The Macatawa Area Express Transportation Authority Board met at 3:30 pm at the Padnos Transportation Center.

Members Present: Chair Russ TeSlaa, Vice-Chair Joe Baumann and Secretary/Treasurer Mike Trethewey; Board Members, Kristin Myers, Tim Burkman, and Kevin Klynstra

Members Absent: James Gerard, David Fackler, and Heather Lu

Staff Present: Elisa Hoekwater, Beth Higgs, Charlie Veldhoff, and Barbara Sonnerville

1. Park Township Transit Services Discussion

Since July 2017 there have been 8,556 trips that originated in Park Township. MAX staff have recorded an average of 425 trips per month, with trips steadily increasing. Looking at the data for trips originating in Park Township, we see that 72% of the passengers have an ADA card, 12% are regular fare passengers, 3% are senior citizens, and 13% are youth. MAX staff have been collecting information regarding destinations for Park Township demand response trips. Based on this information, it appears that 35% of trips are for adult care, 40% of these trips are for either work or recreation, 15% of trips are going to other residential areas, 5% are trips for medical appointments, and 5% are to get to school.

Overall, the average Park Twp. trip takes 28 minutes to reach the destination, with monthly averages ranging from 25 to 30 minutes. The cost for MAX to provide this service is estimated to be $12,423 per month and the average monthly fee paid by Park Township is $5,166 per month. This is a topic for discussion as the MAX Authority Board and members of the Park Township Board negotiate an appropriate funding amount to provide transit service beyond the pilot project.

The conversation led to additional questions to be explored by MAX staff:

- How does the cost per mile to provide transit service in Park Township compare with the cost per mile inside the Authority service area?
- What is the additional fare box revenue provided by Park Township passengers (not included in the average monthly fee paid by the Township)?
• What are the most likely locations where an existing fixed route service might be extended into Park Township? Possible locations included 144th/Riley and Waukazoo Woods.
• Where are student riders picked up? A map of students who rely on the DR service to travel to school would be helpful.
• Where are ADA riders picked up? A map of passengers who hold ADA cards and rely on DR services would also add to this conversation.
• If MAX is looking to expand service permanently into Park Township, what are the clear benefits to Park Township residents?
• What opportunities are not yet provided by the DR service?
• Why are senior citizens (who do not hold an ADA card) choosing not to ride the DR service?