



**RIDE
CALHOUN**
TRANSPORTATION AUTHORITY OF CALHOUN COUNTY

OCTOBER 8, 2024



**RIDE CALHOUN'S MISSION:
Improving lives in Calhoun County,
one ride at a time, with equal access
to transportation...for all.**

MEET THE TACC BOARD



Erick Stewart
Board Chair
Rep. Battle Creek



Tom Tarkiewicz
Board Vice Chair
Rep. Marshall



Vivian Davis
Board Secretary
Rep. Albion



Linda Morrison
Board Treasurer
Rep. Calhoun County



Amy Evans
Rep. Springfield



Jenasia Morris
Rep. Battle Creek



Dr. Paul Watson
Rep. Calhoun County



**RIDE
CALHOUN**

HOW DID WE GET HERE?

CURRENT CONDITIONS ARE FRAGMENTED: MULTIPLE PROVIDERS, NO COORDINATION



PUBLICLY FUNDED TRANSPORTATION PROVIDERS

- Battle Creek Transit/BCGo
- Marshall Dial-a-Ride/Albion-Marshall Connector
- Community Action Agency
- Community Inclusive Recreation
- Marian Birch Adult Day Center



PRIVATELY FUNDED TRANSPORTATION PROVIDERS

- Battle Buddy Mobility
- Go Dad Cab
- Greg's Car Service
- Area Wide Transport
- Mobility I
- Kingdom Builders Transportation
- Various “start-up” rideshare services (Just Cruze, MiBuddyRide, David's Hope, etc)

OTHER PUBLIC PROVIDERS IN CALHOUN COUNTY

- Limited to program participants:
 - Seniors
 - Disabled
 - Residents of program
 - Participants of program
- Funded through local sources:
 - Senior millage
 - Local grants
 - Cost of program
- Charge little or no fares, or are restricted to “donation” fares



THE TRANSIT STUDY

- MDOT and County supported/funded study by Foursquare ITP
 - “The Calhoun County Countywide Transit Study is an initiative to identify how public transportation can best serve residents throughout Calhoun County. The study established goals for countywide public transportation as well as a transit service plan, financial plan, and roadmap for implementation. **Countywide transit service in Calhoun County would significantly expand accessibility to life’s opportunities for residents.**”
- The intent of this study was to identify how to:
 - Meet County residents’ transportation needs
 - Enhance job access and economic competitiveness throughout the County
 - Create transit opportunities across the County
 - Develop a service and governance implementation plan



THE FINDINGS

- Calhoun County has high volumes of **vulnerable populations**
- Those who are not seniors or people with disabilities do not have **regular access** to public transportation outside of the Marshall and Battle Creek service areas
- Transit-oriented populations are based in Albion, Marshall, Springfield, and Battle Creek with most travel demand being an origin or destination within those communities
- Creation of a Transit Authority (TACC) would provide for operational **efficiencies**, enhanced **collaboration** among current providers, and identify a **sustainable** and dedicated funding source

**MORE THAN
20,000
ESTIMATED
UNMET TRIPS
PER YEAR**

It's hard to keep a job
**IF YOU CAN'T
GET TO WORK.**

It's hard to
stay healthy
**IF YOU
CAN'T
GET TO A
DOCTOR.**

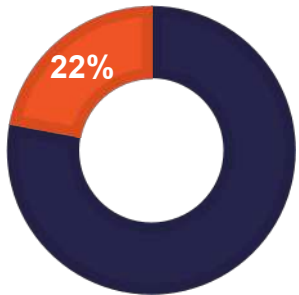
It's hard to
feed a family
**IF YOU CAN'T GET
TO THE STORE.**

THE PILOT

BCGo was created to demonstrate the feasibility of countywide on-demand public transportation.

By providing transportation to areas previously un(der)served, BCGo has successfully expanded access to education, employment, healthcare and social activities for the residents of Calhoun County.

- 5,800+ users
- 150,000+ trip requests
- 33,000+ trips completed
- 37% shared ride



DEMAND FAR EXCEEDED CAPACITY.

THERE'S AN OPPORTUNITY TO FILL THIS GAP.



718 SQ MILE SERVICE ZONE



DOOR-TO-DOOR SERVICE



2 VEHICLES



WHEELCHAIR ACCESSIBLE VEHICLES



12 MONTH MICROTRANSIT FEASIBILITY PILOT



COORDINATED MOBILITY PROJECT



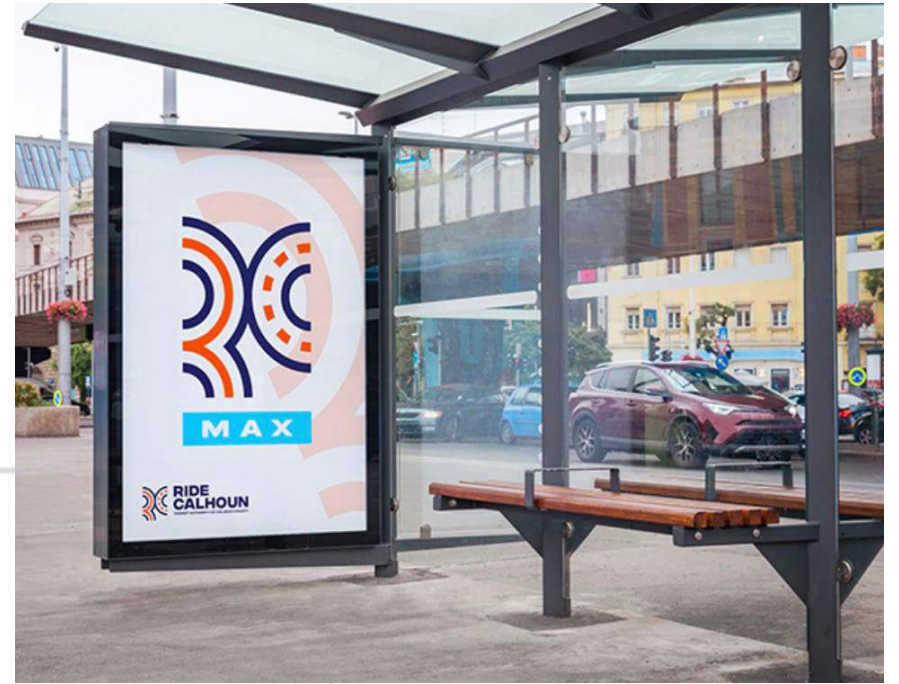
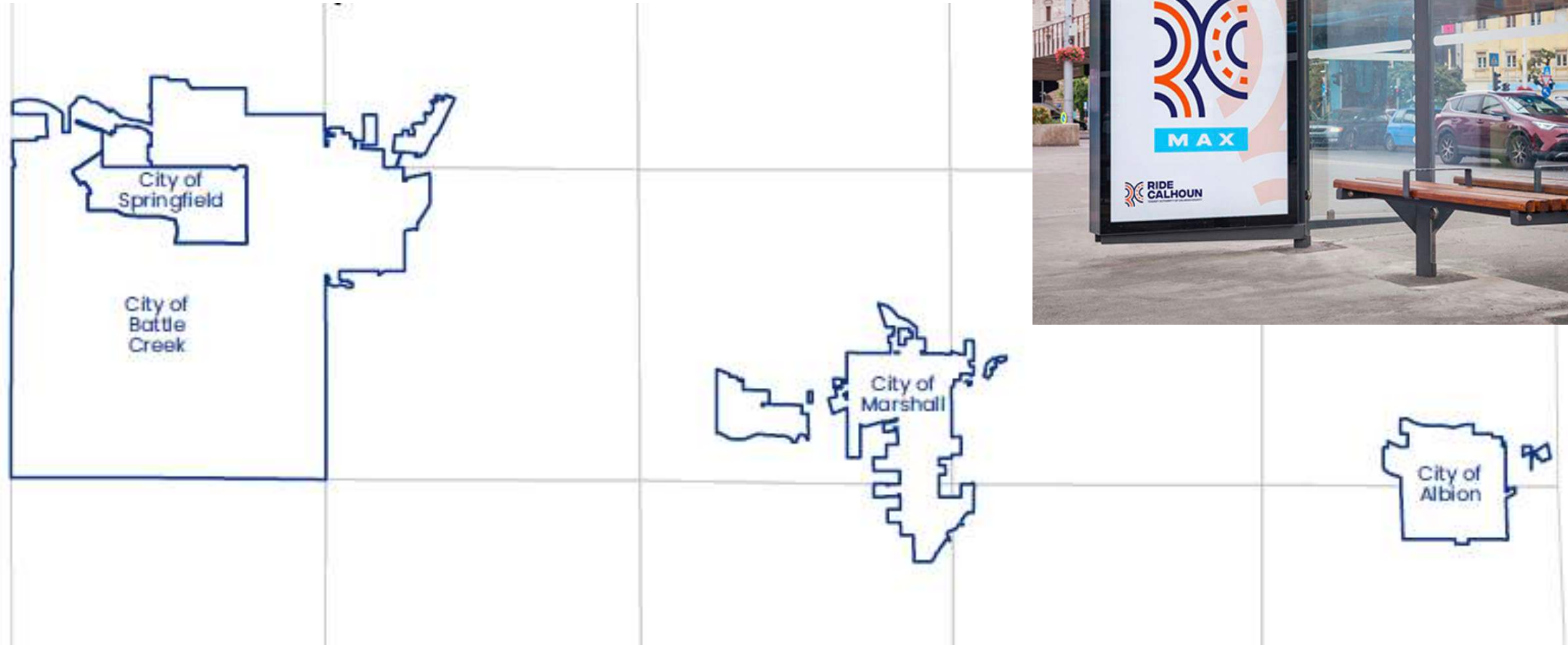
THE FUTURE OF TRANSPORTATION IN CALHOUN COUNTY





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OUR SERVICE AREA



We will fulfill our mission by having a mix of three services available to the people of Albion, Battle Creek, Marshall and Springfield.

Fixed Route

Paratransit

On-Demand



MAX



MOVE



FLEX



IT'S WORTH NOTING...

- Accessible transportation impacts more than just the person in need of support.
- There is a **trickle-down effect**, as businesses need *reliable employees* who can show up for work, colleges need *students* to come to class, doctors need *patients* to show up for their appointments etc.
- Healthy, modern communities have adequate transportation*.
 - **Home values** can increase **4% - 24%****
 - **For every \$1** spent on transit brings **\$5** into the **community*****

Data sources:

*American Hospital Association

** National Association of Realtors

*** American Public Transit Association



TRANSIT & EDUCATION

Businesses want to relocate where education is thriving and accessible.

- Students need reliable transportation to get to class. Increased access to transportation will allow current and prospective students to:
 - Show up on time for class.
 - Participate in enrichment activities before/after class.
 - Earn degrees/certifications at local higher-education institutions.
 - Gain meaningful employment and eventually give back to the community.



HOW WE MOVE

- **Equitable access** to opportunities throughout the County
- Reliable, professional, and **quality-oriented** service delivery
- **Technology-enabled** mobility options (including fare payment and trip booking)
- Coordinated regional **connectivity**
- Expanded mobility options, services, and hours



NOW VS FUTURE WITH RIDE CALHOUN

NOW

Albion

- Albion-Marshall Connector - limited hours
- BCGo not reliable - limited inventory - high demand

Marshall

- Dial-A-Ride - restricted to Marshall area - limited hours
- AMC - limited hours
- BCGo – limited based on demand

Springfield

- Limited fixed route service - 1 route, minimal bus stops
- BCGo - service ends at 7:30pm
- Tele-Transit (paratransit) - service restricted to $\frac{3}{4}$ mile from bus stops in Springfield

Battle Creek

- Fixed Route Bus - limited hours - service ends at 3:45pm
- Tele-Transit (paratransit) - service ends at 7:30pm
- BCGo - 5 vehicles - service ends at 7:30pm

FUTURE

Albion

- On-Demand Service - mobile app - service zoned to Albion

Marshall

- Expanded On-Demand Service - mobile app - vehicles zoned to Marshall
- Extended service hours, weekend service

Springfield

- Enhanced fixed route service - additional bus stops
- Expanded On-Demand Service - mobile app - extended service hours, weekend service
- ADA Paratransit Service - during fixed route service hours

Battle Creek

- Fixed Route Bus - more efficient - additional connection points
- Expanded On-Demand Service - 12+ vehicles - mobile app - extended service hours, weekend service
- ADA Paratransit Service - during fixed route service hours

WHAT MAKES IT DIFFERENT?

THE TACC IS FOCUSED ON MOBILITY THROUGH:

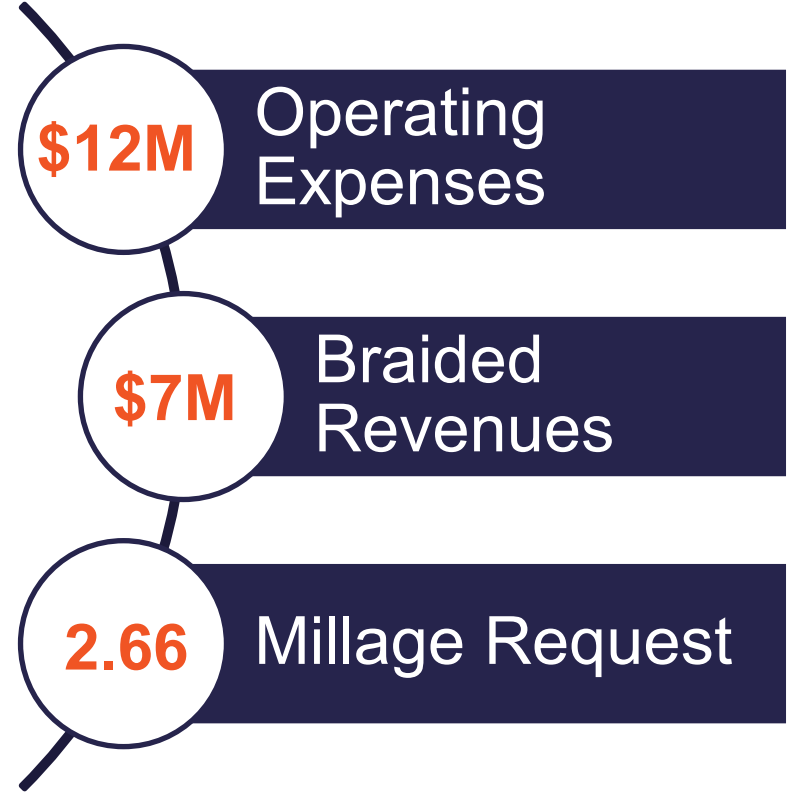
- Efficiency and based on a targeted budget
- Improved rider experience
- Improved driver experience
- Opportunity for advanced systems with focus community-wide

“The TACC has the ability to leverage the right amount of resources to support a transit system that meets the needs of the community.”



FINANCIALS

Operating Expenses	2024	2025	2026	2027	2028
Rural Demand Response Cost	\$4,258,551.48	\$4,386,308.02	\$4,517,897.27	\$4,653,434.18	\$4,793,037.21
Urban Demand Response Cost	\$3,991,268.54	\$4,111,006.60	\$4,234,336.79	\$4,361,366.90	\$4,492,207.90
Urban Fixed Route Cost	\$2,590,097.74	\$2,667,800.67	\$2,747,834.69	\$2,830,269.73	\$2,915,177.83
Capital Outlay	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000
Total System Expenses	\$ 11,189,918	\$ 11,515,115	\$ 11,850,069	\$ 12,195,071	\$ 12,550,423
Revenues					
Fare Revenue	\$ 783,294	\$ 806,058	\$ 829,505	\$ 853,655	\$ 878,530
Federal 5311	\$ 711,149	\$ 732,535	\$ 754,563	\$ 777,252	\$ 800,622
Federal 5307	\$ 2,077,919	\$ 2,119,477	\$ 2,161,866	\$ 2,205,104	\$ 2,249,206
State LBO	\$ 2,908,642	\$ 2,992,957	\$ 3,079,800	\$ 3,169,249	\$ 3,261,381
Specialized Services	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
Interest, advertising, and misc. revenue	\$ 111,899	\$ 115,151	\$ 118,501	\$ 121,951	\$ 125,504
Total System Revenues	\$ 6,617,903	\$ 6,791,178	\$ 6,969,235	\$ 7,152,211	\$ 7,340,243
Gap (Total Expenses minus Revenues from Fed/State/Other Sources)					
Average gap 2023-2026	\$ 4,572,015	\$ 4,723,937	\$ 4,880,833	\$ 5,042,860	\$ 5,210,180
Average gap (plus 3% contingency)	\$ 4,709,175	\$ 4,865,655	\$ 5,027,258	\$ 5,194,146	\$ 5,366,486



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[LEARN MORE](#)

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NEXT STEPS

- Build TACC resources
- Consider expanded mobility relationships
- Public outreach/education
- Continued service planning and Board discussion

November 5, 2024 Millage Request



STAY CONNECTED

www.RideCalhoun.org

Visit Us Now!

TACC BOARD MEETINGS:

2nd & 4th Tuesdays
9:00 AM

Marshall City Hall
2nd Floor Chambers
323 W. Michigan Ave.
Marshall, MI 49068



THANK YOU,

NOW

LET'S *RIDE!*

