118	\$	(14,324)	-2.8%
Benefits	124,704		159,993		211,112		187,762		(23,350)	-11.1%
Education Reimbursement	-		-		-		-		-	0.0%
Contract Service	17,697		5,707		3,000		5,000		2,000	66.7%
Substance Abuse Test	17,014		21,663		20,808		20,808		-	0.0%
Employee Assistance Center	200		-		1,500		6,500		5,000	333.3%
Consultant	28,311		3,837		2,500		2,500		-	0.0%
Publications/Advertising	3,324		6,857		10,000		350		(9,650)	-96.5%
CDL License	3,440		6,370		9,945		10,260		315	3.2%
Medical Exams	22,216		26,791		23,380		23,380		-	0.0%
Temporary Help	58,826		78,217		-		-		-	0.0%
Catering	2,083		2,002		3,500		3,500		-	0.0%
Office Supplies	552		338		4,576		4,600		24	0.5%
Printing	682		504		1,800		1,800		-	0.0%
Recruiting	-		4,613		15,000		36,690		21,690	144.6%
Employee Engagement	16,754		39,550		59,850		112,750		52,900	88.4%
Dues & Subscriptions	3,273		998		1,854		2,300		446	24.1%
Travel & Meetings	8,226		5,288		12,000		17,000		5,000	41.7%
Misc. Contingencies	949		1,914		-		-		-	0.0%
Total Operating Expenses	\$ 549,750	\$	667,290	\$	897,267	\$	937,318	\$	40,051	4.5%
Total Full Time Employees	5		5		5		5	\$	-	0.0%

GOVERNMENT & EXTERNAL RELATIONS

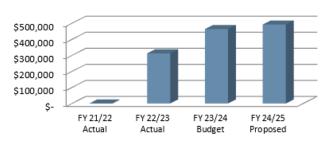
FUNCTIONS

- · Increasing community support for our objectives
- · Obtaining continued operating and capital financial support
- External communications and media relations

FY 24/25 Operating Budget



Total Operating Expenses FY 21/22 to FY 24/25



FY 24/25 Proposed vs FY 23/24 Budget

									 copoooa .c	or recit i baagot
	FY 2	21/22	F	Y 22/23	F	Y 23/24	F	Y 24/25	•	
Description	Ac	tual		Actual		Budget	F	roposed	\$	%
Salaries and Wages	\$	-	\$	191,709	\$	311,133	\$	346,991	\$ 35,858	11.5%
Benefits		-		101,345		127,185		129,754	2,568	2.0%
Education Reimbursement		-		-		10,000		-	(10,000)	-100.0%
Uniform Allowance		-		-		400		400	-	0.0%
Community Outreach		-		-		3,500		3,500	-	0.0%
Contract Service		-		-		-		-	-	0.0%
Office Supplies		-		-		2,500		2,500	-	0.0%
Printing		-		1,146		5,000		5,000	-	0.0%
Dues & Subscriptions		-		18,000		-		-	-	0.0%
Travel & Meetings		-		295		4,000		4,000	-	0.0%
Total Operating Expenses	\$	-	\$	312,495	\$	463,719	\$	492,145	\$ 28,426	6.1%
				4		4		4	0	0.0%

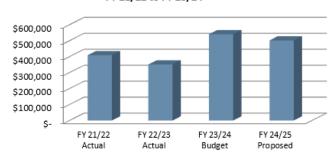
PLANNING

FUNCTIONS

- Short and long range planning and reporting
- · Fixed route planning, route scheduling, mapping and Geographic Information System services
- . Monthly route data entry and analysis
- Quarterly report card data and reporting
- Bus stop/shelter data and location analysis

FY 24/25 Operating Budget





								FY 2	24/25 Proposed	vs FY 23/24 Budget
	FY 21/22	F	Y 22/23	F	Y 23/24	F	Y 24/25			
Description	Actual		Actual		Budget	P	roposed		\$	%
Salaries and Wages	\$ 252,921	\$	210,412	\$	301,094	\$	318,026	\$	16,932	5.6%
Benefits	130,602		111,232		123,081		118,922		(4,159)	-3.4%
Education Reimbursement	-		-		-		-		-	0.0%
Contract Service	-		-		-		-		-	0.0%
Consultant	-		-		10,000		15,000		5,000	50.0%
Publications/Advertising	-		-		-		-		-	0.0%
Office Supplies	54		365		500		500		-	0.0%
Printing	23,985		22,315		53,800		41,300		(12,500)	-23.2%
Dues & Subscriptions	1,187		1,187		40,650		-		(40,650)	-100.0%
Travel & Meetings	265		5,784		11,500		8,000		(3,500)	-30.4%
Total Operating Expenses	\$ 409,014	\$	351,296	\$	540,625	\$	501,748	\$	(38,877)	-7.2%
	4		4		4		4		0	0.0%

SAFETY

FUNCTIONS

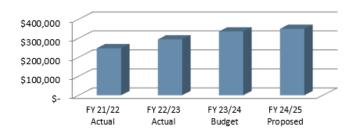
- Managing the Safety Management System (SMS) program as recommended by FTA
- · Developing safety, health, security, and emergency preparedness plans
- · Conducting site safety inspections and monitoring remediation of safety hazards
- · Researching and reporting on accidents to upper management and the FTA with a view to reducing accidents
- Developing and coordinating new employee, remedial and refresher training programs to operators, technicians and supervisors

FY 24/25 Operating Budget

Travel & Salaries & Wages 18%

Uniforms 2%

Dues and Subscriptions 2 Supplies Supplies Supplies 2% License/Permit Fees Exams 2% 0%



					FY 24/25 Pro	posed vs FY 23/24 Budget
Description	FY 21/22 Actual	FY 22/23 Actual	FY 23/24 Budget	FY 24/25 Proposed	\$	%
Salaries & Wages	\$ 129,565	135,453	162,196	167,067	\$ 4,8	71 3.0%
Benefits	66,904	71,606	66,303	62,473	(3,8)	30) -5.8%
Uniforms	-	-	7,480	7,480	-	0.0%
Contract Service	26,377	54,622	49,925	55,035	5,1	10 10.2%
CDL License	7,300	15,275	19,250	19,250	-	0.0%
Medical Exams	-	-	1,950	1,950	-	0.0%
License/Permit Fees	2,080	948	7,355	7,055	(3)	00) -4.1%
Office Supplies	232	3,739	4,410	5,500	1,0	90 24.7%
Safety Supplies	10,277	3,225	8,700	10,324	1,6	24 18.7%
Dues and Subscriptions	1,652	6,655	5,580	6,580	1,0	00 17.9%
Travel & Meetings	3,632	2,600	2,700	7,200	4,5	00 166.7%
Total Operating Expenses	\$ 248,019	\$ 294,122	\$ 335,849	\$ 349,914	\$ 14,0	55 4.2%
Total Full Time Employees	2	2	2	2		- 0.0%

PURCHASING

FUNCTIONS

- Procure good and services that are the best overall value
- · Encourage maximum competition while adhering to agency, State and Federal rules and regulations
- Develop and maintain the use of Disadvantaged Business Enterprises (DBE) firms

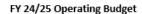
Total Operating Expenses FY 24/25 Operating Budget FY 21/22 to FY 24/25 \$300,000 \$250,000 \$200,000 \$150,000 \$100,000 \$50,000 Publications/ \$-Meetings Dues & J 1% Subscriptions Advertising 0% FY 21/22 FY 22/23 FY 23/24 FY 24/25 Coffice Supplies Actual Actual Budget Proposed 0% 0%

								FY 2	4/25 Proposed vs	FY 23/24 Budget
Description	FY 21/22 Actual		FY 22/23 Actual		Y 23/24 Budget	-	Y 24/25 roposed	\$		%
Salaries and Wages	\$ 107,985	\$	115,255	\$	204,870	\$	183,635	\$	(21,235)	-10.4%
Benefits	55,761		60,929		83,747		68,668		(15,079)	-18.0%
Education Reimbursement	-		-		-		-		-	0.0%
Publications/Advertising	115		125		300		300		-	0.0%
Office Supplies	59		271		100		100		-	0.0%
Printing	-		-		-		-		-	0.0%
Dues & Subscriptions	255		340		550		800		250	45.5%
Travel & Meetings	868		440		3,000		1,500		(1,500)	-50.0%
Total Operating Expenses	\$ 165,043	\$	177,360	\$	292,566	\$	255,003	\$	(37,564)	-12.8%
Total Full Time Employees	3		3		3		3		0	0.0%

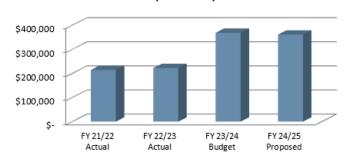
GRANTS

FUNCTIONS

- Submission and administration of all capital and operating grants to both Federal Transit Administration (FTA) and Michigan Department of Transportation (MDOT)
- · Liaison with FTA and MDOT staff
- Preparation of the annual elements for the Transportation Improvement Program (TIP)
- Reporting on all grant activities
- Continual review and preparation for Triennial
- · Seek opportunities and apply for new sources of capital and operating funds







								FY 24	1/25 Proposed v	s FY 23/24 Budget
Description	FY 21/22 Actual		FY 22/23 Actual	'	FY 23/24 Budget	FY 24/25 Proposed			\$	%
Salaries and Wages	\$ 141,24	8	\$ 145,191	\$	261,244	\$	261,810	\$	566	0.2%
Benefits	72,93	7	76,754		106,792		97,901		(8,891)	-8.3%
Consultant	-		-		-		-		-	0.0%
Publications/Advertising	59	1	564		600		900		300	50.0%
Office Supplies	-		-		100		50		(50)	-50.0%
Travel & Meetings		<u>6</u> _	-		-		750		750	0.0%
Total Operating Expenses	\$ 214,78	1	\$ 222,508	\$	368,736	\$	361,411	\$	(7,325)	-2.0%
Total Full Time Employees		2	3		3		3		0	0.0%

XII. Five-Year Operating Budget Projection

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
	ACTUALS	ACTUALS	APPROVED	PROPOSED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
Revenues and Operating Assistance								
Passenger Fares	\$ 4,216,120	\$ 4,534,783	\$ 4,895,883	\$ 4,857,788	\$ 4,999,339	\$ 5,097,466	\$ 5,197,536	\$ 5,299,590
Sale of Transportation Services	6,736,063	5,932,328	6,391,420	7,228,799	7,521,602	7,828,148	8,149,105	8,484,243
State Operating Assistance	15,105,760	14,310,222	18,870,616	14,900,766	17,834,201	18,674,711	19,557,584	20,482,418
Property Taxes	18,012,199	18,867,978	19,661,002	21,250,832	21,888,357	22,545,007	23,221,358	23,917,998
Advertising & Miscellaneous	\$770,856	\$1,816,996	\$714,020	\$1,921,685	\$1,974,933	\$2,032,117	\$2,093,616	\$2,159,848
Subtotal Revenues and Operating Assistance	\$ 44,840,999	\$ 45,462,307	\$50,532,941	\$ 50,159,869	\$ 54,218,431	\$ 56,177,449	\$ 58,219,199	\$ 60,344,097
Grant Operating Revenues (COVID Relief)	20,442,306	8,321,660		_	_	_	_	
Reserves Used			5,474,452	8,150,769	7,278,812	8,226,230	9,228,870	10,293,054
Total Revenues and Operating Assistance	\$ 65,283,305	\$ 53,783,967	\$ 56,007,392	\$ 58,310,638	\$ 61,497,244	\$ 64,403,680	\$ 67,448,068	\$ 70,637,151
Expenses								
Salaries and Wages	\$ 18,187,373	\$ 18,988,882	\$ 26,043,004	\$ 27,950,411	\$ 29,347,932	\$ 30,815,328	\$ 32,356,095	\$ 33,973,899
Benefits	9,508,010	10,156,108	10,842,785	10,629,553	11,609,325	12,134,679	12,686,949	13,267,543
Contractual Service	3,441,342	3,475,406	3,912,166	4,129,900	4,231,395	4,442,965	4,665,113	4,898,369
Materials and Supplies	4,441,604	4,465,857	4,995,840	5,241,038	5,431,220	5,595,667	5,766,337	5,943,502
Utilities, Insurance, and Miscellaneous	4,101,635	4,420,125	5,699,115	5,609,698	5,864,832	6,132,126	6,412,171	6,705,591
Purchased Transportation	5,558,119	7,269,466	8,514,483	8,750,038	9,012,539	9,282,915	9,561,403	9,848,245
•								
Expenses Before Capitalized Operating	\$ 45,238,083	\$ 48,775,844	\$ 60,007,392	\$ 62,310,638	\$ 65,497,244	\$ 68,403,680	\$ 71,448,068	\$ 74,637,150
Capitalized Operating Expenses		(3,186,414)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)
Total Operating Expenses	\$ 45,238,083	\$ 45,589,430	\$ 56,007,392	\$ 58,310,638	\$ 61,497,244	\$ 64,403,680	\$ 67,448,068	\$ 70,637,151
Reserves Used	397,084	127,123	5,474,452	8,150,769	7,278,812	8,226,230	9,228,870	10,293,054
Reserve Balance	\$ 47,977,559	\$ 56,172,096	\$ 50,697,645	\$ 42,546,876	\$ 35,268,063	\$ 27,041,833	\$ 17,812,963	\$ 7,519,909
Neserve balance	y 41,511,555	y 30,172,030	y 30,037,043	y 42,540,670	y 33,200,003	y 21,041,033	Deficit	\$ 7,313,303
							Delicit	Y

A conservative approach was used in developing the Five-Year Operating budget. The five-year operating budget is based on the FY 24/25 proposed budget along with an average increase of 3.6% in revenues and an average increase of 4-5% in expenses for each year through FY 28/29. Each year preventative maintenance is used to minimize the use of reserves.

Based on our forecast, we anticipate a reserve balance of \$7.5 million by the end of FY 28/29. While the picture is more optimistic than prior forecasts, there is a clear and present revenue shortfall that requires a permanent solution for The Rapid to remain solvent. We continue to explore alternative funding sources, including additional grant opportunities, new business partnerships, and a millage increase, or at the minimum, a millage renewal. It is necessary that we continue to examine alternative revenue sources and re-evaluate our expenses annually to ensure that we can continue to provide an optimal level of service to the community.

XIII. Staff Revenue Recommendations

The Executive and leadership team are responsible for building organizational capacity, and to ensure long-term sustainable operations and success of the agency. As the six cities that comprise The Rapid's service area continue to grow, the team is laser focused on optimization of each and every route while maintaining a reliable, safe, and convenient customer experience.

This budget year has been challenging. With all of our Transit Master Plan public engagement data, our community value survey data, and our customer on-board survey responses, along with GVMC's TDM study, the City Grand Rapids Master Plan, the Growing Michigan Together report and the American Society of Engineers-Michigan Report Card all pointing to a desire for more service frequency, expanded hours of service, expanded geographical reach and a strong desire for mobility without needing to own a vehicle is in stark contrast to our current funding environment.

State operating reimbursement support has decreased, low farebox recovery, and a millage rate of 1.47 which has not increased since implementation in 2012; further reduced by Headlee and capture leaving even less funding. The reality of this budget recommendation is The Rapid has limited opportunities to impact operating revenue and accomplish any of the desired improvements our six city communities want and deserve.

We currently have three primary operating revenue sources: property taxes, state operating assistance, and fare collection. Fare collection includes both passenger fares and sale of transportation services. Property taxes are established by property assessment and state operating assistance is determined by legislation. In contrast, passenger fares and sale of transportation services do fall within the agency's control. In August of 2013, the Board of Directors established Fare Policy Guidelines, setting a Farebox Recovery threshold of 25%, which prompts staff to evaluate the fare structure. In April 2024, the Board of Directors adopted the FY 24/25 Budget Guidelines, which included a provision to analyze the fare structure if State Operating Assistance fell below 29%. With a farebox recovery rate of 11% and State Operating Assistance at 26% for FY 24/25, a fare analysis was triggered.

At the June 12, 2024, Finance Committee meeting, staff presented four fare options: increase adult fare to \$2.00, raising the monthly fare cap to \$60, increasing the Partner fare from \$1.25 to \$1.75, and adjusting the pass-through State Operating Assistance percentage applied to our contract service rate. The Finance Committee approved presenting the \$60 monthly cap and the adjustment to the contract service rate to the Board of Directors for further discussion.

Adjusting the monthly cap to \$60 is estimated to have a potential impact of \$1.9 million for FY 24/25. The estimate assumes the change would be implemented in April 2025, 6 months into the fiscal year, allowing time for the necessary equity analysis and Board approval. The detailed analysis is available on pages 22-24 of the slide presentation.

Our contract service rate includes full credit for State Operating Assistance (SOA). Staff is recommending a reduction of shared State Operating Assistance, by 5%, rather than providing

full credit. For FY 24/25, audited FY 22/23 expenses and State Operating Assistance (SOA) percentage were used to determine the rate. The SOA rate used was 29.20%. Reducing the rate to 24.20% would have resulted in an additional \$472,000 in revenue. This change is not anticipated to take effect this year, as it would require a discussion with our partners regarding the change in methodology. The analysis is available on page 25 of the slide presentation.

The proposed revenue recommendations will help reduce the deficit, but there is still work to be done. It's essential to start the process now to ensure long-term sustainability.



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Budget Timeline Current FY 24/25 Draft Operating Budget Revenues Expenses Five Year Operating Projection **Annual Grant Budget** Summary Staff Revenue Recommendations **Rapid Connect Discussion**

Budget Timeline

Budget Preparation (March - April) - Staff establishes budget guidelines and submits to Finance Committee for review at April 17 meeting. Full Board review/approval at April 24 meeting.

Budget Development (April-June) - Directors submit budgets to the Finance department for budget review. The leadership team meets and discusses each departmental budget.

Budget Review (June-July) - Leadership team reviews and approves budget by June. Preliminary budget is reviewed at July 24 board budget workshop.

Budget Adoption (August) - Board adopts FY 24/25 Operating and Grants budgets at August 28 meeting.

Current FY 24/25 Draft Operating Budget - Revenue

	FY 18/19 FY 19/20			FY 21/22 FY 22/23							FY 24/25 Proposed vs. FY 23/24 Budget			
	Actual		Actual		Actual	Actual		Actual			Proposed		\$	<u>%</u>
Revenues and Operating Assistance														
Passenger Fares	\$ 6,611,260	\$	4,105,834	\$	4,216,120	\$	4,534,783	\$	4,895,883	\$	4,857,788	\$	(38,095)	-0.8%
Sale of Transportation Services														
Grand Valley State University	\$ 2,466,820	\$	2,282,372	\$	3,257,449	\$	3,188,376	\$	3,682,642	\$	3,743,876	\$	61,234	1.7%
DASH Contract	2,365,359		2,058,507		2,289,137		1,659,742		1,856,468		2,522,264		665,796	35.9%
Township Services	548,036		570,393		425,945		388,759		185,836		204,912		19,076	10.3%
Other	202,981		220,356		201,194		203,024		218,635		282,557		63,922	29.2%
CMH Contribution	724,649		390,640		393,262		403,637		447,839		475,190		27,351	6.1%
Route 19	468,408		248,366											
Vanpool Transportation	115,696		57,302		64,517		(1,243)							
Subtotal Sale of Transportation Services	\$ 6,891,949	\$	5,827,936	\$	6,631,504	\$	5,842,295	\$	6,391,420	\$	7,228,799	\$	837,378	13.1%
State Operating*	\$ 14,894,724	\$	13,849,041	\$	15,105,760	\$	14,310,222	\$	18,870,616	\$	14,900,766	\$	(3,969,850)	-21.0%
Property Taxes	16,237,538		16,791,217		18,012,199		18,867,978		19,661,002		21,250,832		1,589,830	8.1%
Advertising and Miscellaneous	554,551		649,209		875,415		1,907,029		714,020		1,921,685		1,207,665	169.1%
Subtotal Revenues and Operating Assistance	\$ 45,190,024	\$	41,223,237	\$	44,840,999	\$	45,462,307	\$	50,532,941	\$	50,159,869	\$	(373,072)	-0.7%
Grant Operating Revenue			2,355,997		20,442,504		8,321,660							
Reserves Used									5,474,452		8,150,769		2,676,318	48.9%
Total Revenues and Operating Assistance	\$ 45,190,024	\$	43,579,234	\$	65,283,503	\$	53,783,968	\$	56,007,392	\$	58,310,638	\$	2,303,246	4.1%

^{*}State Operating Assistance is estimated at 26%

Current FY 24/25 Draft Operating Budget - Expenses

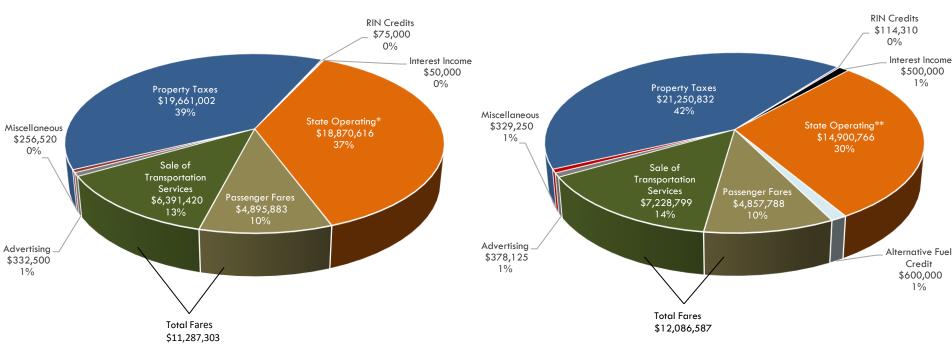
		FY 18/19	FY 19/20	FY 21/22		FY 22/23	FY 23/24	FY 24/25	FY 24/25 Propos vs. FY 23/24 Bud	
		Actual	Actual	Actual		Actual	Budget	Proposed	\$	%
Operating Expenses										
Salaries and Wages										
Administrative	\$	4,400,948	\$ 6,118,778	\$ 4,449,829	\$	4,793,970	\$ 7,226,978	\$ 7,826,769	\$ 599,791	8.3%
Operator		12,508,602	10,286,500	11,891,322		12,093,929	16,033,168	17,173,678	1,140,510	7.1%
Maintenance		1,840,683	1,896,150	1,846,222		2,100,983	2,782,858	2,949,964	167,107	6.0%
Subtotal Salaries and Wages	\$	18,750,233	\$ 18,301,428	\$ 18,187,373	\$	18,988,882	\$ 26,043,004	\$ 27,950,411	\$ 1,907,407	7.3%
Benefits	\$	10,670,188	\$ 10,336,791	\$ 9,508,010	\$	10,156,108	\$ 10,842,785	\$ 10,629,553	\$ (213,232)	-2.0%
Contractual Services	\$	2,653,123	\$ 2,644,897	\$ 3,441,342	\$	3,475,406	\$ 3,912,166	\$ 4,129,900	\$ 217,734	5.6%
Materials and Supplies										
Fuel and Lubricants		2,710,729	1,689,996	\$ 2,838,082	\$	2,716,979	\$ 3,026,466	\$ 3,029,049	\$ 2,582	0.1%
Other	•	2,024,395	1,780,345	1,603,522	•	1,748,878	1,969,374	2,211,990	242,616	12.3%
Subtotal Materials and Supplies	\$	4,735,124	3,470,341	\$ 4,441,604	\$	4,465,857	\$ 4,995,840	\$ 5,241,038	\$ 245,198	4.9%
Utilities, Insurance, & Miscellaneous	\$	3,039,242	\$ 3,089,703	\$ 4,101,635	\$	4,420,125	\$ 5,699,115	\$ 5,609,698	(89,416)	-1.6%
Purchased Transportation	\$	7,480,048	\$ 5,326,226	\$ 5,558,119	\$	7,269,466	\$ 8,514,483	\$ 8,750,038	\$ 235,555	2.8%
Operating Expenses before Capitalized Operating	\$	47,327,958	\$ 43,169,386	\$ 45,238,083	\$	48,775,844	\$ 60,007,392	\$ 62,310,638	\$ 2,303,246	3.8%
Capitalized Operating Expenses		(1,511,393)				(3,186,414)	(4,000,000)	(4,000,000)	-	0.0%
Total Operating Expenses	\$	45,816,565	\$ 43,169,386	\$ 45,238,083	\$	45,589,430	\$ 56,007,392	\$ 58,310,638	\$ 2,303,246	4.1%
Reserves Used			1,812,352	\$ 397,084	\$	127,123	\$ 5,474,452	\$ 8,150,769	2,676,318	48.9%

Revenues

Prior Year Revenue Comparison



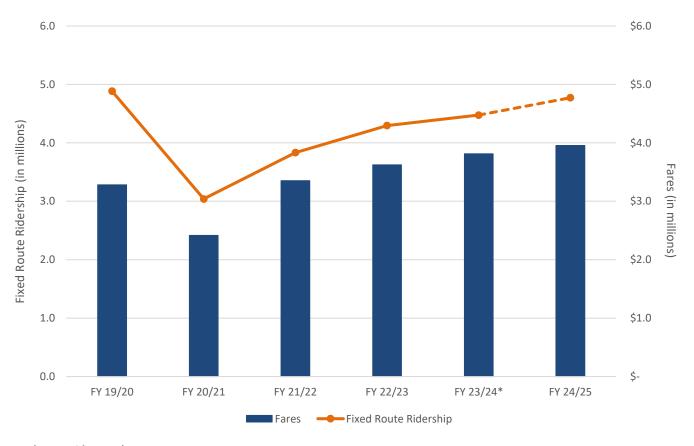
FY 24/25 - \$50.2 Million



^{*}State Operating Assistance was budgeted at 34%

^{**}State Operating Assistance is budgeted at 26%

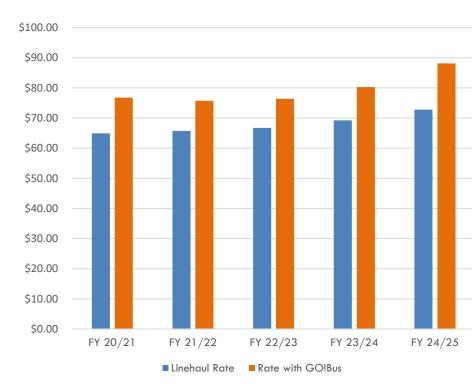
Fare Revenue & Ridership History



Maintaining Strong Partnerships

	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Full Hourly Cost	\$94.91	\$95.21	\$97.56	\$98.20	\$102.80
Linehaul Rate	\$64.92	\$6 <i>5.7</i> 1	\$66.73	\$69.22	\$72.78
Rate with GO!Bus	\$76.75	\$ 75.7 1	\$76.37	\$80.28	\$88.10
State Operating %	32.04%	30.98%	31.60%	29.51%	29.20%
Audited Fiscal Year ¹	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23

- 1. Full cost per hour is based on audited financial statements and expected service levels
- 2. State operating "discount" of 29.20% applied
- Additional cost for GO!Bus operations added to partner cost for service outside of six-city service area (townships)
- 4. Linehaul rate increased 5.1% from FY 23/24
- 5. Rate with GO!Bus increased 9.7% from FY 23/24

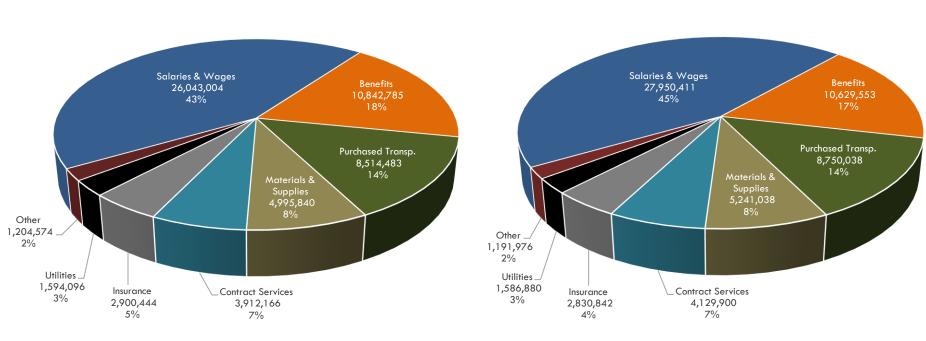


Expenses

Prior Year Expense Comparison



FY 24/25 - \$62.3 Million



New Proposed Positions & Staff Count

	Authorized*	FY 23/24 Budgeted	Unbudgeted	Vacant	FY 24/25 Budgeted
Administration			_		
Full Time	102	97	3	2	100
Part Time	8	8	0	0	8
Total					
Administration	110	105	3	2	108
Maintenance					
Fleet	36	33	3	0	36
Facilities	10	10	0	0	10
Total					
Maintenance	46	43	3	0	46
Operators					
Full Time	272	245	0	27	245
Part Time	49	20	0	29	20
Total Operators	321	265	0	56	265
Total Positions	477	413	6	58	419

Administration

- Transportation Supervisor
- Vehicle Technology Coordinator
- Application System Analyst

Maintenance

Fleet Detail & Utility Technician (3)

Operators

No Additions/Subtractions

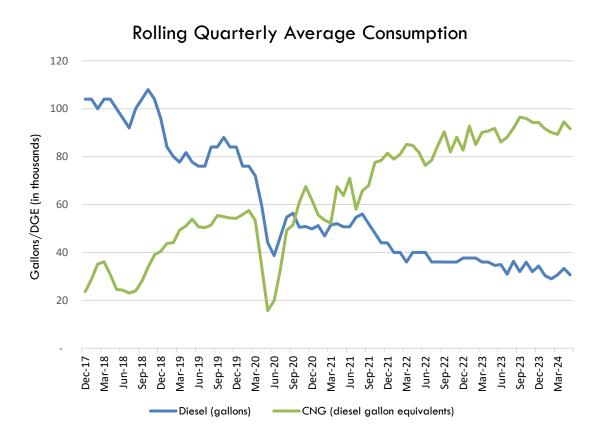
^{*}Number of positions previously approved by the Board

Individual Department Budgets

Summary of Budget Changes from F	Summary of Budget Changes from FY 23/24 to FY 24/25									
	Bud	dget Change								
Department	%	Amount								
Transportation	4.6	1,122,807								
Fleet Maintenance	1.3	124,610								
Paratransit, ADA & Mobility Services	4.7	464,605								
Finance/General	(0.6)	(23,391)								
Facilities Maintenance	6.1	231,574								
IT	21.1	310,098								
Security	6.2	101,117								
Communications	(2.7)	(30,023)								
CEO	0.3	3,071								
HR	4.5	40,051								
Planning	(7.2)	(38,377)								
Safety & Training	4.2	14,065								
Grants & Capital Projects	(2.0)	(7,325)								
Purchasing	(12.8)	(37,564)								
Government & Ext. Relations	6.1	28,426								

- Each Director will provide a short summary upon request of their departmental changes greater than \$100,000.
- Individual budgets can be referenced in FY 24/25 Draft Operating Budget Packet, Pages 15-50

Fleet Conversion



- Diesel
 - 30 buses in fleet
 - 20 linehaul
 - 10 Silver Line (diesel/hybrid)
- CNG
 - 102 buses in fleet
 - 85 linehaul
 - 17 Laker Line
- Replacing 12 diesel to CNG in FY 24/25
- Fully CNG fleet by the end of calendar year 2026

Health Insurance Renewal

- Medical
 - Blue Cross Blue Shield (BCBS) proposes a 26% renewal increase
 - Options:
 - O Priority Health Tiered Network Plan option with a proposed 7% increase
 - O Same choices: HMO, PPO, and HMO H.S.A
 - 99% overlap in providers
 - o 65% of current physicians are within Tier 1
 - 8.9% Rate Cap for FY 25/26
- Dental
 - 5% to 12% renewal increase depending on plan type
- Life Insurance
 - 30% (\$8,480) increase with a 2 year rate guarantee
- Short and Long Term Disability
 - No changes with a flat renewal

PL & PD Experience



Premiums

- Using broker's preliminary numbers
- Increased 15% from current year due to general market outlook
- Reviewing market and negotiating a single digit increase with current carrier

Experience

 Losses have remained well under our premium since FY 19/20

Current 5-Year Operating Projection - Revenue

1								
	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
	ACTUALS	ACTUALS	APPROVED	PROPOSED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
Revenues and Operating Assistance								
Passenger Fares	\$ 4,216,120	\$ 4,534,783	\$ 4,895,883	\$ 4,857,788	\$ 4,999,339	\$ 5,097,466	\$ 5,197,536	\$ 5,299,590
Sale of Transportation Services	6,736,063	5,932,328	6,391,420	7,228,799	7,521,602	7,828,148	8,149,105	8,484,243
State Operating Assistance	15,105,760	14,310,222	18,870,616	14,900,766	17,834,201	18,674,711	19,557,584	20,482,418
Property Taxes	18,012,199	18,867,978	19,661,002	21,250,832	21,888,357	22,545,007	23,221,358	23,917,998
Advertising & Miscellaneous	\$770,856	\$1,816,996	\$714,020	\$1,921,685	\$1,974,933	\$2,032,117	\$2,093,616	\$2,159,848
Subtotal Revenues and Operating Assistance	\$ 44,840,999	\$ 45,462,307	\$ 50,532,941	\$ 50,159,869	\$ 54,218,431	\$ 56,177,449	\$ 58,219,199	\$ 60,344,097
Grant Operating Revenues (COVID Relief)	20,442,306	8,321,660						
Reserves Used			5,474,452	8,150,769	7,278,812	8,226,230	9,228,870	10,293,054
Total Revenues and Operating Assistance	\$ 65,283,305	\$ 53,783,967	\$ 56,007,392	\$ 58,310,638	\$ 61,497,244	\$ 64,403,680	\$ 67,448,068	\$ 70,637,151

Current 5-Year Operating Projection - Expenses

	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
	ACTUALS	ACTUALS	APPROVED	PROPOSED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
Expenses								
Salaries and Wages	\$ 18,187,373	\$ 18,988,882	\$ 26,043,004	\$ 27,950,411	\$ 29,347,932	\$ 30,815,328	\$ 32,356,095	\$ 33,973,899
Benefits	9,508,010	10,156,108	10,842,785	10,629,553	11,609,325	12,134,679	12,686,949	13,267,543
Contractual Service	3,441,342	3,475,406	3,912,166	4,129,900	4,231,395	4,442,965	4,665,113	4,898,369
Materials and Supplies	4,441,604	4,465,857	4,995,840	5,241,038	5,431,220	5,595,667	5,766,337	5,943,502
Utilities, Insurance, and Miscellaneous	4,101,635	4,420,125	5,699,115	5,609,698	5,864,832	6,132,126	6,412,171	6,705,591
Purchased Transportation	5,558,119	7,269,466	8,514,483	8,750,038	9,012,539	9,282,915	9,561,403	9,848,245
Expenses Before Capitalized Operating	\$ 45,238,083	\$ 48,775,844	\$ 60,007,392	\$ 62,310,638	\$ 65,497,244	\$ 68,403,680	\$ 71,448,068	\$ 74,637,150
Capitalized Operating Expenses		(3,186,414)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)
Total Operating Expenses	\$ 45,238,083	\$ 45,589,430	\$ 56,007,392	\$ 58,310,638	\$ 61,497,244	\$ 64,403,680	\$ 67,448,068	\$ 70,637,151
Reserves Used	397,084	127,123	5,474,452	8,150,769	7,278,812	8,226,230	9,228,870	10,293,054
Reserve Balance	\$ 47,977,559	\$ 56,172,096	\$ 50,697,645	\$ 42,546,876	\$ 35,268,063	\$ 27,041,833	\$ 17,812,963	\$ 7,519,909
							Deficit	\$ -

FY 24/25 Draft Grant Budget

	Adopted Budget	,	Amended Budget	Month To Date	Year To Date	Balance
Grant Revenue Federal Grant Assistance State Grant Assistance Transfer In - Operating Budget Use of Restricted Net Assets Other Local	\$ 19,310,779 4,827,695 - -	\$	19,310,779 4,827,695 - -	\$ - - - -	\$ - - - -	\$ 19,310,779 4,827,695 - -
Total Grant Revenue	\$ 24,138,473	\$	24,138,473	\$ -	\$ -	\$ 24,138,473
<u>Labor</u> Administrative Salaries Fringe Benefit Distribution	40,000 20,000		40,000 20,000	-	-	40,000 20,000
Total Labor	60,000		60,000	-	-	60,000
Materials & Supplies Tires & Tubes Office Supplies Printing	\$ 900,000 1,000 1,000	\$	900,000 1,000 1,000	\$ - - -	\$ - - -	\$ 900,000 1,000 1,000
Total Materials & Supplies	\$ 902,000	\$	902,000	\$ -	\$ -	\$ 902,000
Purchased Transportation Purchased Transportation Specialized Services	\$ 1,200,000 795,474	\$	1,200,000 795,474	\$ 	\$ 	\$ 1,200,000 795,474
Total Purchased Transportation	\$ 1,995,474	\$	1,995,474	\$ -	\$ -	\$ 1,995,474
Other Expenses Dues & Subscriptions Professional Development	\$ 30,000 30,000	\$	30,000 30,000	\$ 	\$ 	\$ 30,000 30,000
Total Other Expenses	\$ 60,000	\$	60,000	\$ -	\$ -	\$ 60,000
<u>Capital</u> Rolling Stock Facilities Equipment Other	\$ 10,463,411 1,208,000 938,843 4,053,116	\$	10,463,411 1,208,000 938,843 4,053,116	\$ - - -	\$ - - -	\$ 10,463,411 1,208,000 938,843 4,053,116
Total Capital	\$ 16,663,370	\$	16,663,370	\$ -	\$ -	\$ 16,663,370
Planning Services Capitalized Operating	457,630 4,000,000		457,630 4,000,000			457,630 4,000,000
Total Expenditures	\$ 24,138,473	\$	24,138,473	\$ -	\$ -	\$ 24,138,473

Summary

- Ridership is projected to climb conservatively over the next year
- \$4.0M in preventative maintenance funds will be used for operating
- \$8.2M from reserves will be used to offset lost revenue
- Proposed total revenues to decrease 0.7%
- Proposed total expenses to increase 3.8%
- Conversion to CNG buses increased 8% and is continuing to progress
- Working closely with our insurance broker to manage healthcare and auto liability
- The Rapid remains committed to delivering safe, reliable, and clean service to our communities

Staff Revenue Recommendations

Fare Policy

- Fare History Highlights
 - Established Fare Policy Guidelines August 28th, 2013
 - Adopted Fare Policy and Changes February 26th, 2014
 - Set the warning threshold for Farebox Recovery Rate (FRR) at 25%
 - Through June 2024, FRR is at 11.1%
 - Led to a fare structure evaluation
 - Last fare increase- October 2015
 - Implementation of capped fare system- August 14, 2018
 - Adopted FY 24/25 Budget Guidelines April 17, 2024
 - Included provision for fare structure evaluation if State Operating percentage is under 29%
- Conducted a linear regression analysis, based on 5 different peer groups
 - Population
 - Ridership
 - Operating Budget
 - State of Michigan peers
 - Transit Master Plan (TMP) peers
- Our adult fare is similar to our peer groups, but our monthly cap is low

Peer Fare Analysis

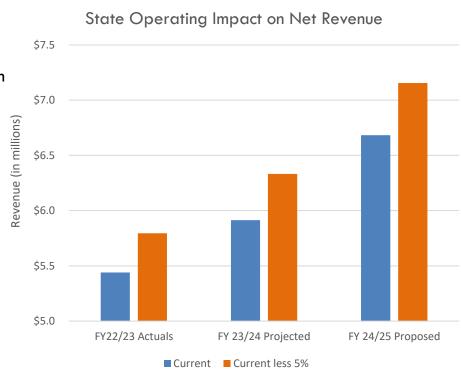
THE PAPIL	\$1.75	\$47.00			
TMP Evaluation	\$1.75	\$66.08	+\$19.08	\$5.8M	R-5, see page 34
Michigan	\$1.75	\$68.12	+\$21.12	\$6.3M	R-4, see page 33
Operating Budget	\$1.75	\$64.06	+\$17.06	\$5.1M	R-3, see page 32
Ridership	\$1.75	\$61.5 <i>7</i>	+\$14.57	\$4.4M	R-2, see page 31
Population	\$1.75	\$59.58	+\$12.58	\$3.8M	R-1, see page 30
Peer Group	Adult Fare	Monthly Cap/Pass	Monthly Cap/Pass Variance	Estimated Revenue Impact	Reference

Fare Change Requirements

- Estimated implementation process takes 6 months:
 - Title VI Fare Equity Analysis on-board survey
 - Seek Board approval for engaging in public hearings
 - Outreach and announcement of public hearings
 - Disparate Impact and Disproportionate Burden (DIDB) Analysis
 - Public hearings
 - Internal administrative considerations
 - Staff recommendation to Board
 - Board approval
 - Marketing and outreach
 - Required software and hardware adjustments
 - Implementation required at the start of a month
 - Budget revenue impact: \$1.9 million additional revenue

Contract Partners Cost

- Partner receives full reduction for State Operating Assistance (SOA)
- Recommending a 5% decrease to our SOA passthrough
- FY 22/23
 - \$5.4M at full reduction
 - \$5.8M with 5% decrease
 - \$355K in additional revenue
- FY 23/24
 - \$5.9M at full reduction
 - \$6.3M with 5% decrease
 - \$419K in additional revenue
- FY 24/25
 - \$6.7M at full reduction
 - \$7.2M with 5% decrease
 - \$472K in additional revenue



FY 24/25 Potential Revenue Additions

	FY 18/19	FY 19/20	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 24/25 Propo vs. FY 23/24 Bud	
	Actual	Actual	Actual	Actual	Budget	Proposed	\$	%
Revenues and Operating Assistance						-		
Passenger Fares*	\$ 6,611,260	\$ 4,105,834	\$ 4,216,120	\$ 4,534,783	\$ 4,895,883	\$ 6,744,788	1,848,905	37.8%
Sale of Transportation Services								
Grand Valley State University	\$ 2,466,820	\$ 2,282,372	\$ 3,257,449	\$ 3,188,376	\$ 3,682,642	\$ 3,743,876	\$ 61,234	1.7%
DASH Contract	2,365,359	2,058,507	2,289,137	1,659,742	1,856,468	2,522,264	665,796	35.9%
Township Services	548,036	570,393	425,945	388,759	185,836	204,912	19,076	10.3%
Other	202,981	220,356	201,194	203,024	218,635	282,557	63,922	29.2%
CMH Contribution	724,649	390,640	393,262	403,637	447,839	455,975	8,136	1.8%
Route 19	468,408	248,366						
Vanpool Transportation	115,696	57,302	64,517	(1,243)				
Subtotal Sale of Transportation Services	\$ 6,891,949	\$ 5,827,936	\$ 6,631,504	\$ 5,842,295	6,391,420	\$ 7,209,584	\$ 818,163	12.8%
State Operating**	\$ 14,894,724	\$ 13,849,041	\$ 15,105,760	\$ 14,310,222	\$ 18,870,616	\$ 16,620,085	\$ (2,250,531)	-11.9%
Property Taxes	16,237,538	16,791,217	18,012,199	18,867,978	19,661,002	21,250,832	1,589,830	8.1%
Advertising and Miscellaneous	554,551	649,209	875,415	1,907,029	714,020	1,921,685	1,207,665	169.1%
Subtotal Revenues and Operating Assistance	\$ 45,190,024	\$ 41,223,237	\$ 44,840,999	\$ 45,462,307	\$ 50,532,941	\$ 53,746,973	\$ 3,214,032	6.4%
Grant Operating Revenue		2,355,997	20,442,504	8,321,660				
Reserves Used***					5,474,452	4,563,665	(910,786)	-16.6%
Total Revenues and Operating Assistance	\$ 45,190,024	\$ 43,579,234	\$ 65,283,503	\$ 53,783,968	\$ 56,007,392	\$ 58,310,638	\$ 2,303,246	4.1%

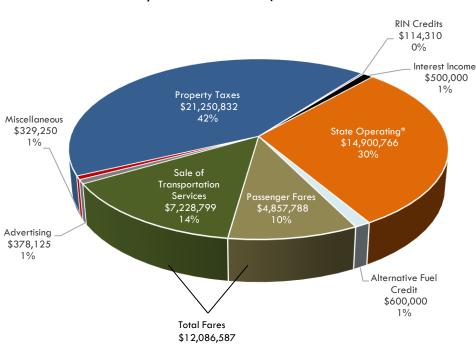
^{*}Included additional revenue we would receive over a 6-month period by raising our monthly cap to match our population peers (+\$1.9M)

^{**}State Operating Assistance is estimated at 29%

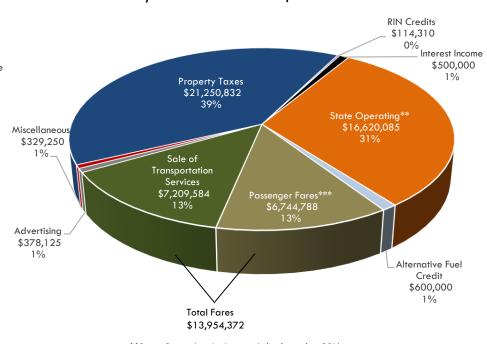
^{***}Reduced reserves used from \$8.2 million to \$4.6 million

Current vs Potential Revenue Comparison

FY 24/25 Current - \$50.2 Million



FY 24/25 Potential - \$53.8 Million



^{**}State Operating Assistance is budgeted at 29%

^{***}Includes additional revenue from raising our fare cap

5-Year Operating Projection with Potential Revenue Additions

							,
FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
ACTUALS	ACTUALS	APPROVED	PROPOSED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
\$ 4,216,120	\$ 4,534,783	\$ 4,895,883	\$ 6,744,788	\$ 6,942,949	\$ 7,079,948	\$ 7,219,668	\$ 7,362,164
6,736,063	5,932,328	6,391,420	7,209,584	7,502,387	7,808,933	8,129,890	8,465,028
15,105,760	14,310,222	18,870,616	16,620,085	17,834,201	18,674,711	19,557,584	20,482,418
18,012,199	18,867,978	19,661,002	21,250,832	21,888,357	22,545,007	23,221,358	23,917,998
\$770,856	\$1,816,996	\$714,020	\$1,921,685	\$1,974,933	\$2,032,117	\$2,093,616	\$2,159,848
\$ 44,840,999	\$ 45,462,307	\$ 50,532,941	\$ 53,746,973	\$ 56,142,826	\$ 58,140,716	\$ 60,222,116	\$ 62,387,456
20,442,306	8,321,660						
		5,474,452	4,563,665	5,354,417	6,262,963	7,225,953	8,249,694
\$ 65,283,305	\$ 53,783,967	\$ 56,007,392	\$ 58,310,638	\$ 61,497,244	\$ 64,403,680	\$ 67,448,068	\$ 70,637,151
	\$ 4,216,120 6,736,063 15,105,760 18,012,199 \$770,856 \$ 44,840,999 20,442,306	\$ 4,216,120 \$ 4,534,783 6,736,063 5,932,328 15,105,760 14,310,222 18,012,199 18,867,978 \$770,856 \$1,816,996 \$44,840,999 \$45,462,307 20,442,306 8,321,660	\$ 4,216,120 \$ 4,534,783 \$ 4,895,883 6,736,063 5,932,328 6,391,420 15,105,760 14,310,222 18,870,616 18,012,199 18,867,978 19,661,002 \$ 770,856 \$ 1,816,996 \$ 714,020 \$ 44,840,999 \$ 45,462,307 \$ 50,532,941 20,442,306 8,321,660 5,474,452	ACTUALS ACTUALS APPROVED PROPOSED \$ 4,216,120 \$ 4,534,783 \$ 4,895,883 \$ 6,744,788 6,736,063 5,932,328 6,391,420 7,209,584 15,105,760 14,310,222 18,870,616 16,620,085 18,012,199 18,867,978 19,661,002 21,250,832 \$ 770,856 \$ 1,816,996 \$ 714,020 \$ 1,921,685 \$ 44,840,999 \$ 45,462,307 \$ 50,532,941 \$ 53,746,973 20,442,306 8,321,660 5,474,452 4,563,665	ACTUALS ACTUALS APPROVED PROPOSED PROJECTED \$ 4,216,120 \$ 4,534,783 \$ 4,895,883 \$ 6,744,788 \$ 6,942,949 6,736,063 5,932,328 6,391,420 7,209,584 7,502,387 15,105,760 14,310,222 18,870,616 16,620,085 17,834,201 18,012,199 18,867,978 19,661,002 21,250,832 21,888,357 \$ 770,856 \$ 1,816,996 \$ 714,020 \$ 1,921,685 \$ 1,974,933 \$ 44,840,999 \$ 45,462,307 \$ 50,532,941 \$ 53,746,973 \$ 56,142,826 20,442,306 8,321,660 5,474,452 4,563,665 5,354,417	ACTUALS ACTUALS APPROVED PROPOSED PROJECTED PROJECTED \$ 4,216,120 \$ 4,534,783 \$ 4,895,883 \$ 6,744,788 \$ 6,942,949 \$ 7,079,948 6,736,063 5,932,328 6,391,420 7,209,584 7,502,387 7,808,933 15,105,760 14,310,222 18,870,616 16,620,085 17,834,201 18,674,711 18,012,199 18,867,978 19,661,002 21,250,832 21,888,357 22,545,007 \$ 770,856 \$1,816,996 \$714,020 \$1,921,685 \$1,974,933 \$2,032,117 \$ 44,840,999 \$ 45,462,307 \$ 50,532,941 \$ 53,746,973 \$ 56,142,826 \$ 58,140,716 20,442,306 8,321,660 5,474,452 4,563,665 5,354,417 6,262,963	ACTUALS ACTUALS APPROVED PROPOSED PROJECTED PROJECTED PROJECTED PROJECTED \$ 4,216,120 \$ 4,534,783 \$ 4,895,883 \$ 6,744,788 \$ 6,942,949 \$ 7,079,948 \$ 7,219,668 6,736,063 5,932,328 6,391,420 7,209,584 7,502,387 7,808,933 8,129,890 15,105,760 14,310,222 18,870,616 16,620,085 17,834,201 18,674,711 19,557,584 18,012,199 18,867,978 19,661,002 21,250,832 21,888,357 22,545,007 23,221,358 \$ 770,856 \$1,816,996 \$714,020 \$1,921,685 \$1,974,933 \$2,032,117 \$2,093,616 \$ 44,840,999 \$ 45,462,307 \$50,532,941 \$53,746,973 \$56,142,826 \$58,140,716 \$60,222,116 20,442,306 8,321,660 5,474,452 4,563,665 5,354,417 6,262,963 7,225,953

Implementing the recommended changes would have the following impact on our 5 year projection, starting in FY 24/25

Decreases our estimated reserves used in FY 28/29 from \$10.3 million to \$8.2 million

5-Year Operating Projection with Potential Revenue Additions

							Deficit	\$ -
Reserve Balance	\$47,977,559	\$56,172,096	\$50,697,645	\$ 46,133,980	\$ 40,779,562	\$ 34,516,599	\$ 27,290,646	\$ 19,040,952
Reserves Used	397,084	127,123	5,474,452	4,563,665	5,354,417	6,262,963	7,225,953	8,249,694
Total Operating Expenses	\$45,238,083	\$45,589,430	\$56,007,392	\$ 58,310,638	\$ 61,497,244	\$ 64,403,680	\$ 67,448,068	\$70,637,151
Capitalized Operating Expenses		(3,186,414)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)	(4,000,000)
Expenses Before Capitalized Operating	\$45,238,083	\$48,775,844	\$60,007,392	\$ 62,310,638	\$ 65,497,244	\$ 68,403,680	\$71,448,068	\$74,637,150
Purchased Transportation	5,558,119	7,269,466	8,514,483	8,750,038	9,012,539	9,282,915	9,561,403	9,848,245
Utilities, Insurance, and Miscellaneous	4,101,635	4,420,125	5,699,115	5,609,698	5,864,832	6,132,126	6,412,171	6,705,591
Materials and Supplies	4,441,604	4,465,857	4,995,840	5,241,038	5,431,220	5,595,667	5,766,337	5,943,502
Contractual Service	3,441,342	3,475,406	3,912,166	4,129,900	4,231,395	4,442,965	4,665,113	4,898,369
Benefits	9,508,010	10,156,108	10,842,785	10,629,553	11,609,325	12,134,679	12,686,949	13,267,543
Expenses Salaries and Wages	\$18,187,373	\$18,988,882	\$26,043,004	\$ 27,950,411	\$ 29,347,932	\$ 30,815,328	\$ 32,356,095	\$ 33,973,899
-	ACTUALS	ACTUALS	APPROVED	PROPOSED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29

Implementing the recommended changes would have the following impact on our 5 year projection, starting in FY 24/25

Increases our FY 28/29 reserve balance from \$7.5 million to \$19.0 million

Rapid Connect Discussion

References

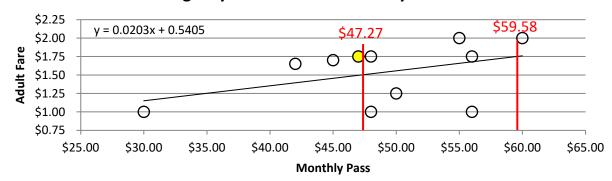
Following slides are for reference to Peer Fare Analysis slide

2022 NTD Peer Fare Comparisons - POPULATION - R-1

UZA POPULATION	NTD 2022 DATA	FARE DATA								
	POPULATION	ADULT	FARE	NON	NTH PASS	FARE CAP?				
Akron, OH	541,879	\$	1.25	\$	50.00	NO				
Des Moines, IA	542,486	\$	1.75	\$	48.00	NO				
Bakersfield, CA	570,235	\$	1.65	\$	42.00	NO				
Albany, NY	593,142	\$	1.70	\$	45.00	NO				
Knoxville, TN	597,257	\$	1.00	\$	30.00	NO				
Grand Rapids, MI	605,666	\$	1.75	\$	47.00	YES				
Allentown, PA	621,703	\$	2.00	\$	60.00	NO				
Baton Rouge, LA	631,326	\$	1.75	\$	56.00	NO				
Dayton, OH	674,046	\$	2.00	\$	55.00	YES				
Rochester, NY	704,327	\$	1.00	\$	56.00	NO				
Fresno, CA	717,589	\$	1.00	\$	48.00	NO				

- Population peer group with The Rapid as the median (NTD 2022 data)
- Current adult fare & monthly pass tabulated per agency
- Linear regression plotted (x-axis = monthly pass, and y-axis = adult fare) for each agency
- Trendline equation data concludes:

Agency Adult Fare vs. Monthly Pass

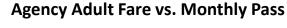


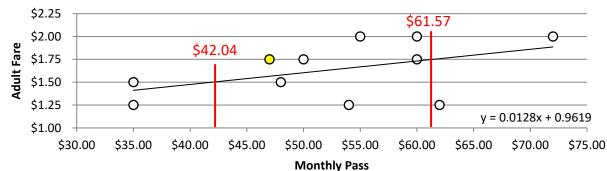
IF ADULT FARE IS:	THEN MONTHLY SHOULD BE:
\$1.50	\$47.27
\$1.75	\$59.58
\$2.00	\$71.90

2022 NTD Peer Fare Comparisons — RIDERSHIP — R-2

RIDERSHIP	NTD 2022 DATA	FARE DATA			
	RIDERSHIP	ADULT FARE	MONTH PASS	FARE CAP?	
Dayton, OH	3,694,674	\$ 2.00	\$ 55.00	YES	
Vancouver, WA	3,796,727	\$ 1.25	\$ 62.00	YES	
Gainesville, FL	4,302,010	\$ 1.50	\$ 35.00	NO	
Indianapolis, IN	4,613,954	\$ 1.75	\$ 60.00	NO	
Everett, WA	4,673,114	\$ 2.00	\$ 72.00	NO	
Grand Rapids, MI	4,814,645	\$ 1.75	\$ 47.00	YES	
El Paso, TX	4,928,858	\$ 1.50	\$ 48.00	NO	
Dover, DE	4,948,888	\$ 2.00	\$ 60.00	NO	
Louisville, KY	5,018,823	\$ 1.75	\$ 50.00	NO	
Lansing, MI	5,094,518	\$ 1.25	\$ 35.00	NO	
Springfield, MA	6,077,602	\$ 1.25	\$ 54.00	NO	

- Ridership peer group with The Rapid as the median (NTD 2022 data)
- Current adult fare & monthly pass tabulated per agency
- Linear regression plotted (x-axis = monthly pass, and y-axis = adult fare) for each agency
- Trendline equation data concludes:





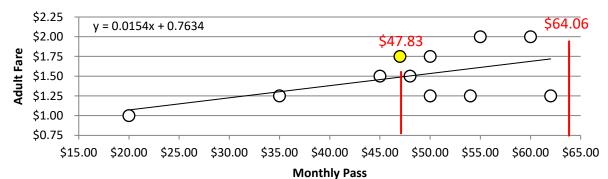
IF ADULT FARE IS:	THEN MONTHLY SHOULD BE:
\$1.50	\$42.04
\$1.75	\$61.57
\$2.00	\$81.10

2022 NTD Peer Fare Comparisons – OPERATING BUDGET – R-3

OPERATING BUDGET	NTD 2022 DATA	FARE DATA				
	OPER. BUDGET	ADULT	FARE	MON	ITH PASS	FARE CAP?
Allentown, PA	32,711,342	\$	2.00	\$	60.00	NO
Eugene, OR	34,366,986	\$	1.75	\$	50.00	YES
Ann Arbor, MI	34,395,361	\$	1.50	\$	45.00	NO
Dayton, OH	35,240,447	\$	2.00	\$	55.00	YES
Lansing, MI	35,476,882	\$	1.25	\$	35.00	NO
Grand Rapids, MI	35,880,074	\$	1.75	\$	47.00	YES
Champaign, IL	38,079,303	\$	1.00	\$	20.00	NO
Akron, OH	38,200,740	\$	1.25	\$	50.00	NO
El Paso, TX	43,691,972	\$	1.50	\$	48.00	NO
Springfield, MA	45,006,482	\$	1.25	\$	54.00	NO
Vancouver, WA	47,490,144	\$	1.25	\$	62.00	YES

- Operating Budget peer group with The Rapid as the median (NTD 2022 data)
- Current adult fare & monthly pass tabulated per agency
- Linear regression plotted (x-axis = monthly pass, and y-axis = adult fare) for each agency
- Trendline equation data concludes:

Agency Adult Fare vs. Monthly Pass

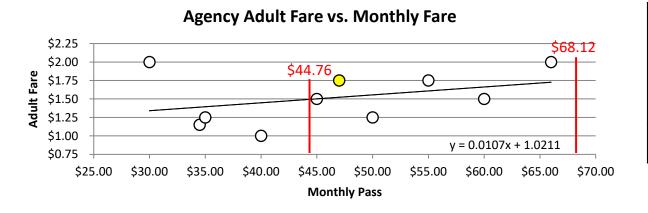


IF ADULT FARE IS:	THEN MONTHLY SHOULD BE:
\$1.50	\$47.83
\$1.75	\$64.06
\$2.00	\$80.30

2022 NTD Peer Fare Comparisons - MICHIGAN - R-4

MICHIGAN	NTD 2022 DATA	FARE DATA				
+100,000 pop.	UZA POPULATION	ADI	JLT FARE	МО	NTH PASS	FARE CAP?
Holland, MI	107,034	\$	1.15	\$	34.50	YES
Saginaw, MI	116,058	\$	1.00	\$	40.00	NO
Muskegon, MI	166,414	\$	1.25	\$	50.00	NO
Kalamazoo, MI	204,562	\$	1.50	\$	60.00	NO
Flint, MI	298,964	\$	1.75	\$	55.00	NO
Ann Arbor, MI	317,689	\$	1.50	\$	45.00	NO
Lansing, MI	318,300	\$	1.25	\$	35.00	NO
Grand Rapids, MI	605,666	\$	1.75	\$	47.00	YES
SMART (Detroit Metro)	3,776,890	\$	2.00	\$	30.00	NO
Detroit	3,776,890	\$	2.00	\$	66.00	NO

- Michigan peer group sorted by population (NTD 2022 data)
- Current adult fare & monthly pass tabulated per agency
- Linear regression plotted (x-axis = monthly pass, and y-axis = adult fare) for each agency
- Trendline equation data concludes:



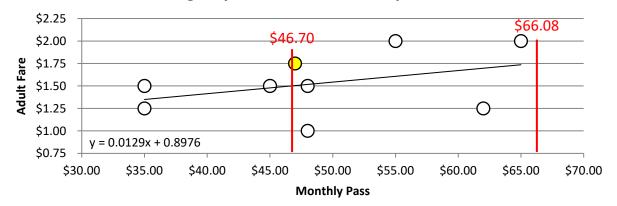
IF ADULT FARE IS:	THEN MONTHLY SHOULD BE:
\$1.50	\$44.76
\$1.75	\$68.12
\$2.00	\$91.49

2022 NTD Peer Fare Comparisons — Transit Master Plan (TMP) — R-5

TMP	NTD 2022 DATA	FARE DATA				
		ADU	LT FARE	MON	NTH PASS	FARE CAP?
MI, Op. Bud.	Ann Arbor, MI	\$	1.50	\$	45.00	NO
Op. Bud., Rider., Pop.	Dayton, OH	\$	2.00	\$	55.00	YES
Op. Bud., Rider.	Vancouver, WA	\$	1.25	\$	62.00	YES
Rider.	Gainesville, FL	\$	1.50	\$	35.00	NO
Rider.	El Paso, TX	\$	1.50	\$	48.00	NO
MI, Op. Bud., Rider.	Lansing, MI	\$	1.25	\$	35.00	NO
Pop.	Fresno, CA	\$	1.00	\$	48.00	NO
N/A	Madison, WI	\$	2.00	\$	65.00	NO
	Grand Rapids, MI	\$	1.75	\$	47.00	NO

- TMP peer group
- Current adult fare & monthly pass tabulated per agency
- Linear regression plotted (x-axis = monthly pass, and y-axis = adult fare) for each agency
- Trendline equation data concludes:

Agency Adult Fare & Monthly Pass



IF ADULT FARE IS:	THEN MONTHLY SHOULD BE:
\$1.50	\$46.70
\$1.75	\$66.08
\$2.00	\$85.46

The Rapid's 5-Year Capital Improvement Plan

Board Budget Workshop

July 24, 2024

Table of Contents

Funding Sources

Capital Planning Committee Process

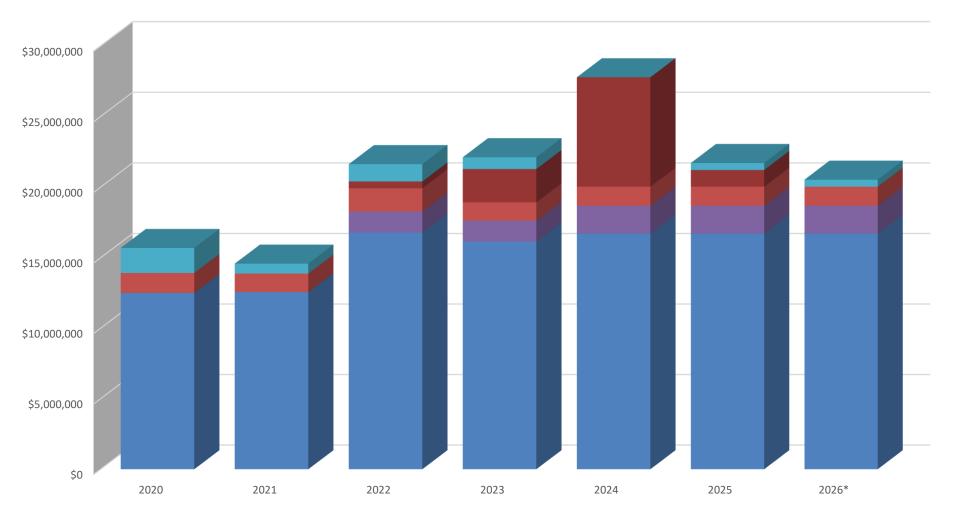
Fiscal Year 2025 Capital Projects



Funding Sources



Rapid Capital Plan Funding by Year



Federal Funding Sources

5307 and 5339 – the Infrastructure Investment and Jobs Act (IIJA) passed in November 2021 increased these formula funds by 30%

5337 – available to fixed guideway systems that have been operation for 7 years; this can be used to maintain Silver Line stations and replace Silver Line buses

CMAQ – Congestion Mitigation and Air Quality funds, used to fund our Transportation Demand Manage activities and purchase vehicles



Other Funding Sources

Discretionary Funding Award

- The Rapid applied for a Congressional Directed Spending Request for a Bus Collision Avoidance System
- The Rapid received a Carbon Reduction grant through the Michigan
 Department of Transportation to purchase demand response vehicles

Michigan Department of Transportation

Matches most of our federal grants at 20%



Capital Planning Committee Process



Capital Planning Committee Process

- January 2024: finalized capital project application process and evaluation criteria;
 sent out a call for projects
- April 2024: project submission deadline; collected and refined projects
- May June 2024: determined project scores and prioritization
- June July 2024: created 5-Year Capital Plan based on project scoring and funding availability
- July 24, 2024: bringing the 5-Year Capital Improvement Plan to the Board Budget Meeting for review; will make changes based on Board input
- August 28, 2024: bringing the 5-Year Capital Improvement Plan to the Board meeting for approval



Federal FY 2025 Grant Application Timeline

Spring 2025 August 2024 Winter 2025 **Late Summer** 2025 Approve 5 Submit FY Submit FY **Year Capital** 2025 TIP 2025 FTA Receive FY Amendment Plan **Application** 2025 Funds



Capital Planning Investment Decision Criteria		
	Weighting	
Safety	25	
Provide safe, secure, and reliable customer service	10	
Mitigate risk to ITP and the community	10	
Support an urgent business need	5	
Modernization	25	
Maintain assets and operation capability	10	Capital Project
Reduce operational cost impacts	10	
Apply continuous improvement to service delivery	5	Selection Criteria
Climate	20	
Reduce the release of emissions and contaminants	10	
Promote sustainable energy and technology	10	
Equity	20	
Positively Impacts Environmental Justice Populations	10	
Improves Regional Mobility	5	
Improves Quality of Life in the Community	5	
Financial Return	10	
Minimizes the Operations Budget	5	
Optimizes external funding sources	5	

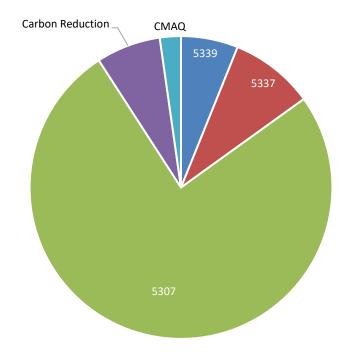
Project Title	Score
Replacement Demand Response Vehicles	88.8
Revenue Tire Lease	82.3
New BRT Stations	79.3
Farebox Replacement	76.3
Bus Collision Avoidance System	74.3
Shop Equipment	73.0
Facilities Rehab	71.5
Wealthy HVAC	71.3
Dispatch Remodel	71.0
Wealthy Bus Entrance	70.3
Intelligent Transportation Systems	70.0
New Shelters/Stop Improvements	69.8
Computer Software	69.3
Computer Hardware	68.8
Real Estate Acquisition	67.0
Paratransit Bus Camera System	66.5
Security General	64.8
On-Bus Video Storage Hardware Upgrade	64.5
Driver Protection Barrier	54.5

Capital Project Scoring

FY 2025 Capital Projects



FY 2025 Capital Project Plan by Funding Source



FY 2025 Capital Plan Funding: \$22,048,234



Purchase fixed route buses: \$496,010





Purchase demand response buses: \$5,567,988

Vehicle Purchase: \$7,244,998



Bus Collision Avoidance Systems \$1,181,000





New Shelters: \$400,000



Real Estate Acquisition: \$5,000,000





Busch Drive Expansion: \$6,000,000





Dispatch Remodel: \$400,000



General Rehabilitation: \$50,000

Facilities Rehabilitation: \$2,576,496



BRT Station Rehabilitation: \$1,976,496



ROC HVAC Rehabilitation: 100,000





Facility and Shop Equipment: \$29,844



Revenue Tire Lease: \$312,518

Equipment and Parts: \$487,362



Security Equipment: \$145,000



Farebox Replacement: \$1,918,805



IT Hardware: \$335,000



Information Technology: \$3,755,805



IT Software: \$475,000



Intelligent Transportation
Systems: \$600,000





GO! Bus Operations: \$1,200,000



Preventive Maintenance: \$4,000,000

Operations and Planning: \$5,436,000





Transportation Planning: \$236,000

