Interurban Transit Partnership

Board Members

Mayor Gary Carey, Chair | ***David Bilardello, Vice-Chair***

Charis Austin
Mayor Katie Favale
Rick Baker
Steven Gilbert
Robert Postema
Mayor Rosalynn Bliss
Andy Guy
Terry Schweitzer
Mayor Stephen Kepley
Jack Hoffman
Paul Troost
Tracie Coffman
Mayor Steve Maas

BOARD OF DIRECTORS MEETING

Wednesday, March 23, 2022, – 4:00 p.m.

Rapid Central Station Conference Room (250 Grandville, SW) | Virtual Meeting

AGENDA

		PRESENTER	ACTION
1.	**PUBLIC COMMENT**		
2.	**MINUTES REVIEW – February 23, 2022, Board Retreat**	Mayor Carey	Approval
3.	**CEO'S REPORT**	Deb Prato	Information
4.	**ACTION ITEMS**		
	a. FTA Grant Application	Kevin Wisselink	Approval
	b. CAC Appointment	Jason Prescott	Approval
5.	**PERFORMANCE REPORTS**		
	a. Paratransit Route Ridership	Jason Prescott	Information
	1. February 2022		
	b. Fixed Route Ridership	Max Dillivan	Information
	1. January 2022		
	c. Finance	Linda Medina	Information
	1. Operating Statement – January 2022		
	2. Professional Development and Travel Report		
	a. December 2021		
	b. January 2022		
	3. Grant Statement		
6.	**INFORMATIONAL ITEMS**		
	a. PA202 Report	Linda Medina	Information
7.	**CHAIR'S REPORT**	Mayor Carey	Information
8.	**ADJOURNMENT**		

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BOARD OF DIRECTORS RETREAT MEETING MINUTES

Wednesday, February 23, 2022 – 3:00 p.m.

Rapid Central Station Conference Room (250 Grandville SW) | Virtual Meeting

ATTENDANCE:

Board Members Present:

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

Board Members Absent:

Robert Postema

Staff Attendees:

Nancy Groendal, Max Dillivan, Kevin Wisselink, Jason Prescott, Steve Luther, Deb Prato, Kris Heald, Steve Schipper, Linda Medina, James Nguyen, Deron Kippen, Mike Wieringa, Steve Clapp, Andy Prokopy, Bill Kirk

Other Attendees:

Mayor Carey called the meeting to order at 3:02 p.m.

1. PUBLIC COMMENT

No Public Comments

2. MINUTES REVIEW – January 26, 2022

Mayor Carey asked for approval of the minutes from January 26, 2022. Mayor Maas motioned, and Mr. Gilbert supported. The minutes were unanimously approved.

3. CEO'S REPORT

Ms. Prato briefly described the three (3) important actions items that need board approval today. Action Items are listed below.

The outcome that Ms. Prato hopes for this board retreat is a consensus on Transit Master Plan. We are looking at exploring Countywide, Regional, Express Transit (West Michigan Express). We will break down and look thoughtfully at the structure and construction for this plan.

4. ACTION ITEMS

a. Active Air Purification System for Buses

Mr. Clapp is requesting the Board's approval to enter into a contract with United Safety and Survivability Corporation (USSC) for the purchase of eight-three (83) Active Air Purification Systems and their Installation into The Rapid's line-haul bus fleet for $267,675.

Mr. Bilardello inquired about where on the bus will this system be located? Mr. Clapp answered that there is a cell that is mounted on the ceiling of the bus, and it is centrally located on the bus.
Mayor Carey asked about backorders. Mr. Clapp said no backorders and the timing is 60 days from the order date.
Mayor Carey asked for a motion to approve. Mr. Hoffman motioned, and Mr. Gilbert supported. The motion passed unanimously.

b. Revenue Hour Contract Renewal – Cascade DDA

Mr. Monoyios requests board approval to proceed with a revenue hour billing model to establish annual contracts for service with Cascade Township or their Downtown Development Authority (DDA).

Ms. Coffman asked if this had anything to do with the other six cities. Mr. Monoyios confirmed that this mirrors the relationship we have with other townships.
Mayor Carey asked for a motion to approve. Mr. Guy motioned, and Ms. Coffman supported. The motion passed unanimously.

c. Property Acquisition – Busch Drive

Mr. Wisselink requests approval from the Board to purchase the property at 3531 Busch Drive SE, Grandville, MI to utilize as The Rapid's paratransit operation center for $1,950,000.

Mayor Carey asked for a motion to approve. Ms. Austin motioned, and Mr. Schweitzer supported. The motion passed unanimously.

5. BOARD RETREAT

a. Year in Review

Ms. Prato started with a year in review.
Operations: Looking back at last January we are about 148,000 less in ridership, revenue hours were similar, deadhead hours and miles are very similar. This means we are becoming more productive which is what the COA set out to do.
Vehicle Operators took a hit. We are down 20 full-time operators.
Finance: In 2021 we were at $47.7M we made an adjustment last April and brought us to $48.3 our capital budget is $16.3M. This year we are at $51M and our capital budget is $23.9M. What we used in Federal Covid Funding was $28M in CARES, 6.3M in CARRISSA, and rescue plan we debited $2.7M. Total eligibility for $61M and reimbursed $37.2M. Mayor Kepley asked if the big difference is the $9.2 for the facility that was just approved? Mr. Wisselink replied that the $9.2 is in the $16M baseline funds. There was an additional ask that made up the $23M for a discretionary grant. There is extra money to use for other capital expenditures. We are looking at a 30% increase in formula funding which is about $4-$5M more. We are planning to come to the board next month with how we are going to allocate those funds. Mr. Hoffman asked if the $24M is money we are going to get it. Ms. Prato confirmed that we will be getting those funds. We spend the money and then we are reimbursed.
Other things we have been up to in 2021 include:

- Covid-19 Continued
- TSA Mask Mandate Continued
- Comprehensive Operational Analysis – Preferred Alternative implemented
- Union Negotiations – ATU Collective Bargaining complete
- Began Butterworth Campus – Construction
- Safety PTASP – FTA Compliance Completed
- Diversity and Inclusion Training for all employees
- 23 Contracts Awarded
- Reorganized Special Services – Paratransit, ADA, and Mobility Services
- Reinstated Route and Service Planning Committee

- Successful FY Audit - BDO
- Successful ECHO Draw Review – FTA
- Pension Liability Decreased
- APTA Expo and In-Person Meeting
- Rapid Presence: MPTA Board, Policy and Legislative Committee, Communications Committee, Maintenance Committee
- Mobile GR Monthly Coordination Meetings
- Key Stakeholder and driver on Division United
- Transit Worker Appreciation Celebration
- Family Fleet
- Painting of RCS Platform and Lighting Project/ Unexpected Storm Sewer Issue

Welcomed 43 new team members.
This is not a complete list, but it shows that there is a lot going on and we are excelling in many areas.

b. Year Ahead

What we are looking forward to in 2022 is the TMP and how to be ready for the launch and what that process means. We have several opportunities on the Infrastructure Bill and Capital Competitive Grants. The Bio Digester has kicked off and that will get us an RNG tax credit. We are working on a zero-emission Fleet transition plan, commence on moving forward with Ellsworth and RCS, secure tenants at RCS, Find a new paratransit contractor. On the people front, we are starting an affinity group where a peer-to-peer group helps support our team members who are suffering. How do we measure ourselves against the value we bring to the six cities? Lakerline expansion in 2022, RCS platform updates for the customer experience.

A video on Hydrogen Fuel Cell Introduction was shown to the Board.

Mayor Kepley is very fascinated with Hydrogen Fuel Cell Technology!
Ms. Prato wants the board to know that we are committed to learning all the lessons we can so we can make the best choices. For our climate, our needs, the range, and emissions are better for us and, the Hydrogen Fuel Cell seems to make the most sense to us. Ms. Coffman inquired about the disposal of a fuel cell. Ms. Prato stated that not that we know of. But we will look more into it. We don't know everything, but we are committed to learning all we can. Mr. Bilardello asked what the cost would be for a bus outfitted this way, and how the price compares to the cost of CNG buses? Ms. Prato stated that the CNG buses are roughly $650,000, and the fuel cell buses are approximately $1M. Mr. Gilbert stated that this is exciting to see this. He is happy that we are finally, seeing what meets our needs, in terms of what we expect on the road and seeing a reduced footprint. Do we have any idea of an adoption plan? Ms. Prato said we use capital funding. We have been offloading diesel. We are not abandoning CNG right now especially, with the City of Grand Rapids and the Bio Digester. We are improving our carbon footprint. We will go forward as much as we can. We are still learning about fuel production. Mr. Hoffman asked when we will transition. Ms. Prato stated that we will be writing the transition plan soon, and that will be submitted with our grant. It will take 12 years for the bus build, so it will be in 2035. Bus build is approximately 18-24 months from order to delivery. Mr. Hoffman is confident in the team regarding this new technology. Mayor Kepley inquired about where we will get the Hydrogen from. Ms. Prato said she talked to some of the hydrogen manufacturers who can deliver the hydrogen on a tractor-trailer truck with the ability to do compressor and fueling all in one. There is a way for us to perform the electrolysis using the CNG we already have. We are looking at this from all different angles. Mayor Carey followed up on a comment Mr. Hoffman said regarding the competition with electric buses and what they may come up with for a solution. Ms. Prato said Proterra answered the call about leasing batteries. We will benefit as the competition will create the best products. Mr. Schweitzer asked if the US is on the cutting edge of this technology. Ms. Prato said in terms of North America, California is the best. They had federal emissions requirements far before everyone else that is why we went out there to see what they had. Mayor Bliss, Mayor Maas appreciates the conversation and is looking forward to what is coming. Mr.

Baker inquired about fuel costs compared to CNG. Ms. Prato said they didn't talk about that when they were in California, but she feels it will be comparable to CNG.

Ms. Prato went on to discuss how we measure success as an agency. The goal is if you didn't use transit, how does transit show up in the success and outcomes in the six cities. We will need to weave that together. We're going to need data. We don't have a good way to synthesize it to make sense to us yet. Who should we be benchmarking against? We are looking for input from you.

Ms. Coffman asked if Charlotte uses 3% of success metrics as ridership, what is the other 97%? Ms. Prato replied it's how they move people around the community. They are measuring their outcome over their output. Mr. Gilbert stated that we need to account for this in a meaningful way. Measure the value of the trips. Make sure we are getting people to where they need to go. Ms. Coffman would like to see a transit system for all. Not only for basic needs but ALL your needs. Ideally, she would like to see a transit that makes sense for everyone. Mr. Hoffman said the next millage is in 2029. I think what would appeal to the voters is what Ms. Coffman is talking about. Now is the time for innovation and new approaches because we have the breathing space, and we have the money to experiment with this. For Mayor Carey, the measurement is communitywide, and we can have blinders on who we are trying to serve. Is it employers, shopping malls? We need to take a holistic look at the geographic area and the opportunities within the area. Mayor Carey does not believe we have all the data needed yet. Ms. Prato agrees that the data we need to develop is more than the data we have. The Planning and the Operations teams are pouring through a lot of data every day. We are looking at what our front-line employees are performing at and how to make it better. Mayor Bliss appreciates the performance data that we capture. When she thinks of overall success for The Rapid, I think more about community-level data. She is wondering where we are with people who are not using The Rapid. We are in a great place to see where the future of transit is heading.

c. Transit Master Plan (TMP) - Visioning

Mr. Monoyios gave a high-level report and looking forward to the Board's input. Key points:

Regional Growth
Operational Funding Outlook
Peer Local Funding Comparisons
Regional Public Perceptions
Smart Growth
TMP Timeline

Smart Growth Policies:
Mixed Land Uses
Density
Range of housing choices
Walkable
Placemaking
Preserve open space, farmland, agriculture, natural beauty
Strengthen existing communities
Promotes a variety of mobility/accessibility options
Equitable
Transportation drives development – unbridled growth leads to the reliance on auto orientation

Who do we want to be?
(Peer-focused, aspirational, etc.)

Where do we want to go?
(Build-up or build-out?)

How will we get there?
(Funding, etc.)

May – Board planning meeting

Mr. Hoffman stated that we should be looking at the re-do of the effort from 30 years ago. There are significant population growth and jobs as the first charts showed. We will have to separate this board from the political group. This is where it seems to be headed. Mr. Gilbert agrees with Mr. Hoffman that he sees the growth and we need to take it to the county to see how The Rapid can be of service. He would like to see a clear vision of the role we will play in the new millage. We need to make sure we can successfully overcome the challenges. Mr. Schweitzer stated that looking at the funding is one way to look at it, but also how we can be more aspirational and look beyond the borders. We already see there is value in both the six cities and those that are outside. Funding is important, but we need the vision first. Mr. Guy appreciates and supports the long-term planning; he feels we need to be more mindful of immediate challenges. In the back of Mr. Gilbert's mind is the West Michigan Express, being a transit triangle between Holland Muskegon and Grand Rapids. This is another piece of the puzzle as we need to consider who we want to be and what this will look like.
Ms. Prato said we need to know how to sequence these items and tie them all together. Mr. Kirk added that regarding countywide and the thinking around that. There are conversations going on about countywide transit and they are forming committees to study the issue again. In our conversations with folks advocating for this. One way to think about it is the Senior Millage distributes funds to various organizations around the county. Mr. Hoffman said one lesson we learned this decade is affordable housing which means transit. Mr. Guy appreciates the clarification on the countywide millage conversation, and he strongly favors that and would advocate for it. Ms. Prato closed with this is the beginning of the conversation. These things will not be easy to accomplish, this is for the future and she appreciates all your time and input and attention today.

6. CHAIR'S REPORT

Mayor Carey shared a couple of thoughts with the Board. 1) Expect some conversation coming up on more effective utilization of The Rapid Facility. He was on a field trip with Ms. Prato and Mr. Schipper last week and there will be more on that to come. 2) Look for some subtle changes coming to speed up the flow of the meetings.

7. ADJOURNMENT

The meeting was adjourned at 5:04 p.m.
The next meeting is scheduled for March 23, 2022

Respectfully submitted,

Kris Heald, Board Secretary

FY 2022 Revised Capital Plan

The Rapid Board

March 23, 2022

The Rapid's FY 2023 Capital Plan Update

The Rapid's FY 2022 capital funding situation has undergone substantial changes since the FY 2022 Capital Improvement Plan (CIP) was adopted by the Board in August 2021.

These primary changes are:

- A 33% increase in formula funding under the Infrastructure Investment and Jobs Act passed in November 2021.
- The purchase of 3531 Busch Drive SW for demand response services that does not have the capital needs originally programmed in the CIP.
- Reallocating funds from the previous RCS rehabilitation project into the reimagined RCS/Ellsworth rehabilitation projects.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Rapid Staff had a series of meetings in January 2021 to discuss the expanded scope options and determine an expanded capital project list.

The discussions centered on funding the improvements that improve passenger experience, promote safe operations, and build towards the future.

The plan makes targeted investments to move our fleet towards a zero-emission future.

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- Additional funding for fixed route buses to begin transition to a zero-emission bus fleet

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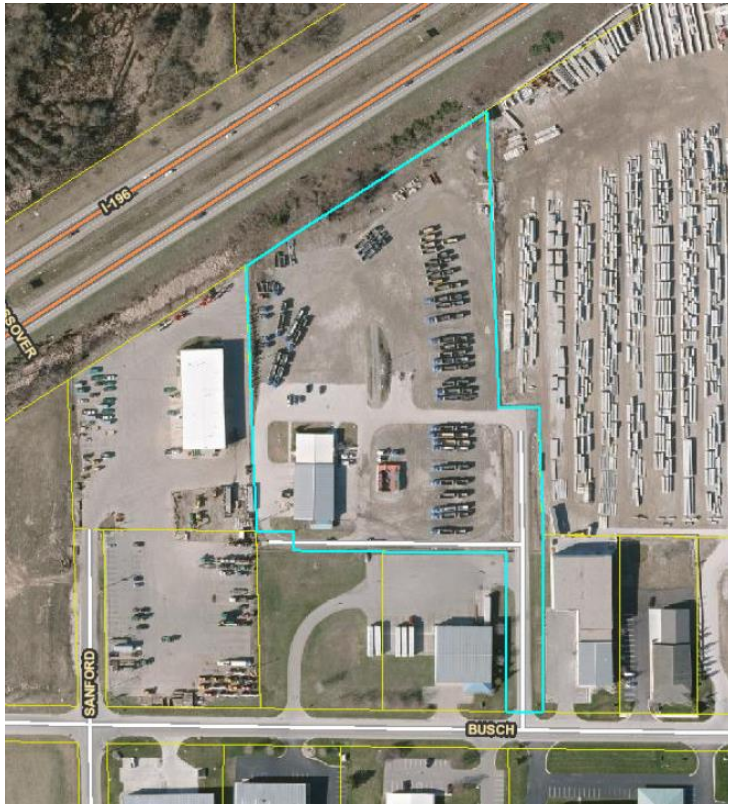

Demand Response Operations Center: 3531 Busch Property Drive.

Originally estimated at $9.28 million, reduced to $6.25 million due to the readiness of the site.

Plan is to close on the property in June 2022 and begin operations in October 2022.

Budget for development of the property:

Property Purchase:	X
Facility Equipment:	X
Building Improvements:	X
Site Paving/Improvements:	X
Contingency:	X
Total Project:	$6,250,000

Rapid Central Station Platform Rehabilitation Project ($1,500,000)

- Platform surface repair
- Infotainment systems
- Customer amenity update (ex. seating)
- New Public Address system
- Improved lighting

Ellsworth and Rapid Central Station Rehabilitation Projects

- Move Paratransit, ADA and Mobility Services to the 2nd floor of RCS
- Create a new driver break room on the first floor of Ellsworth
- Rehabilitate the remainder of Ellsworth, including a replacing the roof and the HVAC system
- Budget
  - RCS: $1,400,000
  - Ellsworth: $2,500,000

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	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,000	$ 13,829,379
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549

- New On-Board Bus Air Purifiers approved by the Board at the February Board meeting.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000

- Refurbish the shop by floors at Operations Center
- Replace Rapid Central Station entry doors at Grandville and to the platform.
- Update Rapid Central Station HVAC building controls.
- Install fall protection for four maintenance bays at the Operations Center.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operation	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500

- Additional IT Hardware funds to purchase network control switches for Ellsworth, Operations Center and Laker Line buildings.
- Additional IT Software funds to purchase Scheduling Software for The Rapid's fixed route bus fleet.
- Additional ITS funds to purchase an infotainment passenger information system for Kentwood Station.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000

- No change to Operations funding.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000

- Purchase additional cameras for the Laker Line facility
- Install/update access controls for Rapid Central Station.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000

- The Rapid has received an earmark in the government funding bill passed last week to fund our 2021 Low-No Grant application to purchase 6 to 8 electric vehicles to provide Rapid Connect service.
- The Rapid applied for a Areas of Persistent Poverty grant in September 2021 to study the implementation of zero-emission bus service on the Silver Line and how to provide better access to jobs for residents along the Silver Line corridor. We are still waiting to hear back from the FTA about the grant.

	Project Description	Approved Capital Plan	Change	Revised Total
Vehicle Purchase	Fixed Route Buses	$ 1,233,228	$ 3,328,507	$ 4,561,735
	Demand Response Buses	$ 397,324	$ (250,000)	$ 147,324
	Non-Revenue Vehicles	$ 230,000	$ -	$ 230,000
	Rapid Van Vehicles	$ 125,000	$ -	$ 125,000
	Vehicle Purchase Subtotal	$ 1,985,552	$ 3,078,507	$ 5,064,059
New/Rehab Facilities	New Campus	$ 9,275,000	$ (3,025,000)	$ 6,250,000
	Ellsworth Rehabilitation	$ 400,000	$ 2,168,700	$ 2,568,700
	RCS Rehabilitation	$ -	$ 1,397,200	$ 1,397,200
	RCS Platform Rehabilitation	$ -	$ 1,512,000	$ 1,512,000
	RCS Drive Repaving	$ 882,000	$ -	$ 882,000
	New Shelters	$ 137,018	$ 265,000	$ 402,018
	Division United	$ 818,361	$ -	$ 818,361
	New/Rehab Facilities Subtotal	$ 11,512,379	$ 2,317,900	$ 13,830,279
Vehicle Main.	Bus Mid-Life Overhaul	$ 86,549	$ -	$ 86,549
	On-Board Bus Air Purifiers	$ -	$ 375,000	$ 375,000
	Bus Capital Maintenance	$ 700,000	$ -	$ 700,000
	Vehicle Maintenance Subtotal	$ 786,549	$ 375,000	$ 1,161,549
Facility Main.	General Facility Needs	$ 20,000	$ 240,000	$ 260,000
	Facility Equipment	$ 20,000	$ 160,000	$ 180,000
	Facility Maintenance Subtotal	$ 40,000	$ 400,000	$ 440,000
IT	IT Hardware	$ 176,500	$ 300,000	$ 476,500
	IT Software	$ 160,000	$ 600,000	$ 760,000
	Intelligent Transportation Systems	$ 240,000	$ 100,000	$ 340,000
	Information Technology Subtotal	$ 576,500	$ 1,000,000	$ 1,576,500
Operations	GO!Bus Operations	$ 700,000	$ -	$ 700,000
	Preventative Maintenance	$ -	$ -	$ -
	Operations Subtotal	$ 700,000	$ -	$ 700,000
Security	Replacement Cameras	$ 230,000	$ 108,000	$ 338,000
	General Security Maintenance	$ 10,000	$ -	$ 10,000
	Security Subtotal	$ 240,000	$ 108,000	$ 348,000
Grant Awards	Laker Line Expanded Scope	$ 5,091,000	$ -	$ 5,091,000
	Low-No Grant Application	$ 2,944,000	$ -	$ 2,944,000
	Areas of Persistent Poverty Application	$ -	$ 220,000	$ 220,000
	Laker Line Subtotal	$ 8,035,000	$ -	$ 8,255,000
Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000
		$ 24,655,980	$ 7,579,407	$ 32,455,387

Planning	UPWP Activities	$ 780,000	$ 300,000	$ 1,080,000
	UPWP Subtotal	$ 780,000	$ 300,000	$ 1,080,000

- Added a FY 2022 project to study The Rapid's customer facing Information Technology and make recommendations for the future, including passenger information technology, fare payment, traffic signal priority and Advanced Driver Assistance Systems (ADAS).
- Added a FY 2022 project to study the implementation of our Zero-Emission Bus Transition Plan. This study will evaluate current ZEB technologies, what peer systems are doing and look at our operating conditions, and then make a recommendation for which technology(s) to use and create an implementation plan for zero-emission buses.

Additional 2022 Discretionary Grant Opportunities

The FTA just released information about two new grant opportunities, a Low/No Emission Bus Grant and a Bus and the Bus Facilities Grant. Together they total $1.72 billion in available funds. These are due at the end of May.

The Rapid is exploring options for applying for both grants.

- For the Low/No Emission grant we are looking at purchasing our first Hydrogen Fuel Cell buses, necessary fueling infrastructure and facilities modifications.
- For the Bus and Bus Facilities grant, we are exploring investment opportunities along the Silver Line corridor such as a park and ride lot.

Date: March 10, 2022

To: The Rapid Board of Directors

From: Kevin Wisselink, Director of Grants and Capital Planning

Subject: FY 2022 FEDERAL TRANSIT ADMINISTRATION (FTA) GRANT APPLICATION

ACTION REQUESTED

Staff is requesting The Rapid Board approve the FY 2022 Federal Transit Administration (FTA) grant application to allow the CEO or her designee to execute a grant contract on behalf of The Rapid Board.

BACKGROUND

Each year The Rapid presents an annual grant application for federal Section 5307 capital and planning assistance, Section 5339 formula capital funding and Congestion Mitigation and Air Quality (CMAQ) funds to the Rapid Board for approval. With Board approval, staff will start the submission process for these FY 2022 grants.

The capital funding available to The Rapid for FY 2022 has gone up significantly due to the passage of the Infrastructure, Investment and Jobs Act in November 2021. This act increased FTA formula funding for FY 2022 by approximately 30% over what was originally anticipated. This has led to an expansion in the scope of the projects that are part of The Rapid's FY 2022 capital plan listed in Attachment A. Rapid staff will provide additional detail regarding these expanded projects and the changes to the Capital Improvement Plan at the March 2022 Board meeting.

APPORTIONMENTS

The FY 2022 apportionments have not been released and are only an estimate. The following chart compares FY 2022 with the previous two years' apportionments:

Apportionment	FY 2020	FY 2021	FY 2022
Section 5307	$10,004,246	$10,049,582	$13,436,253
Section 5339	$1,136,373	$1,053,602	$1,317,347
CMAQ	$1,375,454	$606,207	$1,010,661

The Michigan Department of Transportation (MDOT) will provide a 20% match for federal funds allocated on all capital and planning requests such as preventive maintenance, equipment and

planning projects. Attachment A provides a list of projects, identifying the funding source and the state match.

Section 5307 Federal Formula Funds:

Section 5307 program provides formula funding to urbanized areas with population greater than 50,000. In areas with population greater than 200,000, funds are used to support transit capital projects only. Staff recommends a capital program totaling $16,795,316 with an 80% federal share of $ 13,436,253 a 20% state share of $ 3,359,063 in matched funds.

United Planning Work Program (UPWP):

Planning funds total $795,000 with an 80% federal share of $636,000 and a 20% state share of $159,000. These funds are for the planning projects in the UPWP approved by the ITP Board. The FY 2022 UPWP projects are as follows: Community Outreach $180,000, Long Range Transportation $315,000, Technology Strategic Plan $150,000, and Fleet Transition Plan $150,000.

Section 5339 Bus and Bus Facility Formula Funds:

The Section 5339 is a federal formula grant program to replace, rehabilitate and purchase buses, bus related equipment and to construct bus-related facilities. Staff recommends $1,646,684 with an 80% federal share of $1,317,347 and a 20% state share of $329,337 in matched funds.

Congestion, Mitigation, and Air Quality (CMAQ) Funds:

CMAQ funds are used to assist with operating and capital costs associated with programs that reduce carbon monoxide (CO), nitrates (NOx) and particulate emissions in the region. FY 2022 CMAQ requests include a federal share of $1,010,661 in capital funds and a state match of $215,165 totaling $1,225,826. Operating funds for the Rideshare program are 100% federally funded at $150,000.

Attachment A
The Rapid
FY 2022 Capital Plan

Project Name	Total Federal	Federal Source	Total State	Total Cost
Section 5307				
Associated Capital Maintenance	860,000	5307	215,000	1,075,000
Associated Transit Improvements	321,614	5307	80,403	402,018
Bus Mid-life Overhaul	69,239	5307	17,310	86,549
Capital Costs of Contracting	560,000	5307	140,000	700,000
Computer Hardware	381,200	5307	95,300	476,500
Computer Software	608,000	5307	152,000	760,000
Facility Equipment	144,000	5307	36,000	180,000
Facilities Building Construction (Paratransit Facility)	3,682,653	5307	920,663	4,603,316
Intelligent Transportation System	272,000	5307	68,000	340,000
Rehab Admin/Maintenance Facility	2,832,560	5307	708,140	3,540,700
Replacement 40' Buses	2,488,727	5307	622,182	3,110,909
Replacement Paratransit Vehicles	117,859	5307	29,465	147,324
Service Vehicles	184,000	5307	46,000	230,000
Surveillance/Security Equipment	278,400	5307	69,600	348,000
Total Capital	**$12,920,253**	5307	**$3,230,063**	**$16,150,316**
Planning Funds	636,000	5307	159,000	795,000
Total (5307)	**$13,436,253**		**$3,359,063**	**$16,795,316**
CMAQ				
Replacement 40' Buses	760,661	CMAQ	190,165	950,826
Vanpool Replacement Vans	100,000	CMAQ	25,000	125,000
Rideshare	150,000	CMAQ	0	150,000
Total (CMAQ)	**1,010,661**		**$215,165**	**$1,225,826**
Section 5339 Bus/Bus Facility				
Paratransit Facility	1,317,347	5339	329,337	1,646,684
Total (5339)	**$1,317,347**		**$329,337**	**$1,646,684**

INTERURBAN TRANSIT PARTNERSHIP BOARD

RESOLUTION NO. 032322-1

Fiscal Year 2022

Moved and supported to adopt the following resolution:

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Federal Transit Administration "Infrastructure Investment and Jobs Act".

WHEREAS, the Secretary of Transportation is authorized to make grants for a mass transportation program of projects and budget;

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs of the program; and

WHEREAS, it is required by the Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964, as amended, that the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the applicant that disadvantaged business enterprises be utilized to the fullest extent possible in connection with these projects, and that

disadvantaged businesses shall have the maximum construction contracts, supplies, equipment contracts, or consultant and other services.

NOW, THEREFORE, BE IT RESOLVED by the Interurban Transit Partnership Board.

1. That the CEO or her designee is authorized to execute and file an application on behalf of the Interurban Transit Partnership Board with the Department of Transportation.

2. That the CEO or her designee is authorized to execute and file assurances, or any other document required by the Department of Transportation effectuating the purpose of Title VI or the Civil Rights Act of 1964.

3. That the CEO or her designee is authorized to furnish additional information as the Department of Transportation may require in connection with the grant application.

4. That the CEO or her designee is authorized to set forth and execute a Disadvantaged Business Enterprise Program in connection with this grant application.

5. That the CEO or her designee is authorized to execute grant agreements on behalf of the Interurban Transit Partnership Board and the Michigan Department of Transportation for aid in the financing of transit assistance.

6. That the CEO or her designee is authorized to initiate any TIP, STIP, or UPWP amendments as required for execution of this grant.

CERTIFICATE

The undersigned, duly qualified and acting Secretary of the Interurban Transit Partnership Board, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Interurban Transit Partnership Board.

_____

Kris Heald, ITP Board Secretary

_____

Date

INTERURBAN TRANSIT PARTNERSHIP BOARD OF DIRECTORS

RESOLUTION No. 032322-2

Fiscal Year: 2021-2022

Moved and supported to adopt the following resolution:

Approval to appoint Gail Mancewicz to the ITP Consumers Advisory Committee for term ending on December 31, 2022.

BE IT RESOLVED that the the CEO is hereby authorized to submit and approve the confirmation on behalf of the ITP Board in accordance with the information presented to the ITP Board on March 23, 2022.

CERTIFICATE

The undersigned, duly qualified and acting secretary of the Interurban Transit Partnership Board, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Interurban Transit Partnership Board.

_____
Kris Heald, Board Secretary

_____
Date

GAIL PATRICE MANCEWICZ

· Grand Rapids, MI 49505 · (C) 616-425-1813 · Email: gailpman@comcast.net

Objective: Resourceful, detail -oriented and goal- oriented individual with strong legal research and advocacy skills. Proven ability in using all major electronic legal research tools: Westlaw, Bloomberg, LexisNexis, and ICLE and the ability to use print resources. Skilled in writing memoranda, appellate writing, and drafting.

Professional Experience

Externship & Pro Bono Volunteer - City of Grand Raids – Grand Rapids, MI.
January 2019 - August 2019
Legal Research and Fact Finding: As an extern with the city of Grand Rapids, I carried out legal research and fact-finding projects on various issues concerning the city and reported my findings to director of legal affairs. These projects would require me to conduct case law research using both electronic and print case law sources. Other projects required analysis of statutes.
Reports and Legal Memorandum: Once I had completed my research, I would write a legal memorandum detailing the legal analysis and outcomes. I would prepare charts indicating relevant information surrounding the issue, providing an illustration of the pertinent information.

Access to Justice Legal Clinic – WMU Cooley Law School – Grand Rapids, MI - Legal Intern
May 2018 – December 2018
General Duties: As a legal intern, I represented clients in court who were seeking to have the criminal records expunged.
Team Collaboration: When interview clients I would serve as lead legal representee for my client, while other interns would serve as assistants. Once the client had been fully interviewed, the team would meet to discuss the case and determine potential eligibility for expungement.
Legal Research: Once I and the team had determined that the client could be eligible, I would research his criminal history. This would involve requesting criminal records both in person and online. After all the information was in, I would analyze the records against the statute and make a formal determination as to eligibility.
Records and Reports: I would put my determination into a legal memorandum which was submitted to my supervisor and the director of the clinic. I sent letters to the clients explaining my findings in detail.
Court Documents and Hearings: To petition the court to set aside a client's convictions, I would prepare the legal documents that were required for submittal to the circuit court, attorney general's office, state police, and the deciding judge in the original case.

Disability Advocates of Kent County – Grand Rapids, MI – AmeriCorps Volunteer
June 2014 – June 2015
Community Liaison: As an AmeriCorps veteran resource navigator, I met with veterans and their families and explored their needs and concerns to assist them in accessing the appropriate community services.
Engaged in Community Events: In order to establish community relationships, I would participate in veteran resource fairs, meet with service providers, and develop and distribute flyers.

Bethany Christian Services – Grand Rapids, MI – Vista Volunteer Project Open Arms Partnership Coordinator February 2013 – January 2014
Resource Development: In my role as Project Open Arms Coordinator, I designed a tracking system to store records of older foster children seeking adoption. To develop this database, I evaluated the needs and goals of the program and consulted with program staff. In doing this I was able to determine the pertinent information that was needed in the tracking system.

Community Engagement: The second role I had was to engage with community organizations to recruit volunteer families that would be willing to spend time with a foster child out in the community. I spoke with area church sponsors to create interest in the program. Participated in match making events for children and potential adoptive parents. Recruited dop off locations for Christmas gifts for refugee children campaign.

The Recuperation Center – Grand Rapids, MI – Administrative Assistant November 1994 – May 1997
Record Development: Generated care reports for monthly and quarterly reports for funding sources. Develop data collection tools.
Policy and Procedures: Researched and wrote personnel policy manual. Created data gathering procedures.

Community Involvement

Deaf and Hard of Hearing Services Board Member 2021 – 2022

Aquinas College Alumni Leadership Committee August 2020 – June 2023
Support the college through involvement in various community events. As a team member plan and participate in these events.

City of Rockford City Council Member November 2012 – November 2016
I successfully advocated for a hearing loop to be installed in the council chamber. Advocated on behalf of members of the community regarding environmental issues. I collaborated with council members to adopt annual budgets. As a council member I discussed and voted on during public meeting policies concerning the city.

Literacy Center of West Michigan – Grand Rapids, MI - Volunteer Tutor August 2011 – January 2013
Tutored adult learners of English as a second language in reading. I developed and implemented lesson plans and met with my learner every week for two-hour sessions.

Central Rockford Neighborhood Association - Secretary September 2010 – June 2012
I serviced as secretary for the organization taking meeting minutes and maintaining member ship data base. I also designed and distributed flyers.

Concerned Citizens for Improved Transportation – September 20009 – September 20014
Engaged in community activities to raise awareness for improved public transportation.

Network 180 - Crisis Volunteer – August 1987 – June 2005
Provide crisis intervention counseling and information and referral services

YWCA Sexual Assault Crisis Team – Crisis Councilor Volunteer - April 1990 – June 2001
Provide crisis intervention services to survivors of sexual assault and their families

Education

Western Michigan University Cooley Law School – Grand Rapids, Michigan Juris Doctor January 2020
Sat for the July 2021 Michigan Bar Exam
During my law school career, I was involved in ACLU. I also took course work in employment law as well as research and writing course, and a course dedicated to computer aided research.

Western Michigan University – Grand Rapids, Michigan - Masters of Social Work May 1997
My academic focus was in policy planning and administration. This involved policy development and program planning.

Aquinas College – Grand Rapids, Michigan - Bachelor of Science April 1987
My major was in psychology. I participated in student action groups focusing on social justice issues.

February 2022 Paratransit Ridership and Operating Statistics

ADA	2022	2021	Change	% Change
Clients	1,112	1,033	79	7.6%
Passenger Trips	12,834	11,478	1,356	11.8%
NDS				
Clients	10	9	1	11.1%
Passenger Trips	88	73	15	20.5%
PASS				
Clients	18	14	4	28.6%
Passenger Trips	318	251	67	26.7%
CONTRACTED				
Clients	2	0	2	#DIV/0!
Passenger Trips	2	0	2	#DIV/0!
RIDELINK				
Clients	265	323	(58)	-18.0%
Passenger Trips (Performed by The Rapid)	692	973	(281)	-28.9%
Phone Calls	3,118	3,062		
Total Trips sched. thru Rapid call center	2,846	3,141	*ALL Partners	
TOTALS				
Clients	1,407	1,379	28	2.0%
Passenger Trips	13,934	12,775	1,159	9.1%
Average Weekday Ridership	677	571	106	18.6%
Average Saturday Ridership	231	197	34	17.3%
Average Sunday Ridership	221	141	80	56.7%
All Ambulatory Passengers	11,361	8,075	3,286	40.7%
All Wheelchair Passengers	2,573	4,700	(2,127)	-45.3%
No - Shows	335	342	(7)	-2.0%
Cancellations	500	3,686	(3,186)	-86.4%
MV				
Average Cost per Trip	$29.97	$31.95	($1.98)	-6.2%
Riders per Hour	2.0	1.7	0.3	17.6%
Accidents per 100,000 Miles	0.0	1.0	(1)	-100.0%
Trip Denials	0	4	-4	-100.0%
NTD Travel Time (minutes)	27	37	-10	-27.0%
NETWORK 180				
Passenger Trips	2,282	1,433	849	59.2%
Average Weekday Ridership	114	72	42	58.3%
TOTAL PASSENGER TRIPS	**16,216**	**14,208**	**2,008**	14.1%

Paratransit Service Quality Statistics: network 180 Excluded

Complaints	2022	2021	% of Trips	% Change
MV Complaints	2	2	0.0%	0.0%
On-Time Performance				
On-Time Compliance - Pick-up	83.00%	98.05%	-15.1%	-15.3%
On-Time Compliance - Drop-off	91.00%	96.78%	-5.8%	-6.0%

Interurban Transit Partnership

DATE: March 1, 2022

TO: ITP Board

FROM: Jason Prescott

SUBJECT: February 2022 PARATRANSIT RIDERSHIP REPORT

Paratransit ridership information for February 2022, as compared to February 2021

	2022	2021	% Change
Total Paratransit Ridership	16,216	14,208	14.1%
ADA Ridership	12,834	11,478	11.8%
Non-Disabled Senior (NDS) Ridership	88	73	20.5%
PASS Ridership	318	251	26.7%
Network 180	2,282	1,433	59.2%
Cascade Township	454	654	-30%

Ridership averages, as compared to 2021

	2022	2021	% Change
Weekday Ridership	677	571	18.6%
Saturday Ridership	231	197	17.3%
Sunday Ridership	221	141	56.7%

Other Performance Measures

	2022	2021	% Change
On-Time Performance	83.00%	98.05%	-15.3%
On-Time Drop-Off	91.00%	96.78%	-6.0%
Average Cost Per Trip	$29.97	$31.95	-6.2%

Interurban Transit Partnership

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Date: February 10, 2022

To: ITP Board

From: Maxwell Dillivan, AICP – Senior Planner

Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – January 2022

OVERVIEW

January 2022 ridership remained steady compared to previous months. Influx of student ridership on the system continues to be the difference between FY22 and FY21 ridership levels. System-wide ridership recovery for January 2022 as compared to FY 2019 decreased modestly to 51.6%.

BACKGROUND INFORMATION

Monthly Ridership

	Jan 2022	Jan 2021	% Change
Regular Fixed Route Service *(Routes 1–44)*	285,304	216,541	↑ 31.8%
Contracted Service *(GVSU, DASH, GRCC, and Ferris)*	138,363	58,785	↑ 135.4%
Total Monthly Fixed Route Ridership	**423,667**	**275,325**	↑ **53.9%**

Daily Average Ridership

	Jan 2022	Jan 2021	% Change
Weekday Total	18,274	11,732	↑ 55.8%
Weekday Evening	2,123	1,179	↑ 80.1%
Saturday	6,236	5,782	↑ 7.9%
Sunday	2,994	2,490	↑ 20.3%

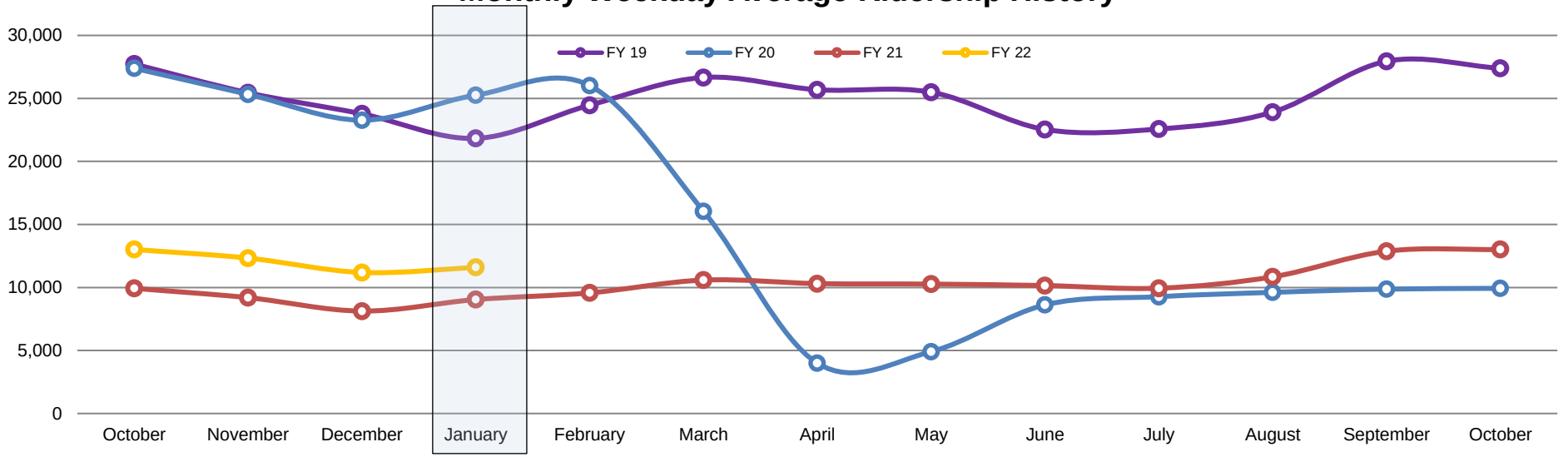
Productivity Summary

	Jan 2022	Jan 2021	% Change
Average passengers per hour per route	10.8	8.5	↑ 27.6%
Average passengers per mile per route	0.79	0.63	↑ 24.4%
Average farebox recovery percent per route	10.7%	8.3%	↑ 29.3%

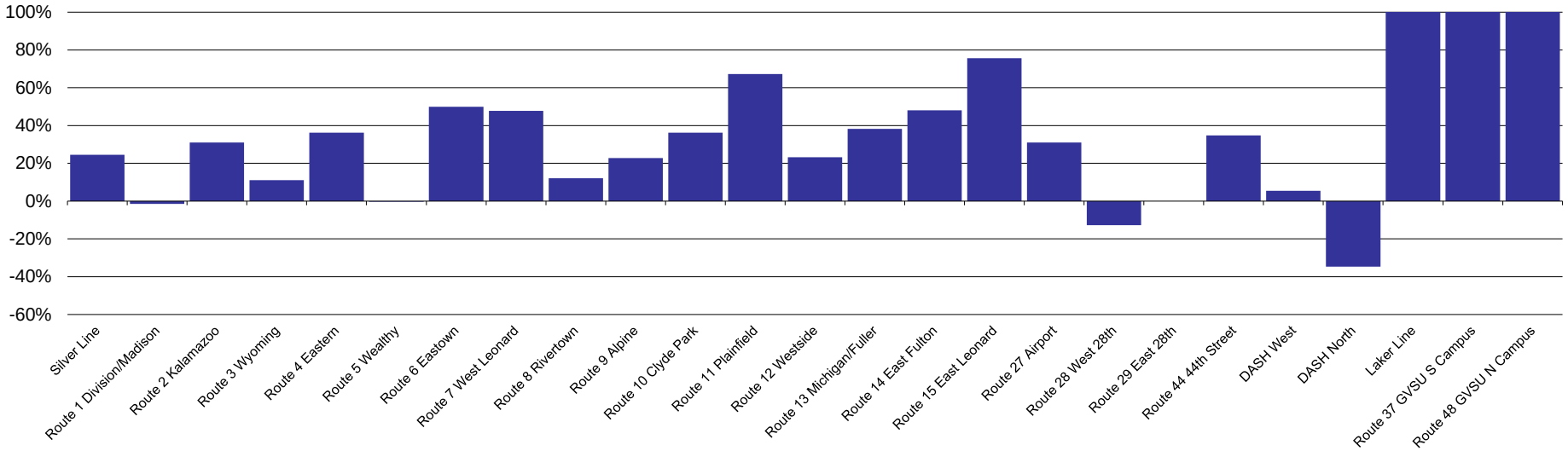
Fiscal Year Ridership

	FY 2022	FY 2021	% Change
Regular Fixed Route Service *(Routes 1–44)*	1,196,982	897,970	↑ 33.3%
Contracted Service *(GVSU, DASH, GRCC, and Ferris)*	558,973	277,498	↑ 101.4%
Total Fixed Route Ridership YTD	**1,755,955**	**1,175,468**	↑ **49.4%**

Monthly Weekday Average Ridership History



Percent Change by Route: January 2022 compared to January 2021



Interurban Transit Partnership

Date: March 15, 2022

To: ITP Board

From: Linda Medina, Finance Manager

Subject: January Operating Statement

Attached are the financial reports through January 2022, for general operating and grants. The reports include December and January's activity.

FY 2022 YTD Operating Statement Analysis

Total revenue is over budget by 1.7% before COVID funding.

- Passenger Fares are trending over budget mainly due to GO Bus service rebounding at a quicker rate than budgeted.
- The Van Pool program is currently under budget, but as of December, the program has 12 vans in service compared to 6 vans for the first part of the fiscal year.
- $5.6 million of COVID funding has been requested for reimbursement of eligible operating expenses.

Total expenses are 7.2% under budget.

- Wages and salaries continue to be under budget but we continue to recruit employees to fill open positions.
- Fuel and materials and supply expenses are a priority as staff continues to closely monitor the budget.

Included in the report are December's and January's development and travel report.

Please feel free to reach out to me directly at (616) 774-1149 or lmedina@ridetherapid.org with any additional questions regarding the attached financial reports.

The Rapid
Operating Statement
Year to Date as of January 31, 2022

	YTD as of January 31, 2022		Variance		Last Year FY 20/21	Current Year FY 21/22
	Budget	Actual	$	%	YTD Actual	Annual Budget
Revenues and Operating Assistance						
Passenger Fares	$ 1,022,497	$ 1,228,197	$ 205,700	20 1%	$ 869,062	$ 3,307,467
Sale of Transportation Services						
CMH Contribution	66,363	125,857	59,494	89 6%	80,697	256,900
Dash Contract	623,166	807,255	184,089	29 5%	773,798	1,764,499
Grand Valley State University	1,269,748	1,282,658	12,910	1 0%	955,067	3,542,974
Van Pool Transportation	21,000	12,500	(8,500)	-40 5%	7,360	84,000
Township Services	136,672	142,690	6,018	4 4%	199,698	344,344
Other	97,268	72,106	(25,162)	-25.9%	83,252	482,233
Subtotal Sale of Transportation Services	2,214,218	2,443,067	228,849	10 3%	2,099,872	6,474,950
State Operating	5,196,101	4,741,528	(454,573)	-8 7%	4,997,370	15,332,303
Property Taxes	5,917,039	6,170,607	253,568	4 3%	5,798,362	17,751,118
Advertising & Miscellaneous	173,328	181,933	8,605	5 0%	179,480	638,391
Subtotal Revenues and Operating Assistance	14,523,184	14,765,332	242,148	1 7%	13,944,146	43,504,229
Grant Operating Revenue (Cares Act)	2,534,482	5,603,081	3,068,599	121 1%	7,227,305	7,603,447
Total Revenues and Operating Assistance	**$ 17,057,666**	**$ 20,368,413**	**$ 3,310,747**	**19.4%**	**$ 21,171,451**	**$ 51,107,676**
Expenses		20,880,974	$ (512,561)			
Salaries and Wages						
Administrative	$ 1,975,231	$ 1,795,219	$ (180,012)	-9.1%	$ 1,710,781	$ 5,706,224
Operators	5,257,470	4,587,947	(669,523)	-12 7%	4,276,566	14,931,367
Maintenance	712,297	685,488	(26,809)	-3.8%	653,372	2,071,508
Subtotal Salaries and Wages	7,944,998	7,068,655	(876,344)	-11 0%	6,640,719	22,709,099
Benefits	3,419,515	3,267,625	(151,890)	-4 4%	3,129,196	9,501,483
Contractual Services	966,978	1,014,225	47,246	4 9%	1,044,512	3,839,278
Materials and Supplies						
Fuel and Lubricants	637,768	663,848	26,080	4 1%	404,611	2,111,337
Other	481,474	512,262	30,788	6.4%	400,641	1,760,853
Subtotal Materials and Supplies	1,119,242	1,176,111	56,868	5 1%	805,252	3,872,190
Utilities, Insurance, and Miscellaneous	2,049,941	1,649,824	(400,116)	-19 5%	2,606,645	5,682,551
Purchased Transportation	1,819,663	1,890,210	70,547	3 9%	1,588,089	5,503,075
Expenses Before Capitalized Operating	17,320,338	16,066,649	(1,253,689)	-7 2%	15,814,412	51,107,676
Capitalized Operating Expenses	-	-	-	0.0%	-	-
Total Operating Expenses	**$ 17,320,338**	**$ 16,066,649**	**$ (1,253,689)**	**-7.2%**	**$ 15,814,412**	**$ 51,107,676**
Net Surplus/(Deficit) without CARES		**$ (1,301,318)**			**$ (1,870,266)**	
Net Surplus/(Deficit) with CARES		**$ 4,301,763**			**$ 5,357,039**	

Interurban Transit Partnership
Grant Revenues & Expenditures
Month Ended 01/31/22

	Adopted Budget	Amended Budget	Month To Date	Year To Date	Balance	Percent Target 33%
Grant Revenue						
1. Federal Grant Assistance	15,581,754	15,581,754	429,446	1,486,411	14,095,343	10%
2. State Grant Assistance	3,895,438	3,895,438	107,362	371,603	3,523,835	10%
3. Transfer In - Operating Budget	0	0	0	0	0	100%
4. Use of Restricted Net Assets	0	0	0	0	0	100%
5. Other Local	0	0	0	0	0	100%
6. Total Grant Revenue	19,477,192	19,477,192	536,808	1,858,014	17,619,178	10%
Labor						
7. Administrative Salaries	42,500	42,500	1,877	7,906	34,594	19%
8. Driver Wages	0	0	0	0	0	100%
9. Temporary Wages	0	0	0	0	0	100%
10. Fringe Benefit Distribution	17,000	17,000	1,628	4,931	12,069	29%
11. Total Labor	59,500	59,500	3,505	12,837	46,663	22%
Material & Supplies						
12. Tires & Tubes	312,000	312,000	80,793	84,581	227,419	27%
13. Office Supplies	0	0	0	0	0	100%
14. Printing	3,000	3,000	0	0	3,000	0%
15. Total Material & Supplies	315,000	315,000	80,793	84,581	230,419	27%
Purchased Transportation						
16. Purchased Transportation	740,000	740,000	58,333	233,333	506,667	32%
17. Specialized Services	0	0	0	0	0	100%
18. Total Purchased Transportation	740,000	740,000	58,333	233,333	506,667	32%
Other Expenses						
19. Dues & Subscriptions	30,775	30,775	575	20,753	10,022	67%
20. Professional Development	12,200	12,200	0	0	12,200	0%
21. Miscellaneous	0	0	0	0	0	100%
22. Total Other Expenses	42,975	42,975	575	20,753	22,222	48%
Leases						
23. Office Lease	0	0	0	0	0	100%
24. Transit Center Lease	0	0	0	0	0	100%
25. Storage Space Lease	0	0	0	0	0	100%
26. Total Leases	0	0	0	0	0	100%
Capital						
27. Rolling Stock	3,505,131	3,505,131	49,940	169,966	3,335,165	5%
28. Facilities	5,910,931	5,910,931	8,815	358,836	5,552,095	6%
29. Equipment	116,000	116,000	508	8,518	107,482	7%
30. Other	4,535,955	4,385,955	128,564	709,473	3,676,482	16%
31. Total Capital	14,068,017	13,918,017	187,827	1,246,793	12,671,224	9%
32. Planning Services	4,251,700	4,251,700	15,500	30,500	4,221,200	1%
33. Capitalized Operating	0	150,000	190,275	229,217	79,217-	153%
34. Total Expenditures	19,477,192	19,477,192	536,808	1,858,014	17,619,178	10%

PROFESSIONAL DEVELOPMENT & TRAVEL REPORT
ALL EMPLOYEES
DECEMBER 2021 AND JANUARY 2021

	AMOUNT	PURPOSE	EMPLOYEE (s)	LOCATION
$	90 00	Fundamentals of Bus Collision Investigation	Bob Olejniczak	Cleveland, OH
$	258 75	APTA Conference	Kevin Wisselink	Orlando, FL
$	(43 99)	2018 Asset Management Guidelines	Eric Vesely	Grand Rapids, MI
$	304 76			

*This total does not include incidental travel and meeting expenses such as mileage, parking, lunch meetings, etc.

Interurban Transit Partnership

Date: March 23, 2022

To: ITP Board

From: Linda Medina, Finance Manager

Subject: MICHIGAN PUBLIC ACT 202 (PA 202) ANNUAL REPORT

OVERVIEW

Please find attached the Local Government Retirement System Annual Report Form 5572 as submitted to the Michigan Department of Treasury for Fiscal Year 2021 for informational purposes.

BACKGROUND

PA 202 requires local governments that have a defined benefit pension plan to report their funding information to the Michigan Department of Treasury. To comply with the requirements, an annual report must be completed by an actuary and the actuarial accrued liability of the pension system must meet or exceed being 60% funded. In addition, the agency must also provide the report to their governing body and post the report on the agency's website.

Annually Watkins Ross submits an accounting report on the Administrative and Union defined benefit pension plans. In FY 20/21 the actuarial accrued liability for the Administrative Plan is 89.4% and the Union Plan is 96.4%. The report is posted on our website.

ITP is in compliance with all the Michigan Public Act 202 requirements.

Please reach out to me if you have any questions at 774-1149 or lmedina@ridetherapid.org

Michigan Department of Treasury
Form 5572 (7-20)

The Protecting Local Government Retirement and Benefits Act (PA 202 of 2017) & Public Act 530 of 2016 Pension Report

Enter Local Government Name	Interurban Transit Partnership
Enter Six-Digit Municode	417530
Unit Type	Authority
Fiscal Year End Month	September
Fiscal Year (four-digit year only, e.g. 2019)	2021
Contact Name (Chief Administrative Officer)	Linda Medina
Title if not CAO	Finance Manager
CAO (or designee) Email Address	lmedina@ridetherapid.org
Contact Telephone Number	616 774-1149

Instructions: For a list of detailed instructions on how to complete and submit this form, visit michigan.gov/LocalRetirementReporting.

Questions: For questions, please email LocalRetirementReporting@michigan.gov. Return this original Excel file. Do not submit a scanned image or PDF.

Pension System Name (not division) 1	Interuran Transit Partnership Plan
Pension System Name (not division) 2	Union Pension Plan
Pension System Name (not division) 3	
Pension System Name (not division) 4	
Pension System Name (not division) 5	

If your pension system is separated by divisions, you would only enter one system. For example, one could have different divisions of the same system for union and non-union employees. However, these would be only one system and should be reported as such on this form.

Line	Descriptive Information	Source of Data	System 1	System 2	System 3	System 4	System 5
1	Is this unit a primary government (County, Township, City, Village)?	Calculated	NO	NO	NO	NO	NO
2	Provide the name of your retirement pension system	Calculated from above	Interuran Transit Partnership Plan	Interurban Transit Partnership and Amalgamated Trust Union			
3	**Financial Information**						
4	Enter retirement pension system's assets (system fiduciary net position ending)	Most Recent Audit Report	2,068,935	13,147,524			
5	Enter retirement pension system's liabilities (total pension liability ending)	Most Recent Audit Report	2,314,364	13,641,144			
6	Funded ratio	Calculated	89.4%	96.4%			
7	Actuarially Determined Contribution (ADC)	Most Recent Audit Report	408,541	455,490			
8	Governmental Fund Revenues	Most Recent Audit Report	82,888,713	82,888,713			
9	All systems combined ADC/Governmental fund revenues	Calculated	1.0%	1.0%			
10	**Membership**						
11	Indicate number of active members	Actuarial Funding Valuation used in Most Recent Audit Report	1	210			
12	Indicate number of inactive members	Actuarial Funding Valuation used in Most Recent Audit Report	14	129			
13	Indicate number of retirees and beneficiaries	Actuarial Funding Valuation used in Most Recent Audit Report	15	137			
14	**Investment Performance**						
15	Enter actual rate of return - prior 1-year period	Actuarial Funding Valuation used in Most Recent Audit Report or System Investment Provider	22.10%	30.60%			
16	Enter actual rate of return - prior 5-year period	Actuarial Funding Valuation used in Most Recent Audit Report or System Investment Provider	9.10%	10.30%			
17	Enter actual rate of return - prior 10-year period	Actuarial Funding Valuation used in Most Recent Audit Report or System Investment Provider	6.60%	8.20%			
18	**Actuarial Assumptions**						
19	Actuarial assumed rate of investment return	Actuarial Funding Valuation used in Most Recent Audit Report	6.00%	6.50%			
20	Amortization method utilized for funding the system's unfunded actuarial accrued liability, if any	Actuarial Funding Valuation used in Most Recent Audit Report	Level Percent	Level Dollar			
21	Amortization period utilized for funding the system's unfunded actuarial accrued liability, if any	Actuarial Funding Valuation used in Most Recent Audit Report	2	10			
22	Is each division within the system closed to new employees?	Actuarial Funding Valuation used in Most Recent Audit Report	Yes	Yes			
23	**Uniform Assumptions**						
24	Enter retirement pension system's actuarial value of assets using uniform assumptions	Actuarial Funding Valuation used in Most Recent Audit Report	2,068,935	13,147,524			
25	Enter retirement pension system's actuarial accrued liabilities using uniform assumptions	Actuarial Funding Valuation used in Most Recent Audit Report	2,314,364	13,641,144			
26	Funded ratio using uniform assumptions	Calculated	89.4%	96.4%			
27	Actuarially Determined Contribution (ADC) using uniform assumptions	Actuarial Funding Valuation used in Most Recent Audit Report	408,541	504,725			
28	All systems combined ADC/Governmental fund revenues	Calculated	1.1%	1.1%			
29	**Pension Trigger Summary**						
30	Does this system trigger "underfunded status" as defined by PA 202 of 2017?	**Primary government triggers:** Less than 60% funded AND greater than 10% ADC/Governmental fund revenues. **Non-Primary government triggers:** Less than 60% funded	NO	NO	NO	NO	NO

Requirements (For your information, the following are requirements of P.A. 202 of 2017)
Local governments must post the current year report on their website or in a public place.
The local government must electronically submit the form to its governing body.
Local governments must have had an actuarial experience study conducted by the plan actuary for each retirement system at least every 5 years.
Local governments must have had a peer actuarial audit conducted by an actuary that is not the plan actuary OR replace the plan actuary at least every 8 years.

By emailing this report to the Michigan Department of Treasury, the local government acknowledges that this report is complete and accurate in all known respects.