ACT - HISTORY

• 2000 - Allegan County Transportation was created with funding from a Job Access Reverse Commute (JARC) grant provided by the Michigan Department of Transportation (MDOT), there were three vehicles and the focus was on employment.
• 2003 – Added additional service - Specialized Services (Senior and Disability)
• 2003 – 2005 – Provided service for Project Zero (employment)
• 2004 – Allegan County Transportation began receiving State and Federal funding to match local funds (agency fees)
• 2008 & 2009 – Secured funding for the transportation facility ($3,509,578)
• 2010 - Created the part-time Mobility Specialist position – 100% MDOT funded to coordinate the volunteer driver program.
• 2009 – 2011 MDOT grant funding to study unmet need, “ACT 5 Strategic Plan”
• 2011 – 2017 Services steadily increased based on service contracts
• 2018 – 2020 Reliance on Fund balance to maintain services; rapid decrease in service delivery
• 2021 Fund Balance will be materially depleted; service reduced to primarily Senior and Disability and remaining contracts
2019 ACT – PROGRAMS & FLEET

• Regular Service – 87%
  – Anyone is eligible, currently linked to agency service

• Specialized Services – 7.7%
  – Senior and Disability Service

• Job Access Reverse Commute (JARC) – 5.3%
  – Linked to Employment

• Mobility Management – Volunteer Driver Program
  – Senior and Disability Service
  – MDOT/ Commission on Aging partnership

• 28 Total Transit Vehicles in Fleet
  – 25 ADA Accessible Buses (12 – 20 passenger)
  – 3 ADA Accessible Vans (5-10 passenger)
A VEHICLE FOR CHANGE
DEVELOPING A TRANSPORTATION PLAN (2011)

• GRANT:  A Service Development and New Technology (SDNT) Grant from Michigan Department of Transportation (MDOT)
• STUDY AREA:  Allegan County, MI
• TIMEFRAME:  September 2008 – December 2011
• PROJECT DESCRIPTION AND GOALS:  This community change study seeks to increase awareness of and support for Allegan County Transportation. In addition, the study developed a community supported five-year strategic plan for Allegan County Transportation
  – Data available at www.allegancounty.org/Transportation
Plan Development – Study Results

Stakeholders:
• 35% noted they use volunteers to help meet unmet transit needs
• Work and medical appointments were the number one traveled destinations
• 52% stated the inability to get people the services they need is how transit needs affected their organization or business
• 84% said they either strongly or somewhat strongly supported increased transit services
• 92% cited the need for regional transportation in the next three years as very or somewhat important

Current and Prospective ACT Riders:
• 65% of respondents indicated the need for increased regional transportation in West Michigan over the next three years
• 25% of respondents stated a lack of transportation prevented them from looking for, getting, or keeping a job
• 36% of respondents stated a lack in transportation services prevented them from attending medical appointments in that last year
• 81% of residents indicated the transportation services offered by ACT are very or somewhat important to the community
A VEHICLE FOR CHANGE
DEVELOPING A TRANSPORTATION PLAN

Taxpayers:
• 78% indicated they were either very or somewhat likely to support a transit millage in Allegan County
• 90% stated transit services offered by ACT are very or somewhat important to the community
• 60% said they strongly or somewhat strongly support the ACT Five Year Plan

2019 Citizen Survey:
• 55% of taxpayers willing to support the Headlee restoration indicated that it was a medium or high priority to restore/expand bus transportation in Allegan County
• 4% reported “Used public transportation instead of driving”
• 28% reported “Travel by public transportation”
ACT Trips and Hours

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<tbody>
<tr>
<td>ACT Total Trips</td>
<td>39,584</td>
<td>40,803</td>
<td>43,485</td>
<td>44,008</td>
<td>49,851</td>
<td>54,365</td>
<td>55,336</td>
<td>52,839</td>
<td>43,326</td>
<td>36,097</td>
</tr>
<tr>
<td>Hours</td>
<td>26,215</td>
<td>27,549</td>
<td>27,567</td>
<td>27,567</td>
<td>24,175</td>
<td>20,097</td>
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</table>
Trip Denials 2019

January: 25
February: 42
March: 37
April: 131
May: 353
June: 263
July: 333
August: 404
September: 404
October: 392
November: 404
December: 529
CURRENT SERVICE AREA
ACT - CUSTOMERS

• General Public
  – Dialysis patients
  – Health Care
  – Employment
  – Senior
  – Persons with a disability

• Agency Partners
  – Outlook Academy
  – MI Department of Health and Human Service
  – Commission on Aging
  – Evergreen Commons
  – Medical Care Facility
  – Michigan Works
  – Community Mental Health

• Additional service needs
  – Weekend employment
  – Rehab providers
  – Nursing Homes
  – Probation & Parole
  – Drug treatment
  – After school programs
  – School of choice
  – Recreational activities
  – Weekend Dialysis
  – Weekend church activities
## Table 10. Projected Costs of Proposed Service Options (Updated with 2020 costs)

<table>
<thead>
<tr>
<th></th>
<th>Option B</th>
<th>Option C</th>
<th>Hybrid Option (C/D)</th>
<th>Option D</th>
<th>Option E</th>
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</thead>
<tbody>
<tr>
<td>Total Hours</td>
<td>27,030</td>
<td>47,736</td>
<td>54,621</td>
<td>64,770</td>
<td>86,496</td>
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<tr>
<td>Total Rides</td>
<td>56,757</td>
<td>113,235</td>
<td>149,403</td>
<td>177,228</td>
<td>260,247</td>
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<tr>
<td>Rides (Week)</td>
<td>1,113</td>
<td>2,220</td>
<td>2,929</td>
<td>3,475</td>
<td>5,103</td>
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</table>

### EXPENSES

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<tbody>
<tr>
<td>Cost Per Hour (2020)</td>
<td>$55.90</td>
<td>$43.45</td>
<td>$42.26</td>
<td>$40.71</td>
<td>$37.52</td>
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<tr>
<td>Operational Cost (Year)</td>
<td>$1,510,977</td>
<td>$2,074,129</td>
<td>$2,308,283</td>
<td>$2,636,787</td>
<td>$3,245,330</td>
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</table>

### REVENUES

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<tbody>
<tr>
<td>State &amp; Federal Funds (53%)</td>
<td>$800,818</td>
<td>$1,099,288</td>
<td>$1,223,390</td>
<td>$1,397,497</td>
<td>$1,720,025</td>
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<tr>
<td>Fare box, Contracts &amp; Misc.</td>
<td>$151,098</td>
<td>$207,413</td>
<td>$230,828</td>
<td>$263,679</td>
<td>$324,533</td>
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<tr>
<td>(10%)</td>
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<tr>
<td>Local Tax Revenue</td>
<td>$559,061</td>
<td>$767,428</td>
<td>$854,065</td>
<td>$975,611</td>
<td>$1,200,772</td>
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<tr>
<td>Est. Annual Tax per Household valued at $100,000</td>
<td>$5.67</td>
<td>$7.79</td>
<td>$8.67</td>
<td>$9.90</td>
<td>$12.18</td>
</tr>
<tr>
<td>Millage Rate (2019)</td>
<td>0.1134</td>
<td>0.1557</td>
<td>0.1733</td>
<td>0.1980</td>
<td>0.2437</td>
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<tr>
<td>County</td>
<td>Population 2018</td>
<td>Millage Rate</td>
<td>Bus</td>
<td>Total Ridership</td>
<td>Total Expenses</td>
</tr>
<tr>
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</tr>
<tr>
<td>Allegan County</td>
<td>117,328</td>
<td>0.000</td>
<td>28</td>
<td>31,417</td>
<td>$ 1,147,749</td>
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<tr>
<td>Barry County</td>
<td>61,157</td>
<td>0.250</td>
<td>16</td>
<td>96,911</td>
<td>$ 1,513,348</td>
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<tr>
<td>Benzie County</td>
<td>17,753</td>
<td>0.490</td>
<td>22</td>
<td>104,879</td>
<td>$ 1,673,889</td>
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<tr>
<td>St. Joseph County</td>
<td>61,043</td>
<td>0.330</td>
<td>26</td>
<td>68,302</td>
<td>$ 1,317,589</td>
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<tr>
<td>Van Buren County</td>
<td>75,448</td>
<td>0.247</td>
<td>20</td>
<td>93,657</td>
<td>$ 1,940,067</td>
</tr>
</tbody>
</table>
WHY RESTORE AND INCREASE SERVICE?

• Fund Balance is expected to be materially depleted by 2021
• Dialysis and medical transportation is growing
• Seniors and persons with a disability depend on it
• Weekend service, School of choice, Adult Ed, Afterschool programing currently unavailable
• Infrastructure (staffing, busses and equipment) is already in place
• Available transportation supports independence and access to healthcare, employment and housing.
• ACT is seeing reduced agency funding in which reduces services
QUESTIONS?

THANK YOU!