



GRAND VALLEY METROPOLITAN COUNCIL

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TECHNICAL COMMITTEE MEETING

Wednesday, November 3, 2021

9:30 AM

The Rapid Central Station Conference Room
250 Grandville Ave SW
Grand Rapids, MI 49504

AGENDA

- I. **ROLL CALL AND INTRODUCTIONS**
- II. **APPROVAL OF MINUTES**—**ACTION**: Tech Committee meeting minutes dated September 1, 2021.
Please refer to Item II: Attachment A
- III. **OPPORTUNITY FOR PUBLIC COMMENT**
- IV. **TIP AMENDMENTS**—**ACTION**: On behalf of MDOT, KCRC, and the City of Grand Rapids amendments/modifications to the FY2020-2023 TIP are being requested.
Please refer to Item IV: Attachment A
- V. **2022 SAFETY TARGETS**—**INFORMATION/DISCUSSION/ACTION**: GVMC staff will present the state’s safety targets for 2022 and will provide GVMC data for comparison and discussion. The committee may choose to take action if desired.
Please refer to Item V: Attachment A
- VI. **THE RAPID SAFETY PLAN & TARGETS**—**INFORMATION/ACTION**: The Committee will be asked to take action to acknowledge the receipt of The Rapid’s Safety Plan and support their safety targets.
Please refer to Item VI: Attachment A
- VII. **ELECTION OF OFFICERS**
- VIII. **OTHER BUSINESS**
 - Traffic Counts Discussion
 - Special Studies Update
 - Discussion about MI Senate Bills 465 and 466 (see attachments)
- IX. **ADJOURNMENT**



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TECHNICAL COMMITTEE MEETING

Wednesday, September 1, 2021

9:30 AM

The Rapid Central Station Conference Room

250 Grandville Ave SW

Grand Rapids, MI 49504

AGENDA

Laughlin, Chair of the Technical Committee, called the September 1, 2021, meeting to order at 9:33 am.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Brett Laughlin, *Chair*

Kristin Bennett

Tim Bradshaw (*Vice Chair*)

Scott Conners

Shay Gallagher

Tim Haagsma

Wayne Harrall

Proxy for

Mike DeVries

Dennis Kent

Proxy for

Mike Burns

Tyler Kent

Proxy for

Luke Walters

James Kilborn

Jim Kirkwood

Ottawa County Road Commission

City of Grand Rapids

Caledonia Twp.

City of Walker

Village of Sparta

Gaines Charter Township

County of Kent

Grand Rapids Township

MDOT

City of Lowell

MDOT

Ottawa County

City of Kentwood

Terry Martin

Jeff Oonk

Proxy for

Russ Henckel

Carrier and Gable

City of Wyoming

Charlie Sundblad

Steve Warren

Kevin Wisselink

City of Grandville

Kent County Road Commission

ITP-The Rapid

Staff and Non-Voting Guests Present

Brad Doane

Andrea Faber

Laurel Joseph

Terry Martin

GVMC Staff

GVMC Staff

GVMC Staff

Carrier and Gable



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Aman Pannu
George Yang
Mike Zonyk

GVMC Staff
GVMC Staff
GVMC Staff

Voting Members Not Present

Adam Elenbaas
Bill LaRose
Brian Hilbrands
Clint Nemeth
Don Tillema
Doug LaFave
Janet Arcuicci
Jeff Thornton
Jerry Hale
Jim Holtvluwer
Jim Ferro
John Said
Kevin Green
Laurie Van Haitsma
Liz Schelling
Luke Walters
Mark Bennett
Matt McConnon
Mike Burns
Mike DeVries

Allendale Township
City of Cedar Springs
Cascade Charter Township
Gerald R. Ford Intl. Airport
Byron Township
City of East Grand Rapids
MDOT
Village of Caledonia
Lowell Township
Ottawa County
Ada Township
Ada Township
Algoma Township
Jamestown Township
ITP - The Rapid (alternate)
MDOT
Tallmadge Township
Courtland Township
City of Lowell
Grand Rapids Charter
Township
City of Wyoming
City of Rockford
City of Grand Rapids
Plainfield Charter Township
Kent County (alternate)
City of Hudsonville
Georgetown Township
City of Wyoming
Alpine Township
Cannon Township
City of Kentwood (alternate)
Nelson Township

Nicole Hofert
Phil Vincent
Rick DeVries
Rick Solle
Rick Sprague
Robert Miller
Rod Weersing
Russ Henckel
Sue Becker
Terry Brod
Terry Schweitzer
Tom Noreen

II. APPROVAL OF MINUTES

Laughlin entertained the following motion:



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MOTION by Harrall, SUPPORT by Bradshaw, to approve the May 5, 2021, Technical Committee minutes. MOTION CARRIED UNANIMOUSLY.

III. PUBLIC COMMENT

No public comments.

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Joseph introduced the following amendments/modifications to the FY2020-2023 TIP that were described in the agenda package. They are as follows:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects and GPAs summary. One of these additions triggered a GPA threshold increase for the FY2022 Trunkline Traffic Operations and Safety GPA. MDOT is also requesting committee review of the S/TIP exempt project list, which has been modified to show only the projects that have undergone changes since the last committee meeting. Joseph added that work from one project has also been diverted to another project.
- D Kent explained the MDOT amendments and S/TIP exempt project list changes in further detail. He noted that there was a phase abandonment on one of the ITS Applications project where the EPE phase was combined with the PE phase. The bridge replacement project on I-196 over the Grand River and Market Avenue expected a significant budget increase due the use of an old estimate. M-6 WB over Miller Drain rehabilitation project had significant damage due to a crash which demanded emergency repair that is programmed for this year, but the construction will not be completed until next year. The Active Traffic Management System project on US-131 from I-96 north to Post drive will use the shoulder as a separate lane during peak hours similar to the shoulder-use on US-23 by Ann Arbor. The project needs more improvements; however, it will be less extensive than adding a full additional lane, and the EPE phase will be start soon in the future.
- The Rapid is requesting to modify the FY 2020 and 2021 Transportation Improvement Program (TIP). Joseph added that the Rapid has received some COVID relief funding that is not legally required to be in the TIP, and the Rapid is requesting committee acknowledgment and use of the committee public involvement process to satisfy their section 5307 public involvement requirements. This will not be included in the TIP, but it is going to be programmed in JobNet and will appear in the S/TIP exempt list for committee review each month.



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MOTION by Bennett, SUPPORT by Harrall, to recommend approval of the TIP amendments requested by MDOT and The Rapid to the Policy Committee.
MOTION CARRIED UNANIMOUSLY.

V. FY2023-2026 TIP DEFICIENCIES MAP APPLICATION

Referring to Item V: Attachment A, Zonyk explained that, in preparation for programming of the FY2023-2026 TIP, GVMC staff has completed the deficiencies analysis and compiled all the information in an online application.

This map application will help identify possible candidates for road improvements. The entire federal aid road network was included in the data minus the MDOT routes. Zonyk shared his screen and demonstrated the use of the application live and answered any questions regarding its functionality. He explained that a splash page will pop up that describes the general functionality of the map. This page will open each time the link is opened so it can be referred to again. To use the application, the user will have to accept the liability statement located at the bottom of the splash page. The layer list is displayed on the right side that includes the general deficiencies data layer in blue along with other supplemental information like condition deficient information, congestion deficient information, etc. Multiple layers can be turned on to see the areas that carry data from both layers. These layers also include environmental justice and urban area data as well. Other filters are located on the left side of the website page that can help narrow down the results by jurisdiction, government unit, etc. PASER ratings, condition deficient, level of service severity, fatal accident, bike/pedestrian fatality, bike/pedestrian serious or fatal crash, and safety deficient are some of the other filters that can be turned on and off; they are also located on the left of the application. The table located at the bottom center of the application can be minimized to better view the map, and it can also be exported into a CSV file that contains all the data shown in the map with the different filters turned on or off. Staff has also included three map widgets on the upper left corner of the map. The M widget tells the user how many miles have been selected through the different layers; the select and export to GeoJSON file widget lets you export the data into a shapefile, and the measurement widget lets the user measure the number of miles of a section of the road in a certain layer. Zonyk asked the committee if there were any questions or comments regarding this application.

- T Kent mentioned that the map is a great resource for the next TIP development and for future projects. Laughlin added that the map is very user-friendly. Conners also mentioned that is application is very easy to use.



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- Laughlin asked how the application data would be kept up to date as improvements occur. Zonyk answered that the staff has a separate annual application that updates the PASER ratings that are collected through the year; however, this application was developed just for the TIP. Joseph added that this app was developed specifically for deficiencies in relation to the call for projects for the next TIP; it was created to represent data in a map form that could be helpful to jurisdictions instead of the spreadsheets that have been used in the past. She added that an annual update to the deficiency list has not yet been discussed but it is something that could be considered in the future.
- T Kent added that the different data types included in the application get updated in different cycles throughout the year which would make it difficult to update all information of the map at one time.
- Bennett agreed with T Kent and added that it is great to have this tool in advance to submitting projects and having updates once a year helps them with capital planning and progress in terms of budgeting. Bennett also asked for clarification on the difference between the bike/pedestrian fatality and bike/pedestrian serious or fatal crash. Zonyk clarified that the Bike/pedestrian fatality indicates a fatality, and the bike/pedestrian serious or fatal crash indicates serious injuries.
- Harrall inquired if the percentage on the pavement conditions is a locked amount or could it be changed when added to a different query. Zonyk explained that the amount can be changed with a different query. Joseph added that once the proposals are submitted in the spreadsheet that is provided, staff would take all the projects and put them together and add the performance measures information that can be verified as a body if the fixed/proposed amount aligns with the PASER rating.
- Bennett asked if a traffic signal turn on/off data can be added to the application. Zonyk responded that if the committee thinks there is any data that adds value to this application, a supplemental information layer can be included.
- T Kent added that for the last TIP cycle, FHWA had required MDOT and the MPOs to have one map, and the S/TIP map is proposed to be live later this year that will include all the TIP projects and the other MPOs from state. Joseph added that there is a question to whether the map would be live for public engagement, and it is likely that we will have to use our own map.

VI. OTHER BUSINESS

- Joseph gave an update on the Airport Access Study RFP. She stated that the RFP study is public, and the schedule was updated to allow for the GVMC board to act on the draft contract however, the due date is still unchanged (mid-September). The TDM RFP is slightly delayed because the state legislature has not taken any action regarding the release of the COVID



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funds hence, we cannot advertise the project until we are certain about the funding. Joseph explained that the funding does not need to be spent all in one fiscal year, and that the funds can be carried onto the next fiscal year.

- D Kent added that the M37 study alternative analysis for 92nd to 76th St segment meeting is scheduled for late October and will be in the next TIP.
- Faber shared her screen and introduced the two new PSAs for the Safety Education and Outreach Program and the Clean Air Action Program. Both were played during a recent Tigers game promotion.
- Yang gave an update on the safety data. He explained that due to the pandemic and state lockdowns, there has been fewer VMTs and in Michigan, specifically in the GVMC region, there has been a fewer number of vehicle crashes. However, the fatalities in Michigan have increased 10% from 985 fatalities in 2019 to 1083 fatalities in 2020. In the GVMC region, the fatalities increased 7.3% since 2019. Yang also added that the pedestrian fatalities in the GVMC area also increased from 10 in 2019 to 12 fatalities in 2020 and in the state of Michigan the fatalities increased from 151 in 2019 to 178 in 2020. Yang also announced that GVMC is looking for partners to promote pedestrian safety materials like bike lights, reflective belts, reflective bracelets, etc. Faber added that the bike lights have been a very popular item at events and that GVMC has been providing the safety items for events in different localities. GVMC recently donated a box of safety materials to the Kent County Sherriff's Office and are planning to donate more safety materials to the Riding for Ryan event in September.
- Bennett added a comment regarding the pedestrian fatalities, stating that there are other issues regarding safety of pedestrians like proper lighting, positioning of the bikes, crossing intersections, careless drivers, etc. that need more attention along with providing people with safety items like reflective gear and bike lights.
- Joseph reminded the committee that the election of officers will take place in November and asked the members to think about nominations.
- Zonyk added that the application would be posted on the TIP webpage.
- Harrall asked if the PASER rating tool was based on data from 2021. Joseph affirmed that the data is from 2021.

VII. ADJOURNMENT

Laughlin, Committee chair, adjourned the September 1, 2021, Technical Committee meeting at 10:15 am.



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MEMORANDUM

DATE: October 27, 2021

TO: Technical Committee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **FY2020-2023 Transportation Improvement Program**

On behalf of MDOT, KCRC, and Grand Rapids the following amendments/modifications to the FY2020-2023 TIP are being requested. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects and GPAs summary. Two of these changes have triggered a GPA threshold increase for the FY2022 Trunkline Traffic Operations and Safety GPA (shown in the summary attachment). MDOT is also requesting committee review of the S/TIP exempt project list, which has been modified to only show the projects that have undergone changes since the last Committee meeting. MDOT staff may highlight a few of note during the meeting (please see attachments).
- KCRC is requesting several changes to the FY2022 TIP, including adding a bridge project, moving a project to FY2022 from FY2023, moving an illustrative project into FY2022, removing a project from FY2022, and replacing it with a project from the illustrative list (please see attachment).
- The City of Grand Rapids has received funding for a FY2023 safety project and is requesting approval to add it to the TIP (please see attachment).

If you have any questions, please do not hesitate to contact me at (616) 776-7610.

FY 2020-2023 Transportation Improvement Program
November 2021 Amendments/Modifications

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Amount	State Amount	Local Amount	Total Amount	Federal Amendment Type
2022	132524	S/TIP Line items	MDOT	regionwide	Regionwide - Grand	0.000	ITS Applications	2022 West Michigan TOC Control Room Operations	EPE	\$1,156,397	\$256,428	\$0	\$1,412,825	Budget increase over 25%
2022	132525	S/TIP Line items	MDOT	Regionwide	Various routes in Grand Region	0.000	ITS Applications	2022 ITS maintenance & operations	EPE	\$470,638	\$104,363	\$0	\$575,000	Budget increase over 25%
2022	213954	S/TIP Line items	MDOT	Leonard St NE	TSC - major PR	26.055	Traffic Safety	Non-freeway signing upgrade	PE	\$0	\$0	\$0	\$0	Phase Added
2022	213557	Trunkline Traffic Operations And Safety	MDOT	Front Ave NW	Kent County	0.000	ITS Applications	2022 Safety Service Patrol Operations - Grand Region	OPS	\$294,660	\$65,340	\$0	\$360,000	GPA over or over 25%
2022	213928	Trunkline Traffic Operations And Safety	MDOT	Leonard St NE	TSCWIDE	13.634	Traffic Safety	Non-freeway signing upgrade	PE	\$32,250	\$0	\$0	\$32,250	GPA over or over 25%

FY 2020-2023 Transportation Improvement Program
November 2021 Amendments/Modifications

November 2021 - Pending GPAs

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Last Fed Approved Threshold	Total Usage Amount
2022	GVMC	Trunkline	Trunkline Traffic Operations and Safety	Proposed	\$3,778,588	\$5,325,254

STIP Exempt Projects Report
November 2021 (Changes since last meeting)

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	CR Approved
2023	211694	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management	Active Traffic Management Systems	EPE	Programmed	20-23	Approved	\$0	\$1,900,000	\$0	\$1,900,000	\$0	M	10/13/2021
2023	212533	MDOT	M-11	2 structures	0.000	Bridge CPM	Scour	CON	Programmed	20-23	Approved	\$0	\$355,355	\$0	\$355,355	\$0	M	10/07/2021
2022	213054	Kent County Community Action	Transit Operating	areawide	0.000	6410-5310 Projects	FY22 5310 CRRSAA Operating assistance	NI	Programmed	20-23	Approved	\$788	\$0	\$0	\$788	\$0	CR11	10/04/2021
2022	213055	Hope Network, Inc.	Transit Operating	areawide	0.000	6410-5310 Projects	FY22 5310 CRRSAA Operating assistance	NI	Programmed	20-23	Approved	\$83,535	\$0	\$0	\$83,535	\$0	CR11	10/04/2021
2022	213056	United	Transit	areawide	0.000	6410-5310	FY22 5310	NI	Programmed	20-23	Approved	\$2,893	\$0	\$0	\$2,893	\$0	CR11	10/04/2021
2022	213081	Georgetown Seniors, Inc.	Transit Operating	areawide	0.000	6410-5310 Projects	FY22 5310 CRRSAA Operating assistance	NI	Programmed	20-23	Approved	\$28,115	\$0	\$0	\$28,115	\$0	CR11	10/04/2021
2022	213493	Interurban Transit Partnership	Transit Operating	Interurban Transit Partnership/Areawide	0.000	SP05-Local Bus Operating	FY22 Local Bus Operating	NI	Active	20-23	Approved	\$0	\$15,015,362	\$0	\$15,015,362	\$2,502,560	CTF	10/04/2021
2022	213814	Interurban	Transit	areawide	0.000	SP09-	FY22	NI	Programmed	20-23	Approved	\$0	\$542,369	\$0	\$542,369	\$0	CTF	10/04/2021
2023	200196	MDOT	M-21	From Bennett Street east to Valley Vista Drive	6.079	Road Rehabilitation	Two Course Asphalt Resurfacing	PE	Programmed	20-23	Approved	\$0	\$500,000	\$0	\$500,000	\$0	M	10/03/2021
2023	204773	MDOT	I-196	at the 32nd	0.000	New	Construct	PE	Abandoned	20-23	Approved	\$0	\$20,000	\$0	\$20,000	\$0	M	10/03/2021
2023	204773	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.	ROW	Abandoned	20-23	Approved	\$0	\$48,000	\$0	\$48,000	\$0	M	10/03/2021
2022	207873	MDOT	Grand	Grand	0.000	Road	FPVS HMA	PE	Programmed	20-23	Approved	\$0	\$10,000	\$0	\$10,000	\$0	M	10/02/2021
2022	208525	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.343	Road Rehabilitation	Concrete Inlay	PE	Programmed	20-23	Approved	\$0	\$1,315,000	\$0	\$1,315,000	\$0	M	10/02/2021
2022	210063	MDOT	M-37	From 92nd Street north to 76th Street	2.875	Road Rehabilitation	Crush and Shape, Widening	PE	Programmed	20-23	Approved	\$0	\$2,500,000	\$0	\$2,500,000	\$0	M	10/02/2021
2022	210063	MDOT	M-37	From 92nd	2.875	Road	Crush and	ROW	Programmed	20-23	Approved	\$0	\$1,500,000	\$0	\$1,500,000	\$0	M	10/02/2021
2022	210818	MDOT	I-96	Whitneyville Avenue east to the Kent/Ionia County Line	8.346	Road Capital Preventive Maintenance	Full Depth Concrete Pavement Repair	PE	Programmed	20-23	Approved	\$0	\$75,000	\$0	\$75,000	\$0	M	10/02/2021

STIP Exempt Projects Report
November 2021 (Changes since last meeting)

2022	211211	MDOT	M-45	The Grand River east to the Ottawa/Kent County Line	4.628	Road Capital Preventive Maintenance	Paver Placed Surface Seal	PE	Programmed	20-23	Approved	\$0	\$50,000	\$0	\$50,000	\$0	M	10/02/2021
2022	211212	MDOT	M-45	West of	4.207	Road	Cold Mill	PE	Programmed	20-23	Approved	\$0	\$50,000	\$0	\$50,000	\$0	M	10/02/2021
2023	213068	MDOT	US-131 S	US-131 SB over Grandville Ave	0.000	Bridge CPM	Epoxy Overlay	PES	Programmed	20-23	Approved	\$0	\$249,085	\$0	\$249,085	\$0	M	10/01/2021
2023	212929	MDOT	US-131 NB	US-131 NB	0.000	Bridge CPM	Epoxy	PE	Programmed	20-23	Approved	\$0	\$53,607	\$0	\$53,607	\$0	M	10/01/2021
2023	212929	MDOT	US-131 NB	US-131 NB over Grandville Ave	0.000	Bridge CPM	Epoxy Overlay	PES	Programmed	20-23	Approved	\$0	\$330,942	\$0	\$330,942	\$0	M	10/01/2021
2023	212524	MDOT	US-131 N	3 structures over West River Drive	0.000	Bridge CPM	Pin and Deep Overlay	CON	Programmed	20-23	Approved	\$0	\$1,448,375	\$0	\$1,448,375	\$0	M	10/01/2021
2022	204378	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay	PE	Programmed	20-23	Approved	\$0	\$65,971	\$0	\$65,971	\$0	M	10/01/2021
2022	204378	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay	PES	Programmed	20-23	Approved	\$0	\$463,006	\$0	\$463,006	\$0	M	10/01/2021
2022	212534	MDOT	I-196 E	44th Street over I-196, M-37 over Nash Creek	0.000	Bridge Rehabilitation	Bearing Realignment, Joint Replacement, Pavement Relief Joints	CON	Programmed	20-23	Approved	\$0	\$452,513	\$0	\$452,513	\$0	M	09/17/2021



Kent County Road Commission

October 26, 2021

Ms. Laurel Joseph
Grand Valley Metro Council
678 Front Ave., NW, Suite 200
Grand Rapids, MI 49504

Re: 2020 – 2023 TIP Amendment

Dear Laurel:

The Kent County Road Commission (KCRC) hereby requests the 2020 - 2023 TIP be amended to include the following projects in the 2022 TIP:

Plainfield Township Bridges

Work: Bridge Preservation (Joint Replacement)
Location: 3 Bridges
Length: 500 Feet
Federal Bridge Funds = \$273,750 (Local Bridge Funds)
Total Bridge Estimate = \$365,000
Local Share = \$91,250

100th Street (JN 206874) – (Move From 2023 to Backfill)

Work: Reconstruction
Location: Hanna Lake Ave to East Paris Ave
Length: 1 Mile
Federal STP Rural = \$913,000 (JN 206873 100th St. Moved to 2021)
Local Match = \$487,000
Total Cost = \$1,400,000

Northland Drive (Rural Illustrative)

Work: Resurfacing
Location: Cedar Springs Limits to Ritchie Ave
Length: 2.7 Miles
Federal STP Rural: Federal \$808,000 (Purchased from Montcalm CRC)
Local Match: \$542,000
Total Cost = \$1,350,000

Due to recent improvements to Kalamazoo Avenue between 68th St. and 60th St., the Kent County Road Commission is requesting to remove the following 2022 project from the TIP:

Kalamazoo Avenue- (205561)

Location: 68th St.to 60th St.

Work Type: Asphalt Milling & Paving

Federal NHPP Funds = \$731,000

Local Match = \$182,750

Total Project Cost = \$913,750

We request moving the following Illustrative list project to backfill the 2022 Kalamazoo Avenue project:

68th Street (Urban Illustrative)

Location: Eastern Avenue to Kalamazoo Avenue

Work Type: Asphalt Milling & Paving

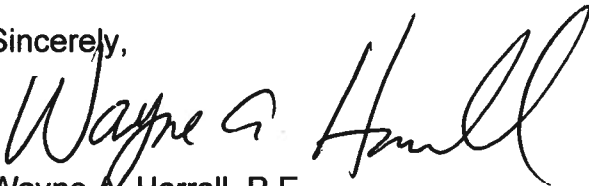
Length: 1 Mile

Federal NHPP Funds = \$731,000

Total Project Cost = \$913,750

Please call me at (616) 242-6914 if you have any questions or need any additional information regarding this request.

Sincerely,

A handwritten signature in black ink that reads "Wayne A. Harrall". The signature is written in a cursive style with a large, looping "H" and "A".

Wayne A. Harrall, P.E.

Deputy Managing Director – Engineering



September 9, 2021

Laurel Joseph, Transportation Planning Director
Grand Valley Metro Council
678 Front Avenue NW, Suite 200
Grand Rapids, MI 49504

Ms. Joseph:

The City of Grand Rapids is requesting the following FY 2023 Highway Safety Improvement Program (HSIP) project is added to the regional Transportation Improvement Program (TIP):

Project Name: Burton Street SE/SW
Project Limits: Clyde Park Avenue SW to Eastern Avenue SE
Project Estimate: \$450,000
Federal Amount: \$396,000
Local Match: \$44,000 (construction)
Work Description: Traffic signal improvements at Buchanan Ave SW, Jefferson Ave SE, Madison Ave SE and Eastern Ave SE; traffic signal timing optimization at Clyde Park Ave SW; signal preemption for emergency vehicles and transit throughout project corridor limits; pavement marking changes to remove southbound Buchanan Ave right turn lane; construct raised median refuge island with rapid flashing beacons at Lafayette Ave SE.

Please let us know if you have any questions. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Kristin Bennett".

Kristin Bennett, AICP
Transportation Engineering Project Manager

cc: Andrea Anderson, John Bartlett, Justin Kimura, Josh Naramore, Jon Re (Mobile GR Department)
Tim Burkman, Rick DeVries (Engineering Department)
Eric DeLong, Karyn Ferrick (Office of City Manager)

No.	Lead Agency	Project Name	Project Limits	Work Type	Project Est	Federal HSIP	Fed HSIP - PE	Local (Construction)
SELECTED SAFETY PROJECTS								
1	Avenue County	North Forest Lake RSA	Yarish Road, Kinzig Road, Alger Road area	Road Safety Audit	\$ 20,000.00	\$ -	\$ 16,000.00	\$ -
2	Barry County	Guardrail	7 Locations throughout Barry County	Guardrail installation	\$ 338,095.00	\$ 270,956.00	\$ -	\$ 67,139.00
3	Genesee County	Beecher Road	Beecher Road from Graham Road to Ballenger Highway	Road Diet (4 lane to 3 lane conversion), cold milling and resurfacing, guardrail upgrades if necessary, possible signal removal at Beecher/Calkins intersection	\$ 800,000.00	\$ 600,000.00	\$ -	\$ 200,000.00
4	Genesee County	Linden Road	Linden Road from Hill Road to Linden Creek Parkway	HMA microsurface, road diet (4 lane to 3 lane conversion), drain structure and curb repairs	\$ 250,000.00	\$ 225,000.00	\$ -	\$ 25,000.00
5	Genesee County	Morrish Road at Lemon Road	Morrish Road at Lemon Road	Construct a Roundabout	\$ 850,000.00	\$ 600,000.00	\$ 42,500.00	\$ 250,000.00
6	Grand Traverse County	N. Long Lake Road at Strat Road	N. Long Lake Road at Strat Road	Road Safety Audit	\$ 20,000.00	\$ -	\$ 16,000.00	\$ -
7	Grand Traverse County	N. West Silver Lake Road at Secor Road	N. West Silver Lake Road at Secor Road	Road Safety Audit	\$ 20,000.00	\$ -	\$ 16,000.00	\$ -
8	Hillsdale County	Bankers Road, Moscow Road, Territorial Road	Bankers Road from Branch County Line to the Hillsdale south City Limits, Moscow Road from Sterling Road to Masker Road, Territorial Road from Cope Road to US-127	Centerline (Moscow Road and Territorial Road) and shoulder rumble strips (Bankers Road), and recessed wet reflective pavement markings	\$ 500,000.00	\$ 450,000.00	\$ -	\$ 50,000.00
9	Houghton County	Guardrail	9 Roadways throughout Houghton County	Guardrail upgrades	\$ 482,555.00	\$ 386,044.00	\$ -	\$ 96,511.00
10	Ingham County	Meridian Road at Grand River Avenue	Meridian Road at M-43 (Grand River Avenue)	Construct a center left turn lane on north approach in advance of MDOT signal installation	\$ 450,000.00	\$ 360,000.00	\$ -	\$ 90,000.00
11	Ingham County	Lake Lansing Road	Lake Lansing Road from Abbot Road to Hagadorn Road	Geometric improvements at the intersection with Birch Row Drive/Tower Avenue to remove the existing slip lane and change intersection to a signalized T-intersection with ped crossings on all three legs, road diet (4 to 3 lane conversion) along entire project length.	\$ 1,100,000.00	\$ 600,000.00	\$ -	\$ 500,000.00
12	City of Jackson	Crosswalk Enhancements at 5 Locations	Denton Road at Kibby Road, Hickory Avenue at Fourth Street (west and north legs), Prospect Street at the MLK Equality Trail, and West Avenue at Fourth Street	Sidewalk ramps, LED bordered pedestrian crossing signs, continental style pavement markings, pushbutton pedestrian crossings, crosswalk lighting (Prospect Street location)	\$ 328,537.83	\$ 257,938.26	\$ -	\$ 71,139.57
13	Jackson County	Horton Road (S. Jackson Road) RSA	Horton Road (S. Jackson Road) from Ferguson Road to Weatherwax Drive	Road Safety Audit	\$ 20,000.00	\$ -	\$ 16,000.00	\$ -
14	Jackson County	Moscow Road RSA	Moscow Road at Hanover Road, at Hatch Road, at Sears Road, at Horton Road, Mathews Road	Road Safety Audit	\$ 20,000.00	\$ -	\$ 16,000.00	\$ -
15	Kalamazoo County	Parkview Avenue	Parkview Avenue at 11th Street and at 12th Street	Construct a mini-roundabout at both intersections	\$ 694,800.00	\$ 600,000.00	\$ -	\$ 94,800.00
16	Kalamazoo County	TU Avenue at 23rd Street	TU Avenue at 23rd Street	Construct mini-roundabout	\$ 350,000.00	\$ 315,000.00	\$ -	\$ 35,000.00
17	City of Grand Rapids	Barton Street SW/SE	Barton Street from Clyde Park Avenue to Eastern Avenue	Signal improvements at Buchanan Ave SW at Jefferson Avenue, at Madison Avenue, at Eastern Avenue and signal timing optimization at Clyde Park Avenue, signal preemption for emergency vehicles and transit throughout the corridor, pavement marking changes to remove southbound Buchanan Avenue right turn lane, and RRFB and pedestrian refuge island at Lafayette Avenue	\$ 440,000.00	\$ 396,000.00	\$ -	\$ 44,000.00
18	Kent County	84th Street at Kalamazoo Avenue	84th Street at Kalamazoo Avenue	Construct a Roundabout	\$ 1,278,054.00	\$ 600,000.00	\$ -	\$ 678,054.00
19	City of Brighton	Main Street Ped Crossing Signs	Main Street from N. First Street to S. West Street	Install LED border pedestrian crossing signs	\$ 211,200.00	\$ 190,080.00	\$ -	\$ 21,120.00
20	Livingston County	Grand River Avenue at St. Joseph Mercy Health Center	Grand River Avenue at St. Joseph Mercy Health Center Brighton	Signal modernization, advance dilemma zone detection, eastbound protected left turn phase	\$ 184,000.00	\$ 165,600.00	\$ -	\$ 18,400.00
21	Macomb County	6 Intersections (northern part of County)	23 Mile Road at Napi Drive, 23 Mile Road at Remsey Plank Road, 24 Mile Road at North Avenue, 25 Mile Road at Schoenbrunn Road, 26 Mile Road at North Avenue, Granton Avenue at Carriage Way Drive	Signal modernization including box span at two intersections, backplates at three intersections, left turn phasing at one intersection, dilemma zone detection at all six intersections, removal of night flash at one location	\$ 661,442.00	\$ 595,297.80	\$ -	\$ 66,144.20
22	Macomb County	5 Intersections	26 Mile Road at Stoney Creek Metropark entrance, 14 Mile Road at Garfield Road, 14 Mile Road at Kelly Road, Harper Avenue at Quinn Road, Ulica Road at Morvan Drive	Signal modernization including box span and backplates at three intersections, protected left turn phasing at two intersections, dilemma zone detection at all five intersections	\$ 668,747.00	\$ 600,000.00	\$ -	\$ 68,747.00
23	City of North Muskegon	Fleming Street	Fleming Street from Ruddiman Drive to Moulton Avenue	Construct curb along east side to create vertical separation between the roadway and sidewalk, remove bump out, upgrade ADA ramps	\$ 402,300.00	\$ 321,840.00	\$ -	\$ 80,460.00
24	City of Pontiac	Non-motorized Crossing Improvements	Auburn Avenue at Hill St/Center St, at Paddock St, at Sanford St, and at MLK Blvd, Auburn Avenue from Hill St/Center St to Carriage Creek Drive	Full signal modernization at Hill Street, other intersections will receive signal backplates, ADA ramps, countdown pedestrian signals, signing, and pavement markings, four RRFBs between Hill Street and Clifford Street, HAWK signal between Willard Drive and Carriage Creek Drive, removal of existing overhead pedestrian bridge.	\$ 683,793.00	\$ 600,000.00	\$ -	\$ 83,793.00


GRAND VALLEY METROPOLITAN COUNCIL

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MEMORANDUM

DATE: October 27, 2021

TO: Technical Committee

FROM: George Yang, Senior Transportation Planner

RE: **Safety Targets for Calendar Year 2022**

The Michigan Department of Transportation (MDOT) has established the 2022 traffic safety targets for the five federal performance measures based on five-year rolling averages as shown in the table below. Also included in the table is GVMC's baseline condition based on the five-year rolling average from 2016-2020.

Michigan State Safety Targets for Calendar Year 2022

Measure (5-year rolling average)	Michigan State Baseline Condition (2016-2020)	Michigan State 2022 Targets (2018-2022)	GVMC Baseline Condition (2016-2020)
Number of Fatalities	1,028.2	1,065.2	64
Rate of Fatalities per 100 million VMT	1.05	1.098	0.90
Number of Serious Injuries	5,673.2	5,733.2	457.2
Rate of Serious Injury per 100 million VMT	5.78	5.892	6.42
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	762.8	791.6	69.2

MDOT's safety performance targets are based on two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models depend on results of a research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting the number of fatalities and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent.

MPOs are required to establish safety targets by either:

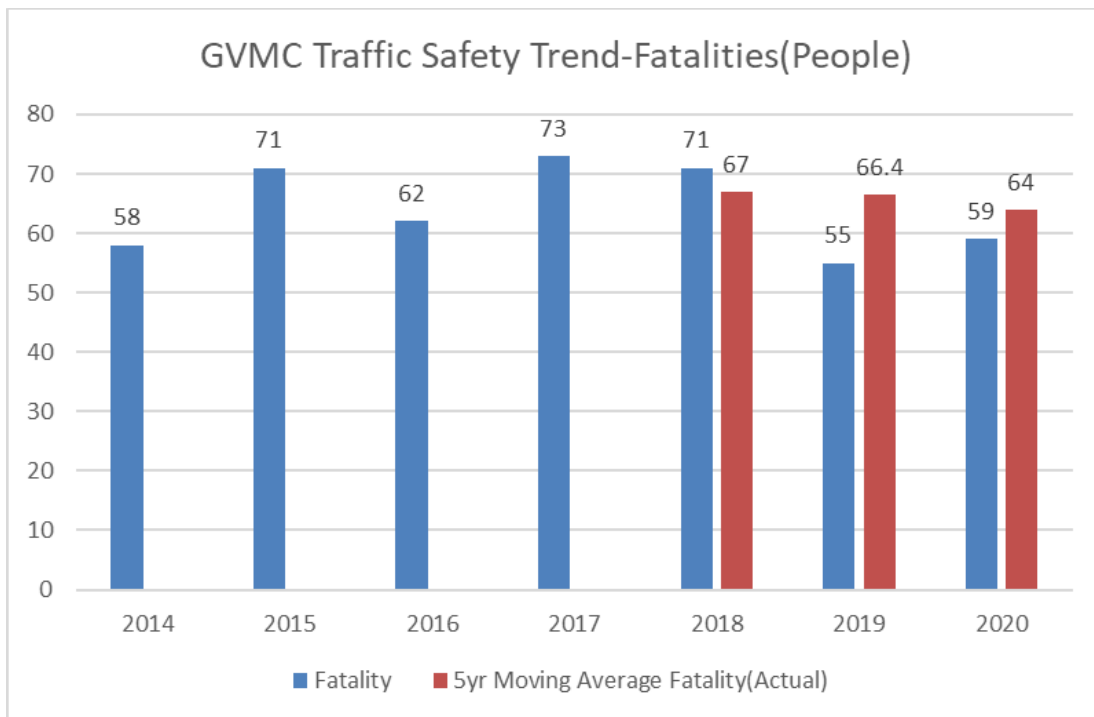
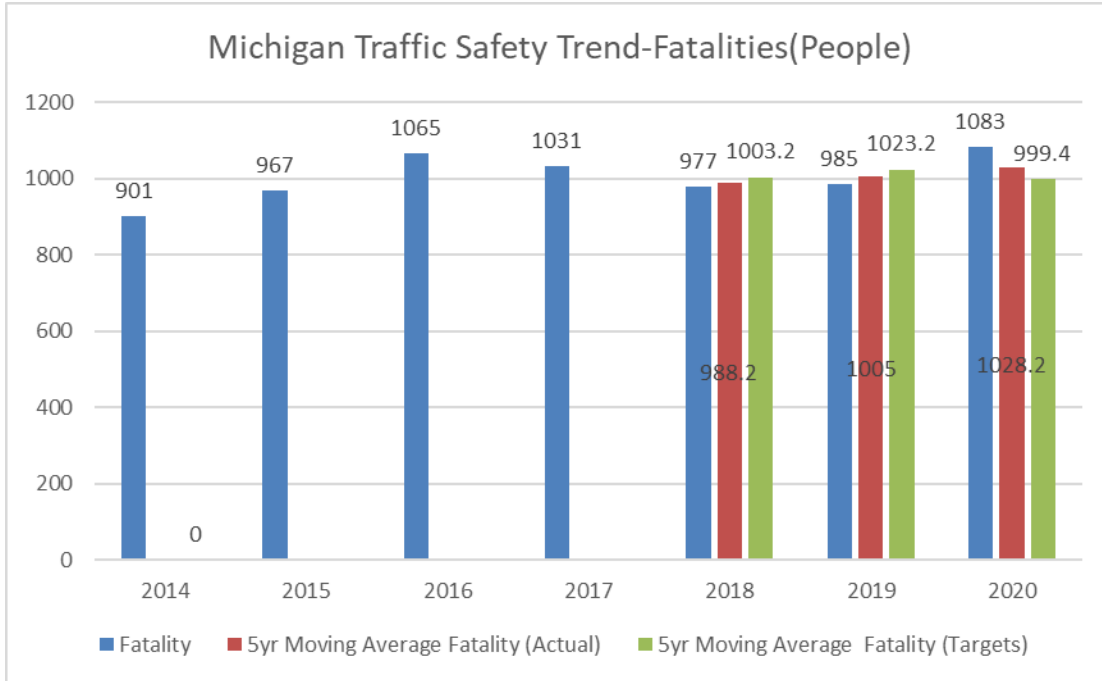
1. Agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT safety targets for the performance measures; or
2. Committing to a quantifiable target for the performance measures for their metropolitan planning area

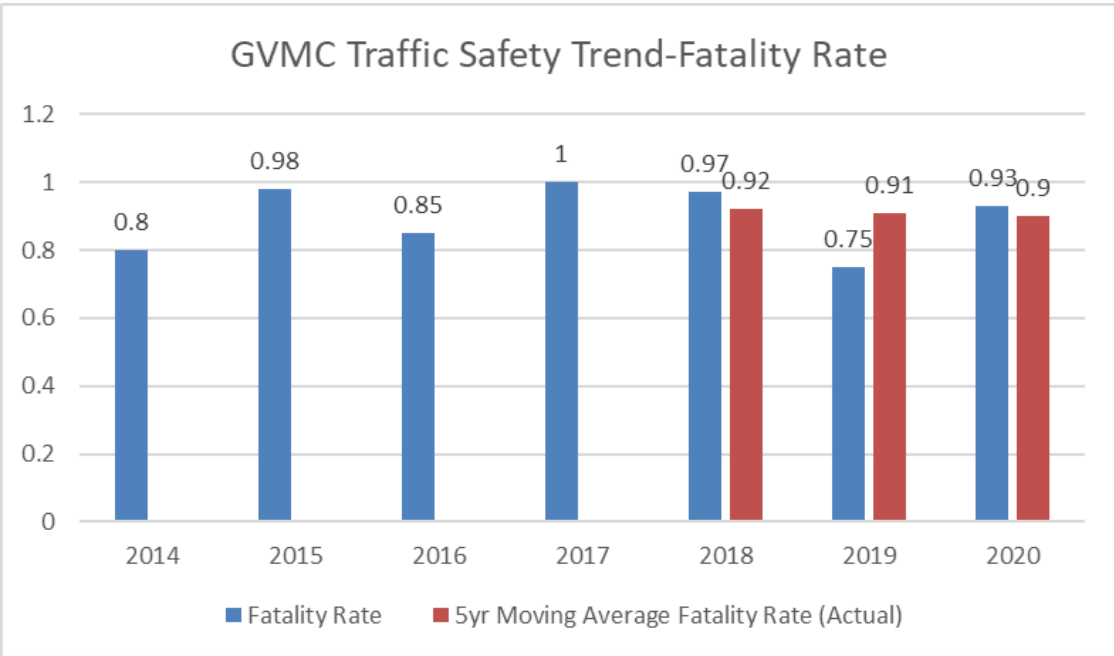
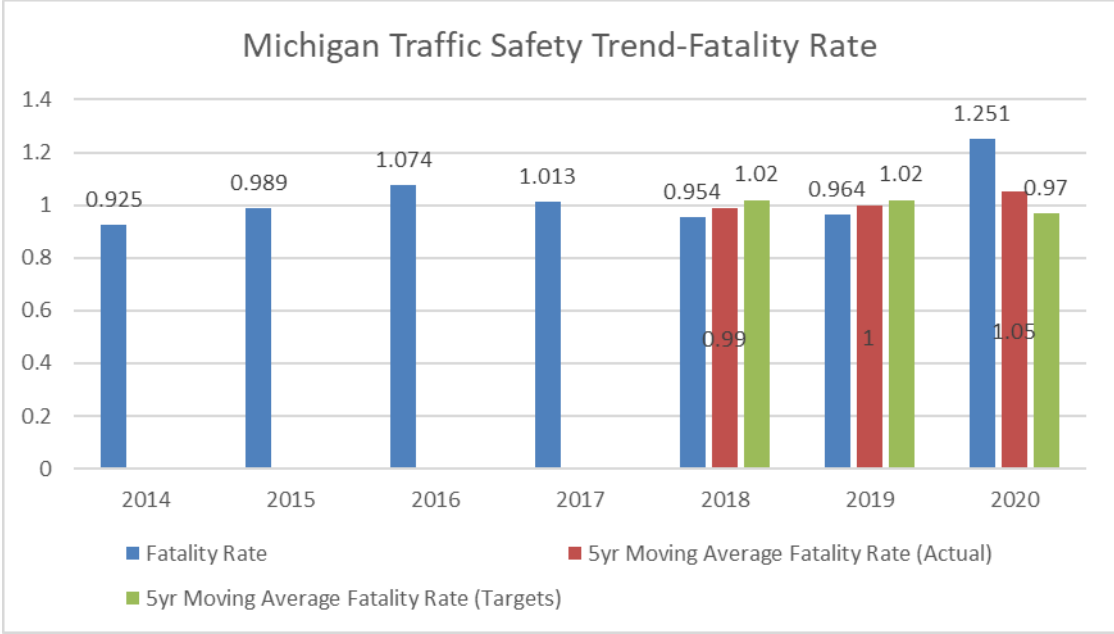
MPOs are required to establish targets no later than 180 days after the state DOT established the state safety targets. MDOT was required to report to FHWA its safety targets before August 31, 2021, and GVMC will therefore be required to decide on our MPO safety targets for calendar year 2022 no later than February 27, 2022.

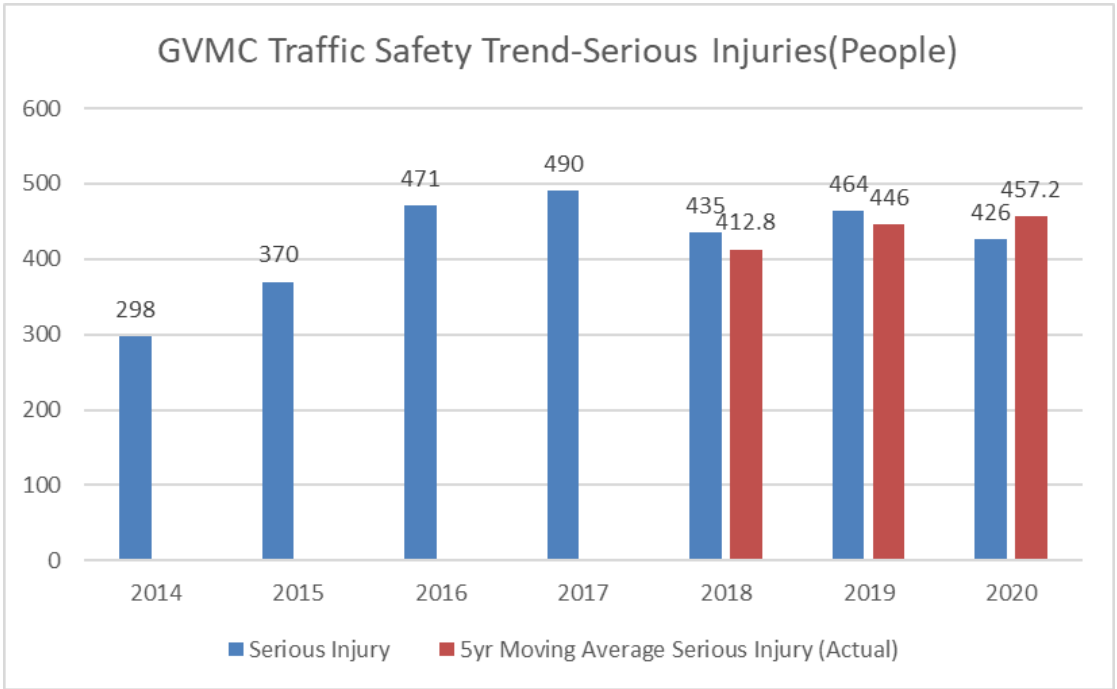
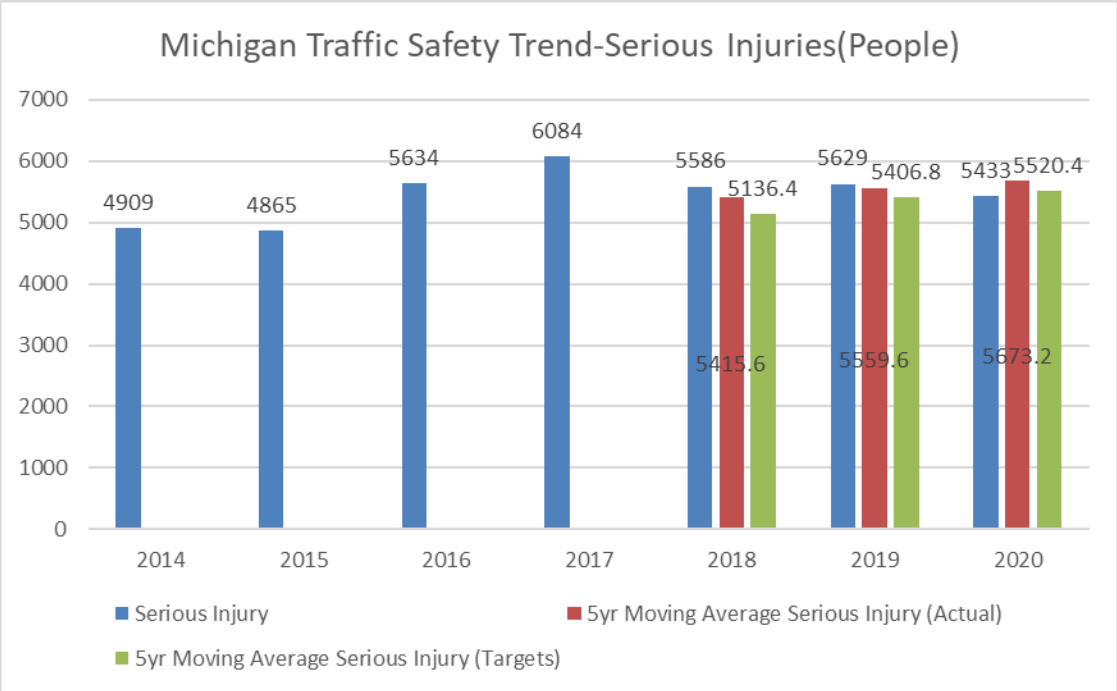
To aid in the discussion surrounding this topic, staff took a look at data related to GVMC's safety performance as well as the safety projects we've implemented and safety funding that has been spent in the region over the last five years.

As shown in the charts below, while the average number of fatalities and the fatality rate has been going up the last few years statewide, GVMC's five-year moving average for both measures has been decreasing the last few years. GVMC's five-year moving average for serious injuries and rate of serious injuries, however, has increased the last few years, as they have statewide, and our serious injury rate is higher than the state's.

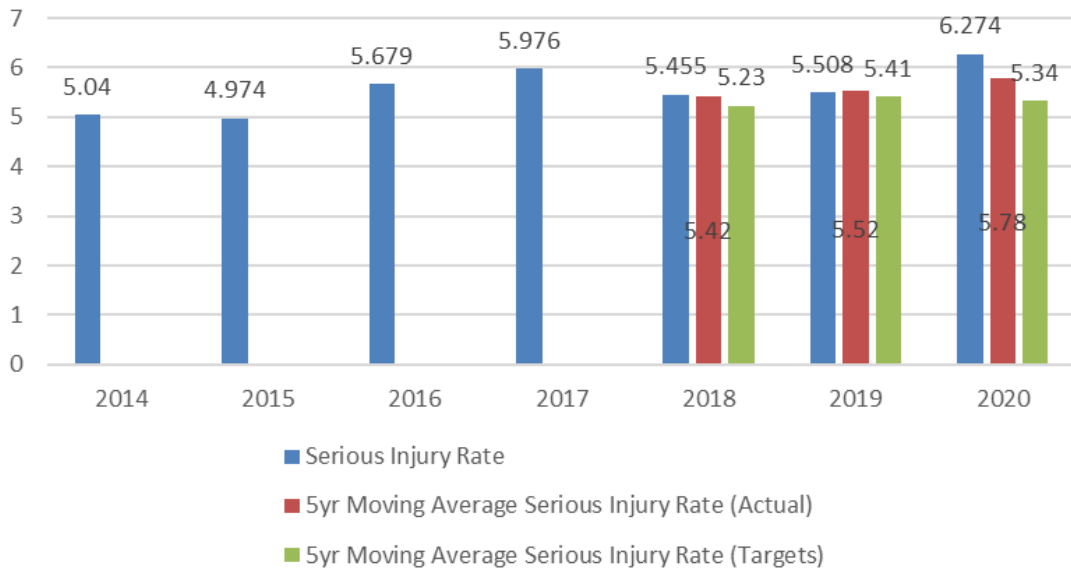
Additionally, our average number of bicycle and pedestrian fatalities and serious injuries remained more stable than the number for the entire state.



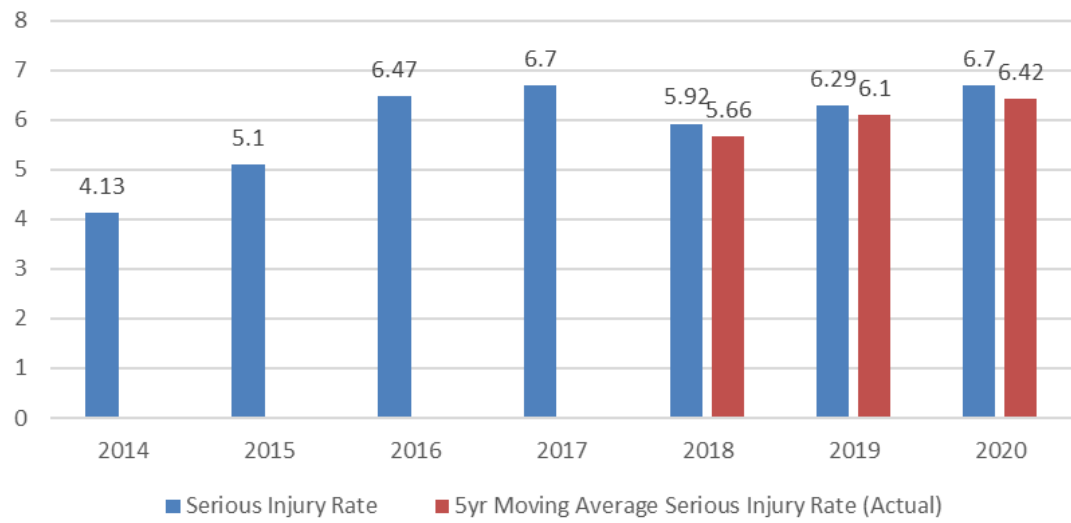


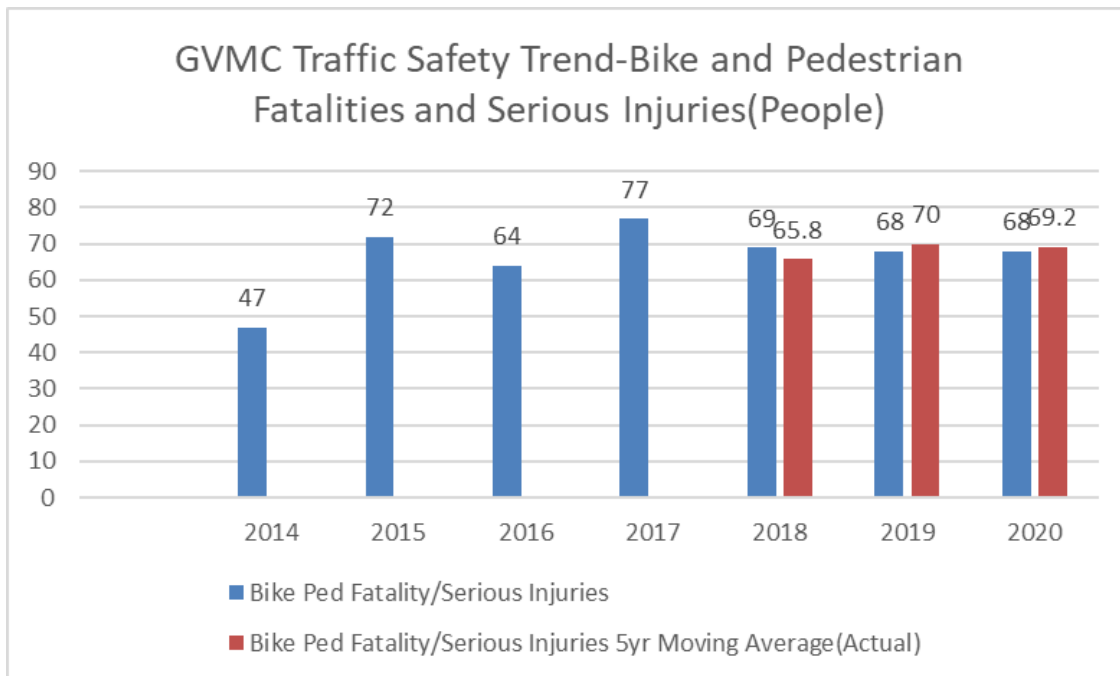
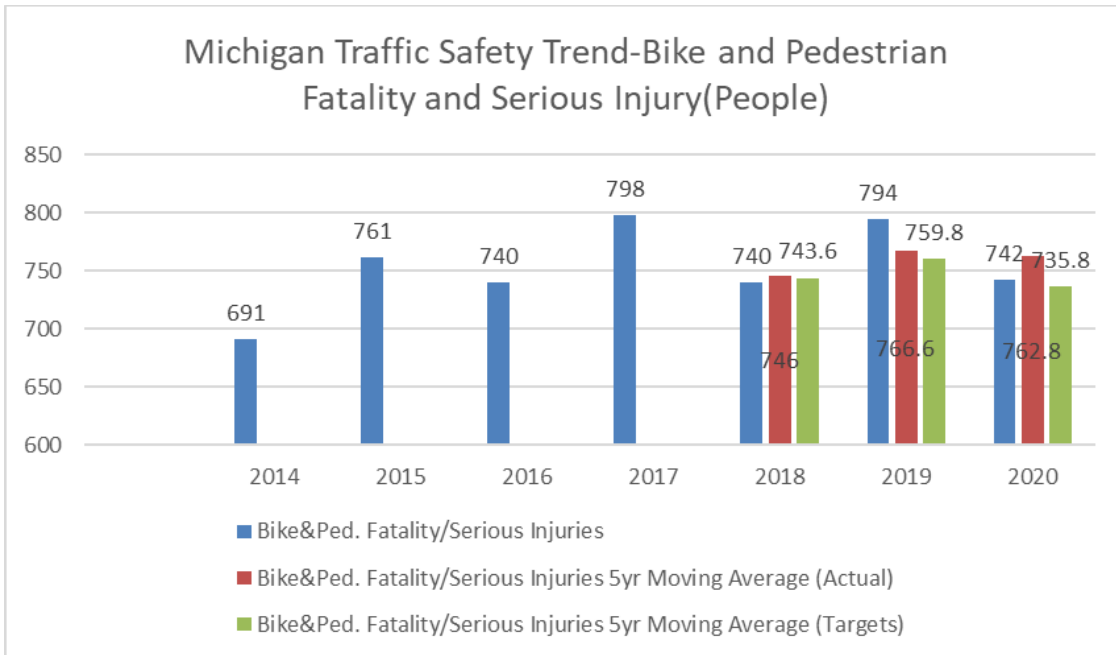


Michigan Traffic Safety Trend-Serious Injury rate



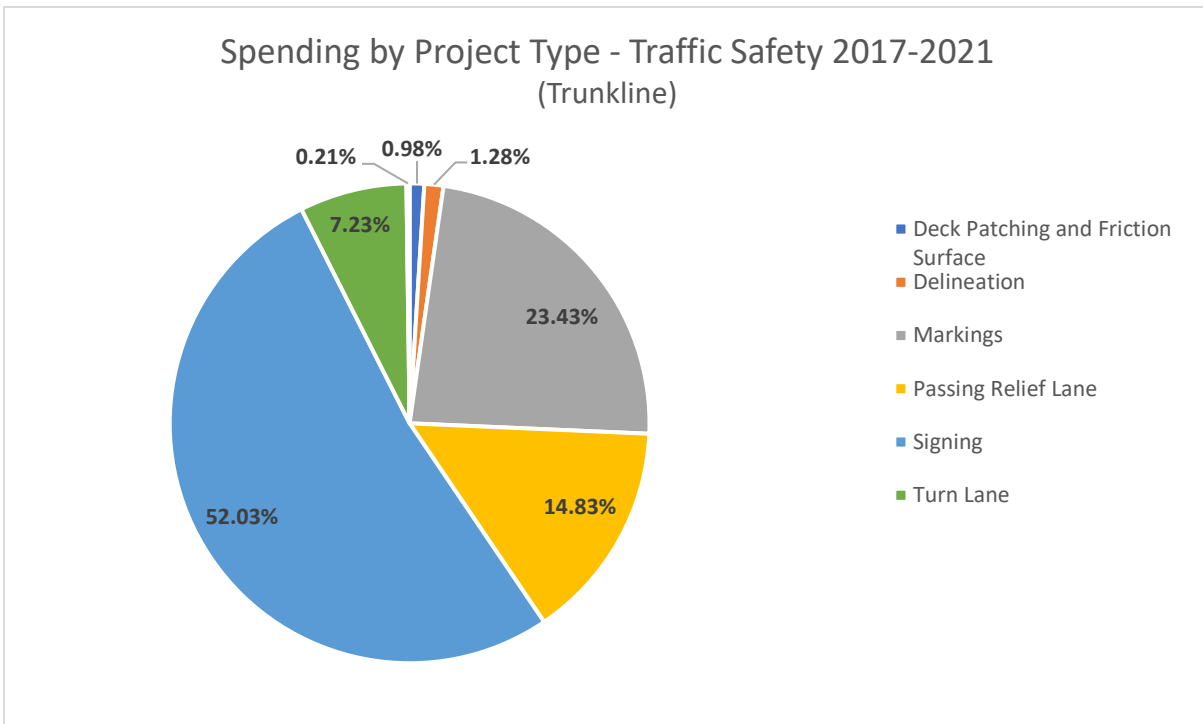
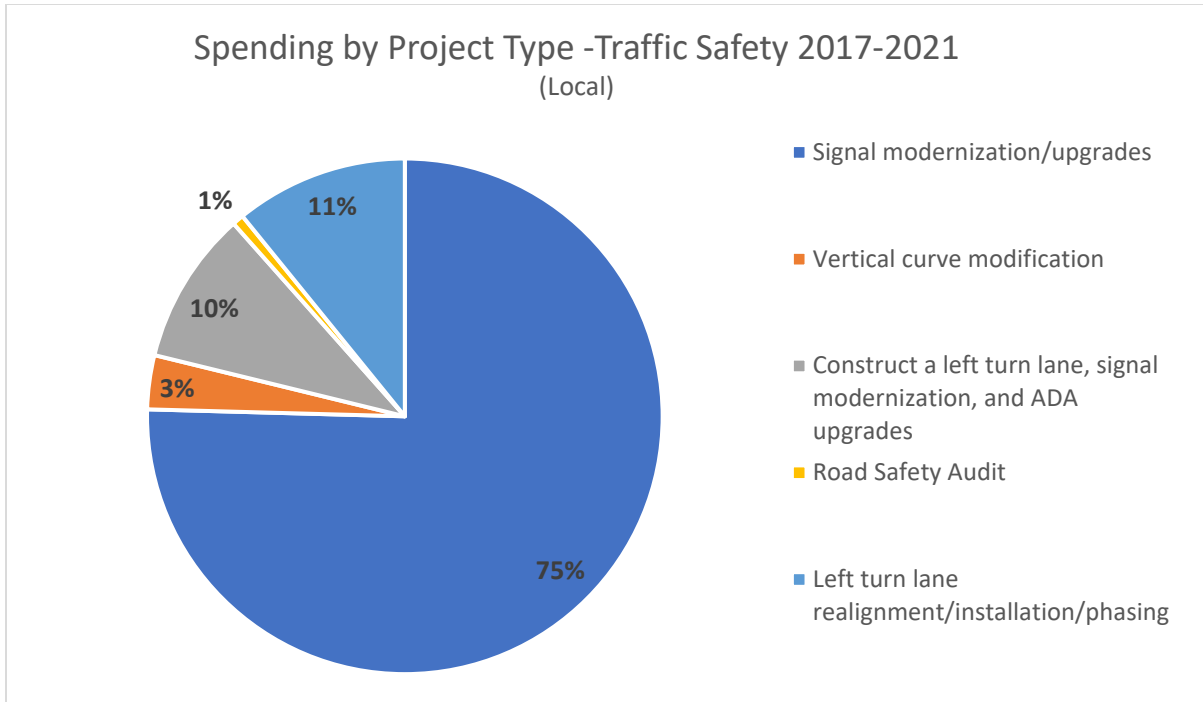
GVMC Traffic Safety Trend-Serious Injury Rate





Comparing the last three years for which we have five-year moving average data (2018, 2019, and 2020) about 6.5% of the state’s fatalities, 7.9% of the state’s serious injuries, and 9% of the state’s nonmotorized fatalities and serious injuries have occurred in the GVMC region. Meanwhile, our region has been able to secure roughly 9% of the federal local safety funding and about 11.6% of the total funding MDOT has spent in the safety templates over the last five years.

Shown in the charts below, three quarters of the safety funding our locals have been awarded the last five years has gone toward signal modernization projects, while about half of MDOT's safety spending has gone toward signing projects and a quarter to pavement marking projects in the region.



More analysis should be done to determine the impact implementing all these projects has had on regional safety, if additional project types could be more impactful, and how our region can position itself better to compete for more safety funding.

With all this information in mind, it is staff’s recommendation that GVMC continues to support state safety *targets* while also establishing regional *goals* to improve upon GVMC’s baseline condition for all safety performance measures. See summary table below. Committee action on these safety targets is required by February 27, 2022.

Measure (5-year rolling average)	Michigan State Baseline Condition (2016-2020)	Michigan State 2022 Targets (2018-2022)	GVMC Baseline Condition (2016-2020)	Recommended Action on Safety Targets	Recommended GVMC Regional Safety Goals
Number of Fatalities	1,028.2	1,065.2	64	Support State Target	Decrease regional number of fatalities
Rate of Fatalities per 100 million VMT	1.05	1.098	0.90	Support State Target	Decrease regional fatality rate
Number of Serious Injuries	5,673.2	5,733.2	457.2	Support State Target	Decrease regional number of serious injuries
Rate of Serious Injury per 100 million VMT	5.78	5.892	6.42	Support State Target	Decrease regional serious injury rate
Number of Non-Motorized (Pedestrians and Bicycle) Fatalities & Serious Injuries	762.8	791.6	69.2	Support State Target	Decrease regional number of nonmotorized fatalities and serious injuries

Like all our members, GVMC staff is committed to working to improve safety for all the users of our transportation system in any way we can. Please contact me with any comments or questions at (616) 776-7696.



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MEMORANDUM

DATE: October 27, 2021

TO: Technical Committee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **The Rapid's Public Transportation Agency Safety Plan**

As part of federal performance-based planning requirements, The Rapid was required to develop and submit a public transportation agency safety plan (PTASP) by the end of July 2021 and provide it also to the MPO for their acknowledgement. As part of this acknowledgement the MPO should express its support for the transit agency safety targets that are included in this PTASP.

Attached for your review is The Rapid's PTASP. The Committee will be asked to take action to acknowledge its receipt and recommend support of the included transit safety targets.

If you have any questions, please do not hesitate to contact me at (616) 776-7610.

Interurban Transit Partnership

Public Transportation Agency Safety Plan

The Interurban Transit Partnership, aka The Rapid, is required to maintain a written safety plan along with supporting documents, including those related to program implementation and results from its safety management system as required in 49 CFR Part 673. The Rapid has existing documentation describing processes, procedures, and other information that are now incorporated into the Public Transit Agency Safety Plan (PTASP). If these documents are not a physical part of the PTASP, they are referenced by specifying the document names and locations within the appropriate sections of the plan.

1. Transit Agency Information

Transit Agency Name	Interurban Transit Partnership, AKA The Rapid			
Transit Agency Address	300 Ellsworth Ave SW, Grand Rapids, MI 49503			
Name and Title of Accountable Executive	Deb Prato, CEO			
Name of Chief Safety Officer	Stephan Luther, Manager of Safety and Training			
Modes of service covered by this plan	MB DO: Fixed Route Service, directly operated. VP DO: Van Pool, directly operated. DR PT: Paratransit, currently operated by MV Transit. RB DO: Bus Rapid Transit, directly operated	FTA Funding Types	5307 5339 CMAQ	
Modes of service provided by the Transit Agency	MB DO: Fixed Route Service, directly operated. VP DO: Van Pool, directly operated. DR PT: Paratransit, currently operated by MV Transit. RB DO: Bus Rapid Transit, directly operated			
Transit services provided on behalf of another entity.	Yes X	No <input type="checkbox"/>	Description of Arrangement	The Rapid provides bus operators and maintenance services to the City of Grand Rapids to operate DASH service.
Name and Address of entity for which service is provided	City of Grand Rapids 300 Monroe Ave NW Grand Rapids, MI 49503			

2. Plan Development, Approval, and Updates

Name of person who drafted this plan	Stephan Luther, Manager of Safety and Training, The Rapid (CSO)		
Signature by the Accountable Executive	Signature of Accountable Executive	Date of Signature	
	<i>Deborah Piato</i>	7/12/2021	
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval	
	Mayor Stephen Kepley	12/13/2020	
	Relevant Documentation (title and location)		
Signed Board resolution (12/02/2020). Located in Exec. office			
Certification of Compliance	Name of Individual/Entity That Certified This Plan	Date of Certification	
	Kevin Wisselink	12/11/2020	
	Relevant Documentation (title and location)		
	Located in TrAMS		
Version Number and Updates			
Record the complete history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
001	All	Original Document	12/2/2020
002	All	Review and Revision	07/08/2021
Annual Review and Update of the PTASP			
Annual review of this PTASP will occur near the beginning of each fiscal year. Each Manager will review their portion of the plan and will make revisions as needed. A draft plan will be submitted to the Accountable Executive for review, approval, and presentation to the Board of Directors. The updated plan will replace all previous plans and will be distributed to employees at the time of implementation. The Plan review and updates will occur between October 1 and December 31 annually.			

3. Safety Performance Targets

Safety Performance Targets

The Rapid will provide safety performance targets for the upcoming year and compare them to actual safety performance during the previous year in this plan, beginning in FY 2019.

Safety performance targets are based on the measures established under the National Public Transportation Safety Plan.

- Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
- Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
- System Reliability: Mean distance between major mechanical failures by mode.

Annual Mileage	MB DO	RB DO	VP DO	DR PT
FY 2019/2020	4,625,964	324,728	N/A	1,603,081

Actual Reported FY 2019/2020 (based on performance measures)

Mode	Fatalities Reported to NTD		Injuries Reported to NTD		Safety Events Reported to NTD		Mean Distance Between Major Failures
	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	
MB DO	1	0.02	35	0.77	4	0.09	68,028.9
RB DO	1	0.3	6	1.85	2	0.043	81,182.0
VP DO	0	0	0	0	0	0	0.0
DR PT	0	0	1	0.022	0	0	320,616.2

Target FY 2020/2021 (based on performance measures)

Mode	Fatalities Reported to NTD		Injuries Reported to NTD		Safety Events Reported to NTD		Mean Distance Between Failures
	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	Total	Rate per 100,000 VRM	
MB DO	0	0.0	<30	<0.65	<4	<0.09	>69,000.0
RB DO	0	0.0	<5	<1.54	0	0	>82,000.0
VP DO	0	0.0	0	0	0	0	0
DR PT	0	0.0	0	0	0	0	>322,000.0

Safety Performance Target Coordination

At the beginning of each fiscal year, The Rapid communicates its safety performance targets listed above with the State of Michigan Department of Transportation and Grand Valley Metropolitan Council, our regional MPO. The Rapid reports fatality, injury, and event data to NTD on a monthly basis and conducts a CEO certification of the data in February of the following year. Safety Performance Indicators (SPI) and Safety Performance Targets (SPT) are reported to the Management Team, CEO and the Board on a regular basis throughout the year.

Targets Transmitted to the State	State Entity Name and Address	Date Targets Transmitted
	Michigan Department of Transportation Office of Passenger Transportation State Transportation Building 425 W. Ottawa St. P.O. Box 30050 Lansing, MI 48909	07/15/2021
Targets Transmitted to the Metropolitan Planning Organization(s)	Metropolitan Planning Organization Name and Address	Date Targets Transmitted
	Grand Valley Metropolitan Council 678 Front Ave. N.W. Ste. 200 Grand Rapids, MI 49504 (616) 776-3876	07/15/2021
Statement of Compliance	This PTASP addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.	

4. Safety Management Policy

SAFETY MANAGEMENT POLICY STATEMENT

The management of safety and security are core business functions. The Rapid is committed to developing, implementing, maintaining, and improving processes that ensure the highest practical level of safety and security performance in all our transit service delivery and organizational activities.

All employees are accountable for following safe work behaviors, understanding safety and security standards, and encouraging safe performance from coworkers and patrons, starting with the CEO, and spreading throughout the agency.

The Rapid is committed to:

- Supporting the management of safety and security through the provision of adequate and appropriate resources, resulting in an organizational culture that fosters safe practices.
- Including safety and security input, reviews, and certification, in the planning and design of new and remodeled buildings, systems, processes or equipment.
- Encouraging effective employee safety and security reporting and communication.
- Devoting the same high level of attention to safety and security as is demonstrated in its provision of exceptional transportation service.
- Integrating the management of safety among the primary job descriptions and responsibilities of all employees.
- Establishing and operating hazard identification, hazard analysis, and safety risk evaluation activities, including an employee safety reporting program as a fundamental source for identifying safety hazards and concerns.
- Establishing a program to track near miss events to identify and mitigate potential hazards before accidents, incidents or injuries occur.
- Ensuring that no action will be taken against employees who disclose safety or security concerns unless disclosure reveals an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- Meeting or exceeding legislative and regulatory requirements.
- Ensuring that sufficiently skilled and trained personnel are available to administer the safety and security management processes.
- Ensuring that employees are provided with sufficient safety and security information and training to safely perform assigned jobs or tasks.
- Establishing and measuring safety performance targets against realistic data-driven safety performance indicators.
- Improving safety performance through management processes that ensure appropriate safety management action is taken and is effective.
- Ensuring that subcontractors, third party systems and contracted services conform, and can demonstrate continued conformance, to our safety performance standards.

Safety Management Policy Communication:

The Safety Management Policy is communicated directly to The Rapid's leadership, management and to each employee at the beginning of their employment, in periodic refresher training, and as an addition to the Employee Handbook and Operations Policy and Procedures Manual. It is also posted on the Vista and Blink sites as part of Safety communication. The policy statement is also shared with The Rapid's contractors or directly to the contractors' employees working onsite.

Authorities, Accountabilities, and Responsibilities	
<p>Accountable Executive</p>	<p>The authorized Accountable Executive is the CEO of The Rapid. They have responsibility to ensure that SMS and all safety activities are accomplished under their authority. The CEO has ultimate accountability and responsibility for:</p> <ul style="list-style-type: none"> • Directing the implementation and maintenance of SMS at The Rapid. • Directing the implementation and maintenance of the <i>Transit Asset Management (TAM)</i> plan. • Ensuring the allocation of the human and capital resources needed to develop and maintain SMS and TAM. • Ensuring transparency in safety management priorities for both the Board of Directors and the agency's employees. • Establishing guidance on the acceptable level of safety risk for The Rapid; and • Ensuring that the safety management policy statement is appropriate and communicated throughout the agency. • Ensuring that The Rapid's Safety Management System is effectively implemented, and action is taken to address substandard performance of the program.
<p>Chief Safety Officer or SMS Executive</p>	<p>The Chief Safety Officer (CSO) is the Manager of Safety and Training. He is adequately trained in safety management, is responsible for day-to-day implementation and operation of the SMS reports directly to the Accountable Executive regarding safety.</p> <p>He is responsible for:</p> <ul style="list-style-type: none"> • Managing the safety programs under SMS. • Directing hazard identification and safety risk evaluation and/or analysis. • Reviewing designs, plans, processes, procedures and/or equipment to ensure safety. • Monitoring mitigation activities. • Providing periodic reports on safety performance. • Certifying safety critical elements of new or remodeled construction. • Maintaining safety documentation; and • Organizing the content of safety management training (not technical skills training) • Collecting and analyzing safety data. • Acting as a conduit for communicating safety from and to departmental/operational managers, front-line employees, and executive management, as necessary. • Reviewing, revising, maintaining, and communicating The Rapid's safety plans and programs. • Acting as a subject area expert and advisory resource in local, state, and federal safety regulations and standards. • Providing safety information and intelligence to line managers and front-line employees. • Monitoring safety performance. • Advising senior management on safety matters. • Conducting safety audits, inspections, and investigations; and • Maintaining safety documents and records. <p>The CSO, along with managers, supervisors, and employees, has the authority to stop any activity or process that puts The Rapid's employees, guests, and/or patrons at risk of</p>

	<p>immediate death or injury. The CSO reports directly to the Accountable Executive for safety critical items.</p>
<p>Board of Directors and Agency Leadership</p>	<p>The Board of Directors will have free access to the PTASP and will be informed of any plan changes. A copy of the annual plan review will be presented to the Board as part of the first Board meeting of each fiscal year.</p>
<p>Key Staff</p>	<p>TAM Manager: The position of TAM Manager is delegated to the Grants and Capital Projects Manager. He or she is responsible for:</p> <ul style="list-style-type: none"> • Creating and maintaining the Transit Asset Management (TAM) plan for The Rapid. • Creating and maintaining documents and records related to asset management at The Rapid. • Coordinating with the Maintenance Manager, Facilities Manager and SMS Manager to establish benchmarks for a state of good repair to include safety assessments and evaluations. <p>Security Manager: The Security Manager reports to the COO and, in times of threat or disaster, to the CEO. They are responsible for:</p> <ul style="list-style-type: none"> • Managing security threats and vulnerabilities through both human and capital resources as needed. • Directing threat and vulnerability identification, analysis, evaluation, and mitigation. • Collecting and analyzing security data. • Acting as a conduit for communicating security from and to departmental/operational managers, front-line employees, and executive management, as necessary. • Acting as liaison between The Rapid and local, state, and Federal law enforcement. • Reviewing, revising, maintaining, and communicating The Rapid's security and emergency response plans and programs. • Acting as a subject area expert and advisory resource in local, state and federal security regulations and standards. • Providing security information and intelligence to line managers and front-line employees • Security performance monitoring. • Advising senior management on security matters. • Stopping processes in situations that are immediately dangerous to life and health. • Conducting security audits, inspections, and investigations; and • Maintaining security documents and records. <p>Transportation Manager: The Transportation Manager has a duty to support and communicate SMS principles, policies and procedures to supervisors, front-line bus operators and staff.</p> <p>The Transportation Manager is responsible for:</p> <ul style="list-style-type: none"> • Communicating safety and security initiatives, processes and practices to supervisors, bus operators, department staff and ridership. • Forwarding reports of hazards from supervisors and bus operators, both real and potential, to the appropriate department. • Participating in and delegating authority to the investigation of accidents, incidents and occurrences using SMS principles and providing written data for later analysis.

- Participating in safety and security meetings and training.
- Directing the collection and storage of accident and incident reports for analysis.
- Stopping processes in situations that are immediately dangerous to life and health.
- Encouraging safe and secure behaviors; and
- Monitoring, evaluating, and providing feedback concerning safety behaviors to supervisor and bus operators.

Transportation Supervisors: Transportation supervisors have a responsibility to support and communicate SMS principals, policies and procedures to front-line bus operators and are responsible for:

- Communicating safety and security initiatives, processes and practices to operators, dual-class staff, and ridership, as necessary.
- Reporting hazards, both real and potential, to management.
- Forwarding reports of hazards from bus operators and ridership, both real and potential, to management.
- Investigating accidents, incidents and occurrences using SMS principles and producing written data for later analysis.
- Participating in safety and security meetings and training.
- Stopping processes in situations that are immediately dangerous to life and health.
- Encouraging safe and secure behaviors; and
- Monitoring, evaluating, and providing feedback concerning safety behaviors to personnel.

Facilities Manager: As one of the keys to SMS success, the Facilities Manager works closely with the Safety Department to remove or reduce hazards in the workplace, especially when it involves facilities, grounds, or infrastructure. The Facilities Manager is responsible for:

- Assisting the agency with personnel and materials in support of SMS.
- Participating in safety committees and initiatives.
- Encouraging safe and secure behaviors.
- Directing the collection and storage of accident and incident reports for analysis.
- Maintaining facility-related TAM policies, procedures, and records.
- Monitoring, evaluating, and providing feedback concerning safety behaviors to personnel.
- Stopping processes in situations that are immediately dangerous to life and health.
- Communicating and enforcing safety initiatives, policies and/or procedures as necessary; and
- Responding to employee safety concerns and providing feedback.

Fleet Maintenance Manager: The Fleet Maintenance Manager and maintenance supervisors are responsible for:

- Aiding the agency with personnel and materials in support of SMS.
- Participating in safety committees and initiatives.
- Encouraging safe and secure behaviors.
- Directing the collection and storage of accident and incident reports for analysis.
- Maintaining vehicle/equipment-related TAM policies, procedures, and records.
- Monitoring, evaluating, and providing feedback concerning safety behaviors to personnel.

- Stopping processes in situations that are immediately dangerous to life and health.
- Communicating and enforcing safety initiatives, policies and/or procedures as necessary; and
- Responding to employee safety concerns and providing feedback.

Department Managers: All department managers are responsible for:

- Helping the agency with personnel and materials in support of SMS.
- Participating in safety initiatives.
- Communicating and enforcing safety initiatives, policies and/or procedures, as necessary.
- Responding to employee safety concerns and providing feedback.
- Stopping processes in situations that are immediately dangerous to life and health.
- Determining the human and financial needs for each department to provide safe and secure work environments for employees and agency patrons; and
- Allocating human and financial resources related to SMS to department staff.

Bus Operators, Maintenance Technicians, Facilities Technicians and Administrative Staff: Front-line employees are the eyes and ears of the organization and are the most likely to identify specific hazards and safety risks in the workplace. Employee activities include:

- Reporting hazards, both real and potential, to supervisors, managers and safety personnel.
- Performing safety functions diligently.
- Participating in safe work behaviors.
- Stopping processes in situations that are immediately dangerous to life and health.

Safety Committee: Employee-driven to identify and report hazards. Membership includes personnel from Transportation, Maintenance, Facilities, Planning/Scheduling, Administration, Security and Safety. Activities include:

- Reporting accidents, incidents, near miss events, injuries from employee groups.
- Directing employee safety reports to the appropriate committee or department for review and mitigation.
- Providing feedback to employee work groups; and
- Recommending safety mitigations as needed.

Accident/Incident Review Committee: The Accident/Incident Review Committee is intended to review accident/incident reports to determine causation and recommend mitigation. This committee does not determine accident preventability but looks at other factors that may affect safety. Activities include:

- Reviewing accident, incident, injury and near miss reports to determine causation.
- Analyzing reports to determine human and organizational factors leading to accidents, incidents, and injuries, both real and potential; and
- Recommending methods to mitigate safety risk at the agency.

Contractors and Contractors' Employees: Contractors and their employees play an integral role in safety at The Rapid. Contractors are responsible for ensuring that the same

degree of safety protections and training are supplied to their employees as is afforded to The Rapid's personnel. Copies of The Rapid's programs, including the PTASP and other appropriate safety programs are made available to the contractors. If contractors have safety programs and plans, a copy will be made available to The Rapid.

Employee Safety/Hazard Reporting Program

All employees are encouraged and expected to report real or potential safety hazards, accidents, injuries, other incidents and near misses to The Rapid using one or more of the following methods:

Verbal Report: An employee may report a safety hazard, accident, or incident directly to their supervisor, manager, or safety officer who will then report it to the Safety and Training Department for tracking and resolution.

Written Operator Report: For accidents and incidents involving a transit vehicle, a written *Operator Report* is completed and turned into the supervisor's office before or at the end of the day on which the accident or incident occurred. The report is written by the operator involved in the incident and is included in the finished accident packet for scanning and storage.

Written Supervisor Report: A supervisor is assigned to each accident/incident and completes a written *Supervisor/Investigator Report* after compiling photos, video, operator, bus rider and witness reports. It becomes part of the finished accident packet.

Blink Report: Close calls and near misses can voluntarily be reported by following a link on Blink or by using a QR code distributed through posters and handouts.

All reports are tracked and collated to determine the types of events that may lead to accidents, property damage or injuries. The data is used to determine hazard trends and resources will be applied to reducing or mitigating the risk. If a near miss report describes a risk of greater concern, it can be added to the Hazard Log for assessment and tracking.

Employee Near Miss Reporting Program

The National Safety Council describes a near miss as "an unplanned event that did not result in injury, illness or damage – but had the potential to do so." When an employee experiences a close call, or near miss, they can report it voluntarily and anonymously, if they wish, using the Near Miss Report. Under normal circumstances, employees who report a near miss will not be subject to potential discipline related to the event unless:

- The employee's actions were the result of a willful violation of law or policies.
- The employee's actions contributed directly or indirectly to an injury, illness or damage.
- The employee was impaired by alcohol or illegal drugs (including marijuana) at the time of the event.
- Facts related to the event were proven to have been omitted; statements were falsified, or reports were exaggerated to put the employee in a better light.

Examples of a near miss includes:

- Loss of control on an icy road resulting in no accident or injury.
- An incident contributing to a close call involving a pedestrian.
- An operator almost passes up a customer at a stop.
- Someone slipping on an icy sidewalk resulting in no fall and no injury.
- An object falling off a shelf almost hits an employee.
- A bus left in neutral with the parking brake off rolls forward and comes to rest on a curb.



TOOLS



[Confidential Employee Hotline \(Lighthouse\)](#)



[Near-Miss Report Survey](#)



[RapidConnect](#)



[Virtual Suggestion Box](#)

5. Safety Hazard Management

Safety Hazard Identification

General information regarding hazards, incidents, and injuries for all of The Rapid's employees, departments and contractors can be found through information from the FTA National Transit Database, Michigan's Department of Licensing and Regulatory Affairs, as well as other federal and state oversight agencies. This data is tracked, and in some cases reported to, for identifiable workplaces hazards and illnesses.

Internally, hazards are identified through employee observations and reporting or by means of periodic safety inspections and audits by a Safety Officer. Current records of inspection items and results are available from the Safety/Training Office. During the hazard assessment process, the potential consequences of unresolved hazards are highlighted.

The contracted paratransit service provider is expected to have its own hazard identification process as part of its safety plan or adopt The Rapid's plan as outlined in the PTASP.

Hazard Assessment

Hazard analyses may occur within an individual department, during one of the monthly Safety Team meetings, or through other meetings with small groups or individuals. The assessment should include a description of the hazard, supporting test results, documents and/or photos and recommendations for resolution.

When a hazard has been identified and analyzed, it is resolved by determining its risk value, using the Risk Assessment Matrix, or RAM, (figure 3) to compare a hazard's severity and probable frequency, assessing the appropriate response to the hazard, and then determining the best method for remediation. Hazards with higher risk values should be addressed as soon as practical, with those posing imminent danger being given immediate attention. Work stoppages may be necessary when an activity is deemed too hazardous to continue without additional support or proper equipment.

The Rapid looks at existing hazard mitigations to determine if they are effective and sufficient before replacing them or adding other measures. This is also true for The Rapid's contractors and vendors, each of which must provide copies of their mitigation methods and must allow The Rapid to inspect equipment

and review their safety programs.

The Risk Assessment Matrix (RAM) is used to determine risks to people, the environment, the agency's assets, and its reputation. The Rapid recognizes that the safety of the agency has a bearing on its employees and takes a holistic approach to determining risks.

This process is the same for The Rapid's paratransit service provider if they do not have separate, equally effective methods.

Safety Hazard Log and Issue Tracker

The Safety Hazard Log and Issue Tracker is designed to allow employees to follow identified hazards from the initial report to conclusion in a format that contains enough information to

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
SAFETY HAZARD LOG AND ISSUE TRACKER		NUMBER	CODE	LOCATION OR WORK GROUP	STATUS	RISK	TYPE	REPORTED BY	HOW REPORTED	DATE ENTERED	DESCRIBE HAZARD, VULNERABILITY OR REASON FOR CONCERN	RECOMMENDATIONS	RESPONSE	ACTIONS TAKEN	RESULTS	RISK	DATE COMPLETE	DAYS TO COMPLETE	DOCUMENT LINKS																																																																																
1	HL2020-01	BNG	Maintenance Shop area	CLOSED	P-3D E-4E A-3D R-4E	Safety	Steve Lusk	Site Inspection	2/19/2020	The electrical meter in the kitchen area was not properly secured and was not properly labeled. The meter was not properly secured and was not properly labeled.	Remove the broken meter and test GFCI protection (1/1/20). Verify that GFCI protection covers both sides of the wall between the shop and the spray wash area (2/19/20)	Facilities	Re-inspected 2/19/2020. Both meters have maintenance tags inserted and labels on the shop wall appear to be properly placed (2/19/20).	GFCI protection has been inserted and labels on the shop wall appear to be properly placed (2/19/20).	P-4E E-4E A-4E R-4E	2/19/2020	43																																																																																		
2	HL2020-02	MAINT	Fuel Line	CLOSED	P-3D E-4E A-3D R-4E	Safety	Tony Williams	Verbal report/Site Inspection	2/19/2020	The diesel engine fuel tank, line and dispenser located in the Fuel Line area is not properly secured and is not properly labeled. The tank is not properly secured and is not properly labeled.	Label the DEF tank with a GHS approved label. Label the line and dispenser with approved labels. Complete the maintenance and repair as needed.	Maintenance Parts Room	Reported to Maintenance 2/19/2020	Labels have been attached to the tank and each dispenser. The dispenser has been secured and is working properly.	P-3E E-3E A-3E R-3E	2/19/2020	5																																																																																		
3	HL2020-04	BNG	Fuel Line	CLOSED	P-3D E-4E A-3E R-4E	Safety	Tony Williams	Verbal report/Site Inspection	2/19/2020	The emergency shut-off in the Fuel Line area is not properly secured and is not properly labeled. The shut-off is not properly secured and is not properly labeled.	Check the status, replace the fluid regularly, add a clear plastic cover, inspect it weekly and ensure that everyone in the area is aware of the location and maintenance.	Facilities	Reported to Facilities 2/19/2020. The station user closed the area between 2/19 and 3/1.	More frequent inspections of the emergency shut-off by Safety and scheduled cleaning by Facilities recommended.	P-3D E-4D A-4E R-4E	3/1/2020	13																																																																																		
4	HL2020-05	BNG	Bur Garage	CLOSED	P-3D E-4E A-3E R-4E	Safety	Maintenance Tech	Verbal report/Site Inspection	2/19/2020	The AED near the shop floor in the Bur Garage is not properly secured and is not properly labeled. The AED is not properly secured and is not properly labeled.	Clear the area and post high visibility signs on the floor to outline a clear zone.	Facilities	Reported to facilities 2/19/2020.	E.E. cleaned the floor and posted high visibility signs.	P-3E E-4E A-4E R-4E	2/19/2020	5																																																																																		
5	HL2020-06	BRTLL	Station - Laker Line	OPEN	P-3D E-4E A-3D R-3D	Safety	Steve Lusk	Site Inspection	3/1/2020	The door on the automated bus stop is not properly secured and is not properly labeled. The door is not properly secured and is not properly labeled.	Test the operation of the door at BRT station to be sure it is available. Test the automatic adjustment capabilities of the bus. Discuss alternative with Bus Flyer.	PH, BRT Risk Manager, Helen Meyer, Manager	Test has been ongoing during the week.	The door will be repaired at all stations and a list of possible stations is being developed.	P-3D E-4E A-3D R-3D																																																																																				
6	HL2020-07	BRTLL	Station - Laker Line	OPEN	P-3D E-4E A-4D R-4E	Safety	Steve Lusk	Site Inspection	3/1/2020	The ramp on the automated bus stop is not properly secured and is not properly labeled. The ramp is not properly secured and is not properly labeled.	Test the operation of the ramp on the bus stop and discuss with Bus Flyer to make changes to the operation of the ramp in a timely fashion.	PH, BRT Risk Manager, Helen Meyer, Manager	Bus Flyer has been contacted and is working on resolution to the problem.	Ramp revised in engine.	P-3D E-4E A-4D R-4E																																																																																				
7	HL2020-08	BRTLL	Lean	CLOSED	P-3D E-4E A-3D R-3D	Safety	Steve Lusk	Site Inspection	3/1/2020	The height of the work area at the bus stop is not properly secured and is not properly labeled. The height is not properly secured and is not properly labeled.	Get the height measurement of the work area from OHS and measure the true height of the Laker Line bus, then compare.	PH, BRT Risk Manager, Helen Meyer, Manager	The height was reviewed by OHSU and Christmas.	The height will be adjusted for bus to fit under work area problem.	P-3E E-3E A-3E R-3E	3/26/2020	29																																																																																		

Figure 2: Safety Hazard Log and Issue Tracker


RISK ASSESSMENT MATRIX (RAM)		SEVERITY		1	2	3	4	RISK LEVELS:	
 <p>People: Multiple permanent injuries or a fatality Environment: Atmospheric or global effect Assets: Major loss to equipment or system Reputation: Permanent impact on ridership or national attention</p>		<p>People: Permanent or long-term injury Environment: Statewide effect Assets: Damage resulting in temporary loss of use Reputation: Temporary impact on ridership or statewide media attention</p>		<p>People: Injury requiring medical treatment away from work Environment: Regional or local area effect Assets: Minor damage to equipment or property Reputation: Minor impact to ridership or local media attention</p>		<p>People: Minor injury requiring first aid only Environment: Effect limited to immediate area Assets: Superficial damage to equipment or property Reputation: Minor impact to ridership with no media attention</p>		Based on Military Standard 882E Last Revision: 07/06/2021	
LIKELIHOOD		CATASTROPIC		CRITICAL		MARGINAL		NEGLECTIBLE	
May occur daily, weekly, or several times a month.	A	FREQUENT	HIGH	HIGH	SERIOUS	MEDIUM	HIGH: Requires immediate response and control to ALARP*. Written assessment and plan required.		
May occur monthly or several times a year.	B	PROBABLE	HIGH	HIGH	SERIOUS	MEDIUM	SERIOUS: Requires response and control to ALARP*. Written assessment and plan required.		
May occur a few times every year.	C	OCCASIONAL	HIGH	SERIOUS	MEDIUM	LOW	MEDIUM: Review and control to ALARP*. Discussion and plan as needed.		
Has occurred in the past or may occur periodically (once in every few years)	D	REMOTE	SERIOUS	MEDIUM	MEDIUM	LOW	LOW: Periodic review and assessment to ALARP.		
May be possible or conceivable but is not likely to occur. Has not occurred in recent memory.	E	IMPROBABLE	MEDIUM	MEDIUM	MEDIUM	LOW	ELIMINATED: No action required. Periodic assessment recommended.		
Cannot occur. (To be used cautiously.)	F	ELIMINATED	ELIMINATED				*ALARP: As low as reasonably practical.		

Figure 3: Risk Assessment Matrix

Safety Risk Mitigation

Many hazards can be resolved through more than one means, but the general process for determining the best method should be by considering engineering controls, administrative work practices or employee protective equipment and training, in that order. A combination of methods to mitigate hazards may be necessary and both current methods and their effectiveness are to be considered during the decision-making process.

Accident Reporting, Investigation and Review

The ultimate purpose for providing in-house management and investigation of work-related accidents, injuries and incidents is to limit injury and damage, identify facts, establish causes, suggest methods for preventing recurrence, and eliminate or reduce safety risks for The Rapid's employees and customers.

Human Factors Analysis and Classification System, or HFACS (fig. 4), is a method for determining all factors related to an accident, incident, or event. HFACS considers both active and latent factors and attempts to discover factors beyond the employee's involvement.

The four main categories of HFACS are Physical Actions, Pre-Conditions, Supervision and Organizational Influences. Within each of these are sub-categories that are designed to consider other specific factors involved in an event.

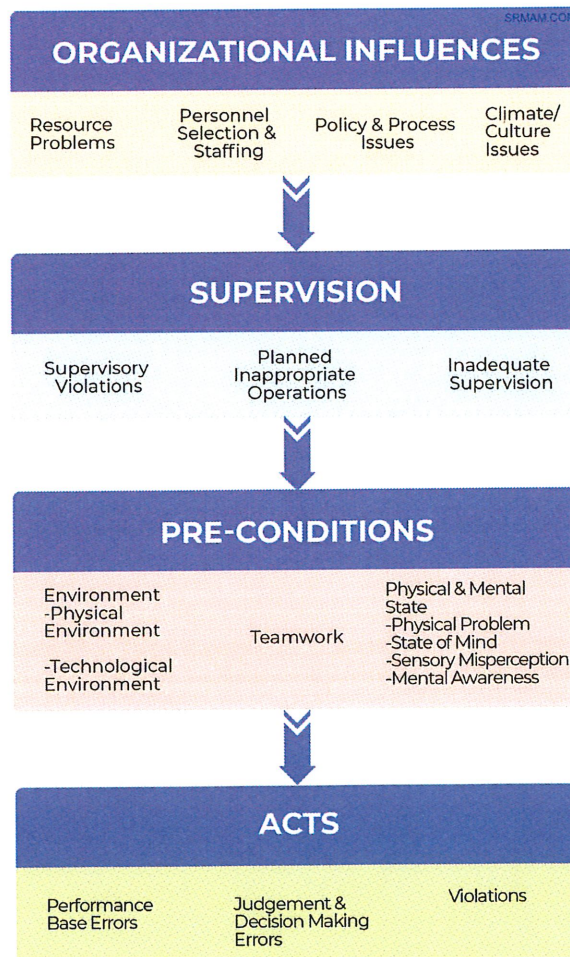


Figure 4: HFACS flowchart

Types of accidents include:

- Motor Vehicle Collisions
- Falls on the same or to a lower level.
- Getting caught in, on or between equipment or vehicles.
- Coming into contact with chemicals, electricity, heat, cold, or radiation.
- Bodily reaction from either voluntary or involuntary motion.
- Being struck against or by a moving, flying or falling object.
- Being rubbed or abraded by friction, pressure, or vibration.

Examples of incidents include:

- Acts of violence against an employee
- Acts of violence by an employee against a person or persons
- Reports of unsafe acts by employees or customers
- Bomb threats or other threats of violence
- Evacuations for life safety reasons

Employee Injury

Injuries are reported by the injured employee, or a witness, to Dispatch or his or her immediate supervisor as soon as possible. If the injured employee needs medical attention, the appropriate response by coworkers is to:

- Assess the injury.
- Call 911 if necessary.
- Call for assistance, if available.
- Begin emergency medical treatment, if willing and able.
- Continue treatment until emergency responders arrive.
- Contact the Safety/Training Officer and complete a written report as soon as practical.

As soon as possible, the injured employee must complete an Employee Injury Report for the Human Resources Department. In compliance with MIOSHA regulations, all reportable employee injuries will be recorded by a representative from the Human Resources Department and a summary will be posted from February 1 to April 30 each year for employee review.

The Safety/Training Office will investigate to determine the potential causes of the incident surrounding the injury and will issue a written report for review by the CEO, the Chief Operating Officer, department Manager and the Safety Team. Remedial recommendations may be issued by the Safety/Training Office or Safety Team and will follow normal channels of communication. Investigative resources will include the Employee Injury Report, eyewitness accounts, employee interviews, equipment testing and any other reasonable means to determine root causes. Injury reports will be kept on file for future analysis.

Vehicle Collisions

All vehicle collisions are reported to the Transportation Department by the operator while still at the scene. Bus Operators are instructed to contact Dispatch at the time of the incident. In most cases, the vehicle operator, and a Transportation Supervisor complete separate reports. When the collision is minor and does not involve a safety hazard, the vehicle operator may be instructed to continue in service. A written report is completed at the end of the Operator's work and may be accompanied by a Supervisor's and other reports. Reports are reviewed by the Transportation Manager, who determines preventability. Reports may also be reviewed by The Rapid's insurance carrier and the Safety/Training Office.

Copies of the accident/incident reports and a summary are kept for review and reporting, as necessary.

Safety Program (MIOSHA and Transit Specific) Management:

The Rapid's safety program consists of many different plans and programs. The list below is a sampling of the separate modules.

- HVAC 608 and 609 Technician Certification
- Abrasive Wheel Program
- Accident Prevention
- Aerial Work Platform Licensing
- Automotive Operations Program
- Bloodborne Pathogen Program
- Confined Spaces Program
- CPR/AED Training Program
- Defensive Driving
- Drug and Alcohol Awareness
- Electrical Safety Plan
- Eyewash and Emergency Shower Maintenance Program
- Fall Protection Program
- Fire Protection Plan
- Hand and Foot Safety
- Hand Tool Safety
- Hazard Communication (Right to Know)
- Hearing Conservation
- Incident Investigation
- Job Safety Analysis
- Lockout/Tagout Program
- OSHA 10- and 30-Hour Training
- Overhead Cranes
- Portable Ladders
- Powered Industrial Truck Licensing
- Personal Protective Equipment Program
- Respiratory Protection
- Safety Meetings and Committees
- Safety Policy
- Snow Removal
- Spill Cleanup
- Underground Storage Tanks
- Walking/Working Surfaces
- Weather Safety
- Welding Safety

The Rapid's safety programs are regularly monitored, reviewed, and revised as needed. Program reviews include the safety department and other stakeholders involved in implementing and maintaining the program. The standard method for program reviews is as follows:

- The review for a specific program is scheduled and the current program is shared with stakeholders who review it individually.
- The stakeholders meet to discuss changes and a draft is produced.
- The draft is approved, and the revised program is dated and signed

6. Safety Assurance

Safety Performance Monitoring and Measurement

Members of the Safety and Training Department are responsible for monitoring and measuring safety programs, processes, and procedures at The Rapid. The results of monitoring activities are reviewed by the Safety and Training Department along with department managers, supervisors, and individual employees to determine potential consequences.

When encountering non-compliance or insufficiencies, the Safety and Training Department will work with affected employees to determine the best methods for improvement. The same applies to contractors and vendors. The Rapid will attempt to work directly with any affected employees and will actively elicit ideas and suggestions before determining the best course of action.

Information will be documented on the Hazard Log or, if the investigation is lengthy, a separate report will be generated and stored electronically in one of the Safety and Training Department folders. If contractors have a separate program, they will supply copies of any activities related to hazard monitoring, measurement, and mitigation.

To monitor and measure the success and quality of The Rapids' hazard management efforts, the methods below are used.

- **Safety Audits and Inspections:** Safety audits and inspections refer to on-site visual inspections of the physical environment. An audit refers to a broad, general inspection of a work area or vehicle, and an inspection is focused on a specific feature (i.e., the Maintenance Shop would undergo a safety audit and the eyewash station in the shop would be inspected).
- **HFACS Reviews:** HFACS reports are tracked on the HFACS Summary for analysis and review. Accident/Incident factors that may not be evident in the original reports may be highlighted through a closer look at other potential causes.
- **Operator Evaluations:** Evaluations of bus operator performance can determine errors occurring with the individual and with operators in general. As common errors are discovered, methods for mitigating the hazards can be implemented. Operator evaluations can be conducted by the Transportation or Safety departments.
- **Technician Evaluations:** Evaluations of technician performance can determine errors occurring with the individual and with technicians in general. As common errors are discovered, methods for mitigating the hazards can be implemented. Technician evaluations can be conducted by the Maintenance, Facilities, or Safety Departments.
- **Safety Compliance Reviews:** As safety program reviews are completed, a compliance review is conducted to ensure that employees continue to perform safely. Any changes in a safety program must be communicated to all affected employees.
- **Trend/Statistical Analyses:** Accident, injury, incident, or close call trends are analyzed monthly, risk levels are determined, and appropriate changes or mitigations are applied. Each affected department is notified.
- **Safety Program Reviews:** Periodic reviews of The Rapid's safety programs are conducted to determine their validity and effectiveness. If a safety program undergoes revision or updating, all affected employees must be informed through training or other appropriate means. Safety compliance is also reviewed.

- **MIOSHA CET Inspections:** Third party (particularly MIOSHA's CET Division) audits of The Rapid's safety program are periodically scheduled to discover any deficiencies, inefficiencies, or inappropriate applications. When reported, the Safety Department will determine the level of risk to the agency and begin mitigation.
- **Reviews of Potential Practical Drift:** Not all instances of practical drift have negative results. The purpose of reviewing instances of practical drift, or employee non-compliance, is to determine if a safety rule needs to be refreshed with the affected workgroup (i.e., the importance of wearing safety glasses) or perhaps revised to conform to a more appropriate safety rule.

Activities to Conduct Investigations of Safety Events to Identify Causal Factors

Organizational and Human Factors:

The Rapid views safety events from an organizational perspective and is expressed in terms of safety defenses and causal factors. Initial investigations are based on gathering data as reported in accident/injury/incident reports conducted by supervisors or department managers. The Safety and Training department uses these initial reports and applies its own techniques and procedures in discovering factors or causes based on a review using HFACS (see figure 5). The intent of each investigation is to compare the type of failures in each area of defense to apply effective mitigations or remedies. A failure in supervision, for example, cannot be fixed by retraining an individual employee.

Employee Incident HFACS		Name: Click here to enter text.		Today's Date: 10/15/2014
Accident/Incident Report No.: Click here to enter text.		Assessment by: Steve Luther		Incident Date: Click here to enter a date.
Incident Description: Click here to enter text.				
Type of Failure	Category 1	Category 2	Category 3	Notes
Latent	<input type="checkbox"/> Outside Influences	<input type="checkbox"/> Social <input type="checkbox"/> Economic <input type="checkbox"/> Other		Click here to enter text.
Latent	<input type="checkbox"/> Organizational Influences	<input type="checkbox"/> Resource Management <input type="checkbox"/> Organizational Climate <input type="checkbox"/> Organizational Process		
Latent	<input type="checkbox"/> Supervision	<input type="checkbox"/> Inadequate Supervision <input type="checkbox"/> Planned Inappropriate Operations <input type="checkbox"/> Failed to Correct Known Problem <input type="checkbox"/> Supervisory Violations		
Active or Latent	<input type="checkbox"/> Preconditions	<input type="checkbox"/> Environmental Factors <input type="checkbox"/> Operator Conditions	<input type="checkbox"/> Physical Environment <input type="checkbox"/> Technological Environment <input type="checkbox"/> Cognitive Factors <input type="checkbox"/> Psycho-Behavioral Factors <input type="checkbox"/> Adverse Psychological States <input type="checkbox"/> Physical/Mental Limitations <input type="checkbox"/> Perceptual Factors	
		<input type="checkbox"/> Personnel Factors <input type="checkbox"/> Condition of Vehicle	<input type="checkbox"/> Coordination, Communication, Planning <input type="checkbox"/> Self-imposed Stress	
Active	<input type="checkbox"/> Unsafe Acts	<input type="checkbox"/> Errors <input type="checkbox"/> Violations	<input type="checkbox"/> Skill-based Errors <input type="checkbox"/> Judgment and Decision Errors <input type="checkbox"/> Perceptual Errors <input type="checkbox"/> Routine <input type="checkbox"/> Exceptional	

Figure 5 – HFACS Form

Data Review and Analysis:

Data collected by the Safety and Training Department is monitored through periodic reviews and analyses. It is used to determine the success and appropriateness of safety performance indicators and targets. If an indicator or target is determined to need adjustment, all stakeholders will be involved in review and revision if necessary. Safety indicators and targets are useful to determine when change is needed, and resources need to be redirected.

Areas for data monitoring include:

- Accident/Incident reports and summaries
- Injury reports and summaries
- Near Miss data
- NTD Safety data

Management of Change

Management of change is accomplished through the following:

- Retention and control of documents, blueprints, and floorplans
- Inserting safety certification in plans, designs, and documents.
- Review and recertification of changes in plans, designs, and documents.

Continuous Improvement

The process of continuous improvement is designed to identify potential or real deficiencies in the PTASP and to address them in a systematic and efficient manner. It is achieved through data collection, analysis, planning, designing and execution of safety programs and mitigations. As new technology, equipment, and techniques for working environments become available; the Safety Department will review, analyze and test them for inclusion at The Rapid. Safety rule testing is applied when appropriate to ensure that any risks from new hazards introduced by system improvements are reduced to the lowest level practical.

7. Safety Promotion

Competencies and Training

Safety Communication and Training

Information concerning workplace safety issues is provided to employees through company-wide or departmental meetings, Safety Team briefings, bulletin board postings, memos and other written communications.

All employees are encouraged to report hazardous conditions or safety concerns by completing an Unsafe Condition Report or Safety Suggestion Form and delivering it to the Safety/Training Office, a Safety Team Member, Dispatch, or the appropriate Supervisor. These reports form the foundation for Safety Team analyses, reviews and recommendations.

Workplace safety training is conducted under the direction of the Safety/Training Officer. The primary goal of safety training is to give employees the information and skills necessary to perform their assigned tasks without endangering themselves or others. The training complies with current State and federal standards and covers potential safety and health hazards as well as safe work practices and procedures to eliminate or minimize hazards.

Training records will be kept by the Safety/Training Officer and will include:

- Date of training

- Employee names
- Copies of training materials
- Training subject
- Employee sign-in sheets and/or course certification.
- The Human Resources Department will keep copies of individual training records.

All safety training is considered mandatory for affected employees. Other training, such as Basic First Aid and CPR, are considered voluntary and will be offered to employees as time and resources permit. All employees are encouraged to participate in community safety training and will receive credit for the classes as it applies to the work environment.

Safety Communication

The following processes and activities are used to communicate safety and safety performance information throughout The Rapid:

Safety Training: Safety training includes initial employee training, classroom style training for new employees, online courses for new and current employees, and recurring training as needed with individuals.

Safety Memos: Memos are issued by the Safety Department and include information regarding new or updated safety rules, policies or procedures, warnings about recognized hazards, or critical safety notices

Digital Communication Displays: The digital communication displays are used for transmitting the same information as issued in safety memos and includes periodic safety reminders.

Blink: The communication platform allows safety communication with occasional postings, surveys, access to elements of the safety program, electronic forms, employee chats, and critical safety notices.

Vista: The software, primarily used by the Human Resources Department, houses the chemical inventory and additional safety program material.

Agency Website: The agency website is used for communicating safety information to The Rapid's customers and the community at large.

Agency Social Media: The agency social media is used for communicating safety information to The Rapid's customers and the community at large in a similar way as the agency website.

Public Media: Personnel from the Communications Department are responsible for interacting with public media and can issue prepared statements, participate in interviews and share information as approved by management.

The Safety Committee: The Safety Committee is comprised of the C.E.O., C.O.O., and department managers, members from supervision, the union, and insurance providers to share information across the organization. The purpose of the Safety Committee is to identify and discuss possible mitigations for safety hazards, to promote safety education and to act as a conduit between the various work groups with safety concerns.

Additional Information

Supporting Documentation

- Military Standard 882E
- The Rapid Emergency Response Plan (ERP)
- The Rapid Security Plan
- Individual safety plans and programs
- Transit Asset Management Plan (TAM)

Definitions of Special Terms Used in the PTASP

Term	Definition
Accident	An unexpected event that causes injury, loss of life to a person, or damage to property and/or equipment. A collision is contact by a vehicle with another vehicle, pedestrians, bicyclists, animals, or objects.
Accountable Executive	Person at a transit agency responsible for ensuring that SMS and all safety activities are accomplished under their authority. The AE has ultimate responsibility for guaranteeing that adequate resources and personnel are available to provide safety.
Chief Safety Officer	Person at a transit agency responsible for management of SMS and the PTASP.
Event	Is an accident, incident or occurrence.
Hazard	Any real or potential condition that can cause injury, illness or death, damage to or loss of the facilities, equipment, rolling stock, or infrastructure, damage to the environment, public perception, or reputation of a public transit system.
Incident	An unexpected event that has the potential to cause but does not result in serious injury, and/or damage to property and/or equipment.
Military Standard 882E	The basis for Safety Management Systems in public transportation. This system safety standard practice identifies the Department of Defense (DoD) Systems Engineering (SE) approach to eliminating hazards, where possible, and minimizing risks where those hazards cannot be eliminated. This Standard covers hazards as they apply to systems / products / equipment / infrastructure (including both hardware and software) throughout design, development, test, production, use, and disposal. http://everyspec.com/MIL-STD/MIL-STD-0800-0899/MIL-STD-882E_41682/
Near Miss (also known as a Close Call)	An unplanned event that did not result in injury, illness or damage – but had the potential to do so.
Occurrence	An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Practical Drift	The slow uncoupling of practice from written procedure. It usually occurs to fit the needs of the individual but may indicate an undocumented improvement in procedures.
Root Cause	The basic condition that leads to an accident or incident. The root cause does not always produce accidents and injuries but does produce an environment where accidents and injuries become more likely to occur.
Safety	Freedom from conditions that can cause death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment. Safety is freedom from unintentional harm.
Safety Management	SMS is a comprehensive, collaborative approach to managing safety in the

System (SMS)	agency. It brings management and labor together to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more precisely.
Security	Freedom from conditions that can cause death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment caused intentionally by others. Acts of vandalism, violence or terrorism are considered security events. Security is freedom from intentional harm.
Swiss Cheese Model of Accident Causation	<p>As described by James Reason, organizations build defenses to reduce or eliminate safety risks. Each defense contains weaknesses or “holes” through which a hazard can move forward. If the holes in defenses line up, an accident, injury or catastrophic event can occur.</p> <p>Hazards</p> <p>Losses prevented</p> <p>Loss not prevented</p>
Work Injury	Any injury, occupational disease or disability that arises out of, or in the course of any work-related activity and requires first aid or medical treatment. Worker’s Compensation and MIOSHA related injuries are considered work injuries for the purposes of this policy.

List of Acronyms Used in the PTASP

Acronym	Word or Phrase
ADA	Americans with Disabilities Act
AED	Automated Electronic Defibrillator
APTA	American Public Transportation Association
CAP	Corrective Action Plan
CBA	Collective Bargaining Agreement
CCTV	Closed Circuit Television
CDL	Commercial Driver’s License
CEO	Chief Executive Officer
CFO	Chief Financial Officer
CFR	Code of Federal Regulations

CM	Change Management (aka Configuration Management)
CNG	Compressed Natural Gas
COO	Chief Operations Officer
COOP	Continuity of Operations Plan
CPTED	Crime Prevention Through Environmental Design
CPR	Cardiopulmonary Resuscitation
CSO	Chief Safety Officer
DOJ	Department of Justice
DOT	Department of Transportation
EEO	Equal Employment Opportunity
EEOC	Equal Employment Opportunity Commission
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ERP	Emergency Response Plan
FMCSA	Federal Motor Carrier Safety Administration
FMLA	Family Medical Leave Act
FOIA	Freedom of Information Act
FTA	Federal Transit Administration
HFACS	Human Factors Analysis and Classification System
HIPAA	Health Insurance Portability and Accountability Act
HR	Human Resources
IT	Information Technology
MDT	Mobile Data Terminal
MIOSHA	Michigan Occupational Safety and Health Administration
MOA/MOU	Memorandum of Agreement/Memorandum of Understanding
MPO	Metropolitan Planning Organization

NFPA	National Fire Protection Association
NIMS	National Incident Management System
NIOSH	National Institute for Occupational Safety and Health
NTD	National Transit Database
NTSB	National Transportation Safety Board
OEM	Original Equipment Manufacturer/Manufacturing
OHA	Operational Hazard Analysis
OSHA	Occupational Safety and Health Administration
PA	Public Address
PHA	Preliminary Hazard Analysis
PIO	Public Information Officer
PMP	Project Management Plan
PPE	Personal Protective Equipment
PTASP	Public Transit Agency Safety Plan
SMS	Safety Management System
SSI	Sensitive Security Information
SSMP	Safety and Security Management Plan
SSP	System Security Program
SSPP	System Safety Program Plan
TRB	Transportation Research Board
TSI	Transportation Safety Institute
TSSP	Transit Safety and Security Program (certificate)
TVA	Threat and Vulnerability Assessment
VIPR	Visible Intermodal Protection and Response Team
WMD	Weapons of Mass Destruction



Senate Fiscal Agency
P.O. Box 30036
Lansing, Michigan 48909-7536



Telephone: (517) 373-5383
Fax: (517) 373-1986

Senate Bill 465 (Substitute S-3 as reported)
Senate Bill 466 (Substitute S-1 as reported)
Sponsor: Senator Jim Runestad (S.B. 465)
 Senator Michael D. MacDonald (S.B. 466)
Committee: Transportation and Infrastructure

CONTENT

Senate Bill 465 (S-3) would amend the Michigan Transportation Fund law to do the following:

- Require the Michigan Department of Transportation (MDOT) to award money from the State Trunk Line Fund (STF) to local road agencies in exchange for Federal aid obligation authority allocated to local-agency projects, if allowed by Federal law and rules.
- Specify certain amounts of money that MDOT would have to make available from the STF in exchange for Federal aid obligation authority awarded to local road agencies unless the amounts would have to be reduced to match all available Federal aid.
- Require MDOT, if it reduced the amount of money available from the STF, to submit a letter to the Michigan Senate and House of Representatives explaining why it was unable to match available Federal aid or perform essential functions.
- Allow local road agencies to apply for State money in exchange for 100% of the Federal aid obligation authority allocated by MDOT to a local road agency project in a metropolitan planning organization transportation improvement program or in the rural transportation improvement program.
- Require money to be exchanged with local road agencies for Federal aid obligation authority in an amount equal to 90 cents per dollar of all Federal aid obligation authority allocated.
- Require money exchanged for Federal aid obligation authority to be spent within three years after the exchange.
- Prescribe limitations on the number and total costs of force-account projects that a local road agency that was awarded State money in exchange for Federal aid obligation authority could undertake per fiscal year.
- Require contracts between local road agencies and contractors for projects funded from State money exchanged for Federal aid obligation authority to contain a Federal wage and benefits schedule.

Senate Bill 466 (S-1) would amend the Michigan Transportation Fund Law to require a certain percentage of the Michigan Transportation Fund (MTF), after other deductions, to be appropriated and apportioned for the purposes of awarding money to local road agencies in exchange for Federal aid obligation authority as provided by Senate Bill 465 (S-3).

MCL 247.660o (S.B. 465)
247.660 (S.B. 466)

Legislative Analyst: Tyler VanHuyse

FISCAL IMPACT

The bills could increase the Department's allotment of Federal aid at a near-equivalent cost to the Department's appropriated share of the MTF under Act 51 of 1951. The bills would not have a direct fiscal impact on the State or local units of government, as they would not create new revenue or expenditures; however, the bills could create a savings in the cost of construction projects on roads under local jurisdiction at an estimated rate of between 20% and 30%.

The bills would create a buyback program within MDOT to give local agencies the opportunity to exchange their portion of Federal aid for MDOT's STF dollars at a rate of 90%. It is believed that this exchange would mean significant savings in administrative costs to local road agencies, whose financial and administrative offices are much smaller than MDOT's. A savings due to reduced labor costs would be unlikely; Senate Bill (SB) 465 would require that local project contracts paid for through the buyback program be compliant with Federal wage requirements under the Davis-Bacon Act of 1931. Additionally, road construction labor is at a premium, and even without this compliance requirement, it is unlikely that projects funded through the buyback program would result in any savings from labor costs.

The chief concern for MDOT is whether there would be enough STF funding, after the proposed statutory commitment of STF dollars to the buyback program, to fund MDOT's other STF obligations, including bond payments, highway maintenance, and MDOT's own Federal matching obligations. This concern, however, would be addressed in subsections (6), (7), and (8) within SB 465, which would allow MDOT to reduce buyout funding through the program if there were a shortage of STF dollars for its other obligations.

The Department has offered local units of government options for Federal buyback in the past. Throughout most of the 2000s, MDOT made available a voluntary buyback program for local units that would exchange Federal funds for STF at a rate of 75%. The program ceased when MDOT's annual allotment of the MTF became too small to continue the program. The 2015 road funding package increased revenue from gas and registration taxes in more recent years, allowing for the return of a Federal buyback program. In the decades to come, however, MDOT's current bonding initiative for \$3.5 billion in new debt over four years inevitably will result in larger bond payments, which could cause MDOT, again, to cease offering Federal buyback if the bills were enacted, which it would be allowed to do under subsection (6) of SB 465.

Date Completed: 10-19-21

Fiscal Analyst: Michael Siracuse

SENATE BILL NO. 465

May 20, 2021, Introduced by Senators RUNESTAD and BARRETT and referred to the Committee on Appropriations.

A bill to amend 1951 PA 51, entitled

"An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety

purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; to investigate and study the tolling of roads, streets, highways, or bridges; and to repeal acts and parts of acts,"

by amending section 10o (MCL 247.660o), as amended by 2000 PA 188.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

- 1 Sec. 10o. (1) Twenty-three to twenty-seven percent of the DOT-
- 2 FHWA highway research, planning, and construction federal funds
- 3 appropriated to this state from the federal government for road and
- 4 bridge construction ~~shall~~**must** be allocated to programs
- 5 administered by local jurisdictions after deduction of the

1 following:

2 (a) Funds that are specifically allocated at the federal level
3 to the state or local jurisdictions.

4 (b) Funds allocated by the department to the state and to
5 local jurisdictions through a competitive process.

6 **(c) Funds used by this state to purchase local federal funds**
7 **that were available to be purchased by the department as part of**
8 **the local federal aid buyout program described in subsection (5).**

9 (2) Federal aid excluded from the calculation of funding
10 allocated to programs administered by local jurisdictions in
11 subsection (1) includes, but is not limited to, congestion
12 mitigation and air quality funds, federal bridge funds,
13 transportation enhancement funds, funds distributed at the
14 discretion of the United States ~~secretary~~ **Secretary** of
15 ~~transportation,~~ **Transportation**, and congressionally designated
16 funds.

17 (3) The funds ~~shall~~ **must** be distributed to eligible local **road**
18 agencies for transportation purposes in a manner consistent with
19 state and federal law.

20 (4) It is the intent of the legislature that federal aid to
21 highways allocated to local jurisdictions in subsection (1) be
22 distributed in a manner that produces a 25% average allocation of
23 applicable funds to programs for local jurisdictions in each fiscal
24 year through the fiscal year ending September 30, 2000. Beginning
25 in the fiscal year ending September 30, 1999, the average
26 allocation of applicable federal aid to highway funds to programs
27 for local jurisdictions ~~shall~~ **must** be the average of the amount
28 distributed to local jurisdictions under subsection (1) and
29 similarly calculated distributions in each succeeding fiscal year.

1 The average allocation percentage described in this subsection
2 shall ~~must~~ be adjusted to reflect any ~~voluntary~~ agreements made by
3 the department with local jurisdictions regarding the state buyout
4 of local federal aid.

5 (5) As part of the local federal aid buyout program operated
6 by the department, the department shall pay local road agencies the
7 amounts identified in the local road agency's 3- or 5-year local
8 transportation improvement plan for each year in which the local
9 road agency plans to participate in the local federal aid buyout
10 program with the department. The department's local federal aid
11 buyout program must also meet all of the following requirements:

12 (a) As part of the local federal aid buyout program operated
13 by the department, the department shall do all of the following:

14 (i) Make available to local road agencies up to 93% of the
15 eligible local federal funds allocated to local road agencies for
16 the Surface Transportation Block Grant program funding. The
17 department shall pay local road agencies the amount of federal
18 funds, identified in the approved state transportation improvement
19 plan, as determined by the local road agency, not to exceed 100% of
20 the total local road agency eligible funds.

21 (ii) Require road projects funded by the local federal aid
22 buyout program to be rural task force-approved or metropolitan
23 planning organization-approved projects.

24 (iii) Require that contracts between local road agencies and
25 contractors, for road projects funded by the local federal aid
26 buyout program, contain a federal wage and benefits schedule
27 consistent with, and incorporating the requirements of, section IV
28 of Form FHWA-1273, revised May 1, 2012, or any successor form, and
29 provide that covered workers are third-party beneficiaries of these

1 contract requirements.

2 (b) The local road agency shall notify the department, its
3 rural task force, and its metropolitan planning organization before
4 the fiscal year that projects the local road agency has determined
5 will be included in the local federal aid buyout program for the
6 next fiscal year. The local road agency shall complete the
7 identified projects with the federal buyout funds. The local road
8 agency shall spend any remaining federal buyout funds on federal
9 aid eligible roads for activities and improvements, not including
10 routine maintenance, or use the remaining federal buyout funds as
11 additional funds for any federal aid project undertaken on roads
12 under its jurisdiction. A local road agency shall complete an
13 eligible activity or improvement with the federal buyout funds
14 within 3 years after receiving the funds.

15 (c) The completed road projects accomplished with the federal
16 buyout funds must be documented with the transportation asset
17 management council investment reporting tool and reported in the
18 fiscal year that the project is completed.

19 (d) If the identified projects cannot be completed within the
20 required 3-year time frame, the local road agency shall notify the
21 department and its rural task force of the limitation and identify
22 an alternate federal aid eligible road project where a similar
23 improvement will be accomplished within the original 3-year time
24 frame.

25 (6) If the department is unable to fulfill its federal aid
26 matching obligation to obtain all available federal funds for a
27 fiscal year, the department may reduce the local federal aid buyout
28 program described in this section for that fiscal year. However,
29 the department may only reduce the amount of the local federal aid

1 buyout funds if that reduction is necessary to ensure that the
2 department can perform routine maintenance, operate safety
3 programs, and carry out other administrative functions. The
4 department shall make this determination before the beginning of
5 the fiscal year and shall notify all local road agencies that have
6 submitted applications for the local federal aid buyout program for
7 that fiscal year before the beginning of the fiscal year. If the
8 department reduces the local federal aid buyout program under this
9 subsection, the department shall also submit a detailed letter of
10 explanation to the chairs of the senate and house of
11 representatives transportation committees, chairs of the senate and
12 house transportation appropriations subcommittees, the senate
13 majority leader, and the speaker of the house of representatives
14 explaining why the department is unable to fully fund its federal
15 aid matching obligation.

16 Enacting section 1. This amendatory act does not take effect
17 unless Senate Bill No. 466 of the 101st Legislature is enacted into
18 law.

SENATE BILL NO. 466

May 20, 2021, Introduced by Senators MACDONALD and BARRETT and referred to the Committee on Appropriations.

A bill to amend 1951 PA 51, entitled

"An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the

truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; to investigate and study the tolling of roads, streets, highways, or bridges; and to repeal acts and parts of acts,"

by amending section 10 (MCL 247.660), as amended by 2020 PA 222.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Sec. 10. (1) A fund to be known as the Michigan transportation
 2 fund is established in the state treasury as a separate fund. The
 3 state treasurer may receive money or other assets from any source
 4 for deposit into the fund. The state treasurer shall direct the
 5 investment of the fund. The state treasurer shall credit to the

1 fund interest and earnings from fund investments. Except as
2 otherwise provided in this section, the legislature shall
3 appropriate money for the necessary expenses incurred in the
4 administration and enforcement of the motor fuel tax act, 2000 PA
5 403, MCL 207.1001 to 207.1170, the motor carrier act, 1933 PA 254,
6 MCL 475.1 to 479.42, and sections 801 to 810 of the Michigan
7 vehicle code, 1949 PA 300, MCL 257.801 to 257.810. Money
8 appropriated for necessary expenses must be based upon established
9 cost allocation methodology that reflects actual costs.
10 Appropriations for the necessary expenses incurred by the
11 department of state in administration and enforcement of sections
12 801 to 810 of the Michigan vehicle code, 1949 PA 300, MCL 257.801
13 to 257.810, must be made from the Michigan transportation fund and
14 from money in the transportation administration collection fund
15 created in section 810b of the Michigan vehicle code, 1949 PA 300,
16 MCL 257.810b. Appropriations from the Michigan transportation fund
17 for the necessary expenses incurred by the department of state in
18 administration and enforcement of sections 801 to 810 of the
19 Michigan vehicle code, 1949 PA 300, MCL 257.801 to 257.810, must
20 not exceed \$20,000,000.00 per state fiscal year. Except as provided
21 in section 51d of the income tax act of 1967, 1967 PA 281, MCL
22 206.51d, all money in the Michigan transportation fund is
23 apportioned and appropriated in the following manner:
24 (a) Not more than \$3,000,000.00 as may be annually
25 appropriated each fiscal year to the state trunk line fund for
26 subsequent deposit in the rail grade crossing account.
27 (b) Not more than \$3,000,000.00 as may be annually
28 appropriated each fiscal year to the state trunk line fund for
29 subsequent deposit in the grade crossing surface account.

1 (c) Not more than \$3,000,000.00 each year to the local bridge
2 fund established in subsection (4) for the purpose of payment of
3 the principal, interest, and redemption premium on any notes or
4 bonds issued by the state transportation commission under former
5 section 11b or subsection (9).

6 (d) Except as otherwise provided in this subdivision and
7 subject to section 11h, \$2,000,000.00 each year of the revenue from
8 3 cents of the tax levied under section 8(1)(a) of the motor fuel
9 tax act, 2000 PA 403, MCL 207.1008, to the local agency wetland
10 mitigation board fund created in section 11h.

11 (e) Except as otherwise provided in this subdivision,
12 \$5,000,000.00 each year of the revenue from 3 cents of the tax
13 levied under section 8(1)(a) of the motor fuel tax act, 2000 PA
14 403, MCL 207.1008, to the movable bridge fund created in section
15 11g, with the remainder to the state trunk line fund, county road
16 commissions, and cities and villages in the percentages provided in
17 subdivision (l). The department shall annually adjust the amount
18 allocated under this subdivision by an amount equal to the annual
19 increase in the Detroit Consumer Price Index for the preceding
20 year.

21 (f) One-half of the revenue from 1 cent of the tax levied
22 under section 8(1)(a) of the motor fuel tax act, 2000 PA 403, MCL
23 207.1008, to the state trunk line fund for the repair of state
24 bridges under section 11, and 1/2 of the revenue from 1 cent of the
25 tax levied under section 8(1)(a) of the motor fuel tax act, 2000 PA
26 403, MCL 207.1008, to the local bridge fund created in subsection
27 (4) for distribution only to cities, villages, and county road
28 commissions.

29 (g) \$50,000,000.00 to the state trunk line fund for debt

1 service costs on state of Michigan projects.

2 (h) Ten percent to the comprehensive transportation fund for
3 the purposes described in section 10e.

4 (i) \$5,000,000.00 to the local bridge fund established in
5 subsection (4) for distribution only to the local bridge advisory
6 board, the regional bridge councils, cities, villages, and county
7 road commissions.

8 (j) \$36,775,000.00 to the state trunk line fund for subsequent
9 deposit in the transportation economic development fund created in
10 section 2 of 1987 PA 231, MCL 247.902, with first priority for
11 allocation to debt service on bonds issued to fund transportation
12 economic development fund projects. In addition, \$3,500,000.00 is
13 appropriated from the Michigan transportation fund to the state
14 trunk line fund for subsequent deposit in the transportation
15 economic development fund created in section 2 of 1987 PA 231, MCL
16 247.902, to be used for economic development road projects in any
17 of the targeted industries described in section 9(1)(a) of 1987 PA
18 231, MCL 247.909.

19 (k) Not less than \$33,000,000.00 as may be annually
20 appropriated each fiscal year to the local program fund created in
21 section 11e.

22 (l) The balance of the Michigan transportation fund, as well as
23 funds allocated to the Michigan transportation fund and collected
24 under the Michigan Regulation and Taxation of Marihuana Act, 2018
25 IL 1, MCL 333.27951 to 333.27967, as follows, after deduction of
26 the amounts appropriated in subdivisions (a) to (k):

27 (i) **Except as otherwise provided in this subparagraph**, 39.1% to
28 the state trunk line fund for the purposes described in section 11.

29 **Before distribution to the state trunk line fund for purposes**

1 described in section 11, each year an amount equal to the amount of
2 money owed by the department to local road agencies to purchase
3 local federal funds under the local federal aid buyout program as
4 provided in section 10o(5) must be paid to local road agencies.

5 (ii) 39.1% to the county road commissions of this state.

6 (iii) 21.8% to the cities and villages of this state.

7 (2) The money appropriated under this section must be used for
8 the purposes as provided in this act and any other applicable act.
9 Subject to section 9b, the department shall develop programs in
10 conjunction with the Michigan Chamber of Commerce and the Michigan
11 Minority Supplier Development Council to assist small businesses,
12 including those located in enterprise zones and those located in
13 empowerment zones as determined under federal law, as defined by
14 law in becoming qualified to bid.

15 (3) From federal funds, an amount equal to 31-1/2% of the
16 money formerly appropriated to this state from the federal
17 government under former 23 USC 157, commonly known as minimum
18 guarantee funds, must be allocated to the transportation economic
19 development fund, if the allocation is consistent with federal law.
20 This money must be distributed 16-1/2% for development projects for
21 rural counties as defined by law and 15% for capacity improvement
22 or advanced traffic management systems in urban counties as defined
23 by law. Federal money allocated for distribution under this section
24 is eligible for obligation and use by all recipients as provided in
25 the moving ahead for progress in the 21st century act, Public Law
26 112-141.

27 (4) A fund to be known as the local bridge fund is established
28 in the state treasury as a separate fund. The money appropriated to
29 the local bridge fund and the interest accruing to that fund must

1 be expended for the local bridge program. The purpose of the fund
2 is to provide financial assistance to highway authorities for the
3 preservation, improvement, or reconstruction of existing bridges or
4 for the construction of bridges to replace existing bridges in
5 whole or part. The money in the local bridge fund is not subject to
6 section 12(15) or 13(5). The local bridge advisory board is created
7 and must consist of 6 voting members appointed by the state
8 transportation commission and 2 nonvoting members appointed by the
9 department. The board must include 3 members from the County Road
10 Association of Michigan, 1 member who represents counties with
11 populations 65,000 or greater, 1 member who represents counties
12 with populations greater than 30,000 and less than 65,000, and 1
13 member who represents counties with populations of 30,000 or less.
14 Three members must be appointed from the Michigan Municipal League,
15 1 member who represents cities with a population 75,000 or greater,
16 1 member who represents cities with a population less than 75,000,
17 and 1 member who represents villages. Each organization with voting
18 rights shall submit a list of nominees in each population category
19 to the state transportation commission. The state transportation
20 commission shall make the appointments from the lists submitted
21 under this subsection. Voting members must be appointed for 2
22 years. The chairperson of the board must be selected from among the
23 voting members of the board. In addition to the 2 nonvoting
24 members, the department shall provide qualified administrative
25 staff and qualified technical assistance to the board.

26 (5) No less than 5% and no more than 15% of the money received
27 in the local bridge fund may be used for critical repair of large
28 bridges and emergencies as determined by the local bridge advisory
29 board. Money remaining after the money allocated for critical large

1 bridge repair and emergencies is deducted must be distributed by
2 the board to the regional bridge councils created under this
3 section. One regional council must be formed for each department of
4 transportation region as those regions exist on October 1, 2004.
5 The regional councils must consist of 2 members of the County Road
6 Association of Michigan from counties in the region, 2 members of
7 the Michigan Municipal League from cities and villages in the
8 region, and 1 member of the department in each region. The members
9 of the department are nonvoting members and shall provide qualified
10 administrative staff and qualified technical assistance to the
11 regional councils.

12 (6) Money in the local bridge fund after deduction of the
13 amounts set aside for critical repair of large bridges and
14 emergency repairs must be distributed among the regional bridge
15 councils according to all of the following ratios, which must be
16 assigned a weight expressed as a percentage as determined by the
17 board, with each ratio receiving no greater than a 50% weight and
18 no less than a 25% weight:

19 (a) A ratio with a numerator that is the total number of local
20 bridges in the region and a denominator that is the total number of
21 local bridges in this state.

22 (b) A ratio with a numerator that is the total local bridge
23 deck area in the region and a denominator that is the total local
24 bridge deck area in this state.

25 (c) A ratio with a numerator that is the total amount of
26 structurally deficient local bridge deck area in the region and a
27 denominator that is the total amount of structurally deficient
28 local bridge deck area in this state.

29 (7) The regional bridge councils shall allocate the money

1 received from the board for the preservation, improvement, and
2 reconstruction of existing bridges or for the construction of
3 bridges to replace existing bridges in whole or in part in each
4 region.

5 (8) Each January, the department shall submit a report to the
6 chair and the minority vice-chair of the appropriations committees
7 of the senate and the house of representatives, and to the standing
8 committees on transportation of the senate and the house of
9 representatives, on all of the following activities for the
10 previous state fiscal year:

11 (a) A listing of how much money was dedicated for emergency
12 and large bridge repair.

13 (b) A listing of what emergency and large bridge repair
14 projects were funded.

15 (c) The actual weights used in the calculation required under
16 subsection (6).

17 (d) A listing of the total money distributed to each region.

18 (e) A listing of the specific projects that were funded under
19 subsection (7).

20 (9) The state transportation commission shall borrow money and
21 issue notes or bonds in an amount of not less than \$30,000,000.00
22 to supplement the funding provided for the local bridge program
23 under subsection (5). The bonds or notes issued under this
24 subsection may be issued by the commission for any purpose for
25 which other local bridge money may be used under this section. The
26 bonds or notes authorized by this subsection must be issued by
27 resolution of the state transportation commission consistent with
28 the requirements of section 18b.

29 (10) The department shall promulgate rules under the

1 administrative procedures act of 1969, 1969 PA 306, MCL 24.201 to
2 24.328, governing the administration of the local bridge program.
3 The rules must set forth the eligibility criteria for financial
4 assistance under the program and other matters related to the
5 program that the department considers necessary and desirable. The
6 department shall take into consideration the availability of
7 federal aid and other financial resources of the highway authority
8 responsible for the bridge, the importance of the bridge to the
9 highway, road, or street network, and the condition of the existing
10 bridge.

11 (11) The revenue appropriated to the local bridge fund under
12 subsection (1)(i) must be distributed only to the local bridge
13 advisory board, the regional bridge councils, cities, villages, and
14 county road commissions.

15 (12) The regional bridge councils shall determine what bridge
16 projects are selected for funding from the local bridge fund
17 created in subsection (4) and shall make a list of selected
18 projects available to interested parties in the region. A
19 determination that a bridge project is selected for funding in a
20 given fiscal year is not approval to disburse the money.

21 (13) A county road commission, city, or village may implement
22 a bridge project if the bridge project has been selected for
23 funding and is included in the appropriate regional bridge
24 council's current multiyear bridge plan for the local bridge
25 program but the regional bridge council has not allocated money to
26 the bridge project for the fiscal year that the bridge project is
27 on the current multiyear bridge plan. A county road commission,
28 city, or village may borrow money to implement a project that has
29 been selected for funding and is included in the appropriate

1 regional bridge council's current multiyear bridge plan but has not
2 been allocated money by the regional bridge council. Based on
3 available local bridge money, when a bridge project that was
4 implemented with borrowed money is allocated funding in a
5 subsequent fiscal year, the funding must only be used to repay the
6 amount approved by the multiyear bridge plan when the money was
7 borrowed. To be eligible for repayment of the amount borrowed, a
8 bridge project that has been implemented with borrowed money must
9 be administered through the department's local bridge program.

10 Enacting section 1. This amendatory act does not take effect
11 unless Senate Bill No. 465 of the 101st Legislature is enacted into
12 law.