

MINUTES
MICHIGAN STATE TRANSPORTATION COMMISSION MEETING
May 25, 2006
Mt. Clemens, Michigan

Meeting noticed in accordance with Open Meetings Act, Public Act 267 of 1976.

Present: Ted Wahby, Chairman
Linda Miller Atkinson, Vice Chairwoman
James R. Rosendall, Commissioner
Maureen Miller Brosnan, Commissioner
Vincent J. Brennan, Commissioner
James S. Scalici, Commissioner

Also Present: Kirk Steudle, Director
Jackie Shinn, Chief Deputy Director
Leon Hank, Chief Administrative Officer
Frank E. Kelley, Commission Advisor
Marneta Griffin, Executive Assistant
Jerry Jones, Commission Auditor
Patrick Isom, Attorney General, Transportation Division
John Friend, Bureau Director, Highway Delivery
John Polasek, Bureau Director, Highway Development
Myron Frierson, Finance and Administration
Bill Shreck, Director, Office of Communications
Tim Hoeffner, Administrator, Intermodal Policy
Greg Johnson, Metro Region Engineer

A list of those people who attended the meeting is attached to the official minutes.

Chairman Wahby called the meeting to order at 9:00 a.m. in the Board of Commissioners Board Room in Mt. Clemens, Michigan.

Chairman Wahby acknowledged Nancy White, Chair of Macomb County Board of Commissioners.

Ms. White welcomed the member of the Commission and MDOT staff to Macomb County.

Chairman Wahby asked each Commissioner to introduce themselves and name the region they are representing.

I. **COMMISSION BUSINESS**

Commission Minutes

Chairman entertained a motion for approval of the minutes of the State Transportation Commission meeting of April 27, 2006.

Moved by Commissioner Brosnan, with support from Commissioner Atkinson, to approve the minutes of the Commission meeting of April 27, 2006. Motion carried.

II. DIRECTOR'S REPORT – DIRECTOR STEUDLE

Director Steudle's report focused on:

Local Jobs Today Update

The *Jobs Today/Greenlight Program* will have a significant positive impact on the state's economy. More can be done; particularly at the local level, where we have an opportunity to leverage a significant amount of federal funding that holds the potential of putting more people to work while improving the state's transportation system.

This is an extension of the *Jobs Today Program* that produced the *Greenlight Projects*. This *Local Jobs Today* package works in a similar fashion by attempting to accelerate work where possible and by putting all available federal funding to work. All three bills were signed into law on Monday, May 22nd: **PA 139 (SB 1132 - Senator Prusi)**—Amends Act 51 formula to create Local Federal Match Program within State Transportation Fund (maximum \$80 million); **PA 140 (SB 1192 - Senator Gilbert)**—Establishes criteria for project eligibility and grant awards; **PA 141 (HB 6003 - Representative Casperson)**—Includes legislative intent establishing priorities for distribution of matching funds. The *Local Jobs Today* initiative will permit \$80 million in bonds to be issued, repayable from the STF. This \$80 million creates a pool of funds will allow the leveraging of up to \$320 million in federal aid. The amount of the grant is limited to only what is required to obtain all available federal aid for the project.

The congressional earmarks could have been in either SAFTEA-LU or TEA-21. There are roughly 95 local SAFETEA-LU earmarked projects that would qualify for the program with approximately \$163 million in obligation authority. There are far fewer earmarked projects from TEA-21 that have not yet been built (less than 20) with only \$12.5 million in available obligation authority. We hope locals see this as a great opportunity to complete SAFETEA-LU earmarked projects. The obligation authority for these projects is only made available in installments over the five years covered by SAFETEA-LU, so if these projects don't get built this year or next, they are not likely to be built anytime before 2009. While earmarked transit capital projects were not included in the legislation, (since it amends Act 51 sections that deal exclusively with the road and bridge program), we do intend to make this program multi-modal by including transit earmarks for capital projects (like bus maintenance facilities, bus transfer facilities, etc.).

Some additional criteria each project must satisfy include: dirt must fly in either 2006 or 2007; project costs that exceed the federal funding and state match must be covered by the local agency and must be identified prior to being considered for the assistance under this program; must be for construction or work incidental to construction. Not only must the project create jobs, but it also must improve our transportation system today. This would exclude certain SAFETEA-LU earmarked projects for studies and ROW acquisitions.

While we are concerned about the quality of transportation infrastructure all throughout Michigan, members of the legislature are concerned about the quality of the infrastructure in their own legislative districts, and understandably so. Therefore, they have required that we “apply criteria that take into account the needs of the highway, road, and street system and an equitable allocation of available funds considering the geographic location of the proposed project.”

We are not going to be able to fully consider geography as a criterion in the early stages of the program. However, once we award roughly half of the available funds, then we’ll work with local agencies, CRAM, and MML to ensure that we are achieving an equitable distribution, and if we are falling short of that goal, we will take action to ensure that when all is said and done, we will have satisfied the geographic balance criteria.

The reporting requirements involve reporting to the Legislature each February 1st and no later than 30 days after the first \$40 million is awarded, a list of projects that were funded, a list of projects for which grant requests are pending, and a list of eligible congressional earmarked projects (high priority projects-HPP).

Next Steps

Application forms, background key points, definitions and information paper, local project planning guide along with a cover letter will be electronically transmitted to the County Road Association of Michigan (CRAM) and the Michigan Municipal League (MML). CRAM and MML will transmit this information to their members and request them to respond as quickly as possible. CRAM and MML will review the requests to ensure that all necessary information is provided. Once there has been an initial review of the applications, they will be forwarded on to MDOT Local Agency Services and MDOT Planning. Initially, all earmarked projects will have matching funds set aside. Project applications that are being advanced from 2007 to 2006 will receive first priority along with any earmarked projects. Project applications that are being advanced from 2008 or 2009 to 2007 will be the second priority.

MDOT will coordinate with CRAM and MML to evaluate the viability of earmarked projects to be advanced under this program. Funds that had been set aside for these projects that cannot meet the criteria will be made available for other eligible local federal aid eligible projects.

Chairman Wahby made mention that this *Jobs Today Program* now allows the Cass Avenue/Romeo Plank expansion to go through, whereas the Road Commission in that area did not have the matching funds.

Mr. Steudle responded that this is a perfect example of what this program can do and how it can advance.

Commissioner Brennan asked, regarding the \$40 million, what this translates to in total actual jobs.

Mr. Steudle answered that in total this \$80 million project is leveraging about \$320 million of federal funds. When you roll that together, you have about a \$400 million

program; over two years it's about 7,100 jobs.

Commissioner Brennan then asked what the total spending was for this year with the bond issue.

Mr. Steudle answered that total program of state projects is about \$800 million. When you add in our announcement of the Five Year Plan and the bond programs, we are about \$1.5 billion; that equates to about 40,000 jobs (36,000 and the additional from the *Greenlight Project*).

Commissioner Brennan asked if the \$1.5 billion includes the \$200 million from the *Local Jobs Today Program*.

Mr. Steudle answered no, because not knowing which ones are going to go and when, it's tough to add that into that figure.

Commissioner Brennan then asked if we were looking at spending roughly \$1.7 billion within the next twelve months or less.

Mr. Steudle answered that we are in the middle of our construction program. Most of that is already out the door and let. Another big chunk of it is our annual maintenance that is included. The Department has about five months of our fiscal year left, as do the cities and counties, in relationship to federal aid, but that is also going to carry into next year as well.

Commissioner Brennan stated that it is important to let those in other parts of the state know the full MDOT side of the story, and get a feel for what the Department is doing. We get a lot of negative feedback on orange barrels but when they are removed, everybody likes the results.

Mr. Steudle added that the Governor recently made a statement that "every orange barrel is another job".

No other questions were forthcoming.

Mr. Steudle asked Greg Johnson, Metro Region Engineer, to present the remainder of the Director's Report.

Metro Region Highlights

Mr. Johnson acknowledged several staff members of the Metro Region—Tony Kratofil (Deputy Region Engineer), Randy McKinny (Maintenance Engineer), Drew Buckner (Macomb TSC Manager), and Rob Morosi (Communications Rep).

Regional Assets: Over 1,500 bridges, 4,500 lane miles of trunk line, 20 carpool lots, 8 rest areas, 10 border crossings, 20 airports, 60+ transit/bus agencies (2 intercity bus operators, 4 local transit providers, 88 van pools), 425 miles of railroad operations (7 freight carriers and 1 passenger carrier), 7 marine ports.

Condition State: Road conditions for freeways in 2006 currently are 79.14% good; by 2007 will be 80.15% good. Road conditions for non-freeways in 2006 currently are 90.78% good; by 2007 will be 88.73% good. Bridge conditions for freeways in 2006 are currently 74% good; by 2008 will be 90% good. Bridge conditions for non-freeways in 2006 are currently 77% good; by 2008 will be 80% good.

Regional Mobility: There are 13.8 billion annual vehicle miles traveled (AVMT) on metro freeways, 1.5 billion commercial AVMT, 48 million public transit riders, and 34.5 million airline passengers.

Transportation Economics: There occurs \$158 billion of trade across our borders, \$38 billion of rail freight, 29 million tons of marine freight, 260,000 tons of air cargo, and 2.1 million jobs.

National and International Connections: Detroit Metropolitan Airport is the 7th busiest airport in the nation based on operations. Willow Run Airport is one of the nations' largest airports for landed air freight flown exclusively by cargo aircraft. Detroit is the number one Land Gateway for foreign trade (approx. \$100.9 billion). Detroit is 1st and Port Huron is 3rd in the number of passengers and passenger vehicles crossing the US/Canadian border.

Non-Motorized Opportunities: Metro Region is generally seen as all freeways, trucks, and cars. There are a number of partnerships on the non-motorized side (League of Michigan Bicyclists, Michigan Mountain Biking Association (MMBA), and Rails-to-Trails Conservancy) to enhance the trails in the area. This Non-Motorized Committees' projects include reviving I-275, the St. Clair Master Plan, Down River Plan, Polly-Ann Trail, 21 Mile and 22 Mile Roads over M-53, Macomb Orchard Trail over M-53, and I-75 at King Road.

Partnering Opportunities: Woodward Avenue Action Agency, Delray Community Center, Van Dyke Corridor Communities, SEMCOG (TIP development and transportation modeling), Combined Local and MDOT projects (safety improvements in Macomb and Oakland Counties, utility improvements, enhancements), Western Wayne Transportation Task Force, League of Michigan Bicyclists, MMBA, and Rails-to-Trails Conservancy.

Transportation Program: Our FY 2006 Transportation Program Investment entails \$237 million R&R program (\$41.7 million *Jobs Today* Funding), \$83 million Bridge Program (\$2.4 million *Jobs Today* Funding), \$150 million Capacity Program (includes the Ambassador Gateway Project), \$25 million CPM Program (\$8.6 million *Jobs Today* Funding), \$13 million Safety Program, \$9 million enhancement, roadside and other, \$91 million transit services, \$55 million aeronautics capital improvements, \$5 million rail freight, safety and passenger; total program = \$669 million.

Youth Corp: A total of 55 youths participated in 2005. They were honored for the floral display to celebrate MDOT'S 100th year birthday celebration, and conducted a special trash collection prior to the All-Star Game. Mentoring activities were provided

throughout the Region and by other public and private entities. Youths collected over 5,700 bags of litter that weighed over 34,000 lbs prior to the Super Bowl.

Managing Construction Impacts: MDOT has increased coordination between Project Delivery Staff and MITSC. They treat construction projects like planned special events and non-recurring incidents. A Kick-off to the construction season is held with the media, bi-weekly construction coordination meetings are held, post construction critiques are done, and they are now getting into real time traffic control where they can let people know what delays may lay up ahead.

Innovations: Urban white-topping on M-3 (Gratiot Avenue) in Detroit, perpetual pavement on I-96 in Detroit, tied arch bridge in Taylor, real time traffic control, soil erosion and sedimentation control, lime stabilization, painted rumble strips, and chevrons.

Commissioner Brennan as what a chevron was.

Mr. Johnson answered that white lines in the pavement that create an optical illusion to make you think you are going faster than you actually are in order to get drivers to slow down on critical ramp connections.

Continuing...

Construction Zone Police Patrols: The budget for FY 2006 Michigan State Police Patrols totals \$200,000 region wide (I-94 (St. Clair County), I-96 (Oakland County), I-75 (Wayne and Oakland Counties), M-53 (Macomb County), M-10 (Oakland County), M-14 (Wayne County)). Local police patrols may be used on some surface roads.

A partnership to promote alternative modes for commuters in the 2006 Commuter Challenge included MDOT, SEMCOG, SMART, MICHIVAN, and the Detroit People Mover.

Macomb TSC (Drew Buckner, TSC Manager)

Romeo State Airport: The Multi-Modal Bureau is providing \$187,500 in funding for a project to expand and develop the southwest corner of the airport. The plan is to expand the existing hangar facilities in order to allow more users to base aircraft at the airport. Increased capacity and usage will generate more local business, which benefits the community.

I-696 Dequindre to Hayes: City of Warren, concrete pavement restoration to start June 2006 and end Nov 2006; price = \$4.8 million.

I-696 at M-3 (Gratiot Avenue), Groveland, Barkman and Belanger: City of Roseville, rehabilitation of 5 Bridges to start May 2006 and end September 2006; price = \$2.8 million.

M-3 (Gratiot Avenue), M-102 (8 Mile Road) to 14 Mile Road: Cities of Eastpointe and Roseville, mill and resurface to start April 2006 and end July 2006; price = \$3.5 million.

Safety Related Projects: I-94 from 23 Mile to M-59 (guardrail installation); I-696 at M-53 (turnaround bridge widening); M-97 (Groesbeck Highway) over the Clinton River (bridge de-icing system); M-53 (Van Dyke) under 21 Mile and 22 Mile Roads (new non-motorized/pedestrian structures); M-53 (Van Dyke) at 15 Mile Road (access reconfiguration).

Oakland TSC (Paul Ajegba, TSC Manager)

I-696 at Franklin Road: City of Southfield, interchange upgrade and rehabilitate 3 bridges, start April 2006 and end October 2006; price = \$21 million.

M-10 Lahser to Beck: City of Southfield, reconstruct roadway and rehabilitate 3 bridges, start April 2006 and end October 2006; price = \$29.8 million.

US-24 (Telegraph Road) Orchard Lake to Elizabeth Lake: Cities of Pontiac, Sylvan Lake, Bloomfield Township and Waterford Township., road reconstruction and bridge rehabilitation, start September 2005 and end October 2006; price = \$13.7 million.

M-1 (Woodward Avenue) at M-102 (8 Mile Road): Cities of Ferndale and Detroit, road reconstruction and bridge rehabilitation, start September 2006 and end July 2007; price = \$10 million.

Port Huron TSC (Larry Young, TSC Manager)

I-94 BL (Gratiot Avenue) to Griswold: Cities of St. Clair, Kimball and Port Huron Townships, concrete overlay (road), rehabilitate 3 bridges, start April 2006 and end October 2006; price = \$40 million.

Blue Water Bridge Plaza Expansion: Anticipated record of decision should be in by November 3, 2007 to tell what the expansion will look like.

Taylor TSC (Kimberly Avery, TSC Manager)

M-14 West Wayne County Line to Haggerty: City of Plymouth Township, reconstruct and rehabilitate roadway, rehabilitation of 23 bridges, start April 2006 and end October 2006; price = \$38 million.

M-153 (Ford Road) Mercury to US-12 (Michigan Avenue): City of Dearborn, reconstruct roadway and bridge rehabilitation, start June 2006 and end November 2007; price = \$22 million.

Jobs Today I-75 Gibraltar to Toledo Dix: Cities of Brownstown Township, Flat Rock and Woodhaven, reconstruct freeway and rehabilitate 24 bridges, start October 2006 and end November 2007; price = \$59 million.

Detroit TSC (Rita Screws, TSC Manager)

M-1 Winchester to Tuxedo: Cities of Detroit and Highland Park, mill and resurface, start April 2005 and end July 2006; price = \$7 million.

M-39 Bridges (Paul, Warren, Tireman and Rotunda): Start January 2006 and end October 2006; price = \$5 million.

I-75 (M-102 to Piquette): mill and resurface, start March 2006 and end August 2006; price = \$2.6 million.

I-75 and I-96 (Ambassador Bridge Gateway): Complete design in summer 2006, advertise in fall 2006, construction letting in winter 2007, construction in winter of 2007 and end in winter of 2009.

Metro's Future

Significant projects include: Fort St. Bascule Bridge replacement in Detroit 2008, I-94 resurfacing in Macomb Co. 2007, Gratiot reconstruction in Mt. Clemens 2007, M-10 reconstruction in Southfield/Detroit 2007, Telegraph Road reconstruction in Brownstown Township 2008, I-96/Wixom Road interchange reconstruction 2008, and I-94 concrete overlay St. Clair Co. 2008, I-75 reconstruction southern Wayne Co. 2008, I-696/Mound Road interchange rehabilitation Warren 2007, and M-10 bridge corridor rehabilitation Detroit 2007.

Additionally for the future: Increased focus on optimizing operation of the system by continued integration of MITSC and ITS; engineering reports for I-94 reconstruction in Detroit and I-75 widening in Oakland County; continued optimization of maintenance efforts to improve roadside appearance; continued improvement in safety of the trunkline system in Metro using statewide and national best practices.

No questions were forthcoming.

Director Steudle presented Greg Johnson and Tony Kratofil each with commemorative, framed Super Bowl XL poster, which is signed by Governor Granholm.

Chairman Wahby commended Mr. Johnson and his staff on the tremendous amount and caliber of work that they do.

III. **PRESENTATIONS**

Mr. Robert Hoepfner, County Highway Engineer, Macomb County Road Commission, acknowledged Robert Sawicki, Vice Chair, Macomb County Road Commission.

Mr. Hoepfner thanked the STC for helping them find a source for funding some of their most critical road and bridge construction projects in Macomb County. The reconstruction of Cass Avenue (north of Heydenreich to north of 19 Mile), Romeo Plank Road (M-59 to 25 Mile Road), as well as the construction of 23 Mile Road (Hayes Road to east of Romeo Plank), and Metropolitan Parkway (Garfield Road to M-97). These are four of the most vital links in Macomb County; they totaled over \$30 million.

No questions were forthcoming.

IV. **RESOLUTIONS**

Resolution of the State Transportation Commission Authorizing Notice of Revision of a Project List – Myron Frierson

Chairman Wahby, along with Commissioner Atkinson, requested that the “revised list exhibit” be referred to as Exhibit “X” instead of Exhibit A so as not to cause confusion with Exhibit A in the Oversight portion of the proceedings. All agreed.

This resolution authorizes the notice of revision of the project list previously attached to the 2002 Resolution of the State Transportation Commission Authorizing the Issuance and Sale of State of Michigan Comprehensive Transportation Bonds, Series 2002B. The project list was previously revised in April 2003 and May 2005, respectively. Upon approval by the Commission, this Resolution will be transmitted to the Legislature for the required 30-day notification period. At the regular June STC meeting we will bring you the final Resolution amending the project list.

Mr. Frierson asked for questions and approval of this resolution.

No questions were forthcoming.

Chairman Wahby entertained a motion to approve the Resolution of the State Transportation Commission Authorizing Notice of Revision of a Project List. Motion was made by Commissioner Brosnan and supported by Commissioner Scalici to approve the resolution. Mr. Kelley called the roll; all answers were affirmative. Motion carried on a unanimous roll call vote.

V. **OVERSIGHT**

Commission Agreements (Exhibit A) – Myron Frierson

Mr. Frierson stated that information on 26 projects and agreements were given for review. Pending any questions, Mr. Frierson asked for approval of Exhibit A.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brennan and supported by Commissioner Brosnan to approve Exhibit A. Motion carried on a unanimous voice vote.

Bid Letting Pre-Approvals (Exhibit A-1) – Myron Frierson

Mr. Frierson first gave a brief re-cap of the May letting; there were 24 state projects with total engineers’ estimates of \$34.4 million. The low bids totaled \$35.6 million; average low bid was \$1.5 million. Of the low bids announced, 3 items with low bids totaling \$1.2 million have yet to be determined; 13 items with total low bids of \$31.6 million had warranties. It was estimated that 426 state projects with construction costs totaling \$1.1 million would be let during FY 2006. Currently, 348 items with engineers’ estimates of \$648.2 million have been let, representing 81.7% of the number of projects and 58.7% of the total dollar amounts projected to be let. In comparison, 825 items were let through

May 2005 with low bids totaling \$660 million.

Before the Commission for approval is 82 projects, of which 26 are state items with engineers' estimates totaling \$20.6 million to be let on June 2nd. Eleven of these items have warranties. Pending any questions, Mr. Frierson asked for approval of Exhibit A-1.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Atkinson and supported by Commissioner Scalici to approve the June bid letting. Motion carried on a unanimous voice vote.

Letting Exceptions Agenda (Exhibit A-2) – John Polasek

Item #5 (5.43 miles of base course, hot mix asphalt surface and shoulders on Federal Forest Highway 16 from Smokey Lake Road northerly to US-2 in Iron County) of the original exhibit is withdrawn.

Mr. Polasek reported on 7 remaining items (2 aeronautics and 5 local) that were 10% over the estimates which are accompanied by justification memos. Pending any questions, Mr. Polasek asked for approval of Exhibit A-2.

Chairman Wahby asked when they were going to raise the cost of asphalt in their estimates.

Mr. Polasek answered that they have and most of the items before him are increases, not necessarily because of the cost of petroleum products, but because of the type of project and location.

Mr. Steudle interjected that this was a topic brought up at a recent AASHTO meeting. The cost of asphalt products, along with the natural gas used for asphalt plants, has been increasing unbelievably across the country—some states are higher than Michigan. We are making adjustments as we can but it changes from month to month.

Commissioner Atkinson asked, regarding the unusual soil conditions in item #3 (local project, proposal 0605004, Old Plank Road over the Grand River in Ingham County), how is this something one could know during the scope of the project.

Mr. Polasek answered that they do the best investigation that they can, but there are point locations that vary, and in this instance their estimate of the cofferdams was just “off”.

Commissioner Scalici asked, for clarification, if the \$153,635 was the cost for getting the asphalt—it was actually the petroleum product in the asphalt that is driving the cost up.

Mr. Polasek answered yes.

No other questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Atkinson and supported by Commissioner Brosnan to approve Exhibit A-2. Motion carried on a unanimous voice vote.

Information Items (Exhibit A-3) – Myron Frierson

Mr. Frierson stated that this item is included for information purposes only. There is no action required.

Chairman Wahby asked for questions; none were forthcoming.

Contract Adjustments (Exhibit B) – John Friend

Mr. Friend has 13 projects before the Commission. Thus far in the fiscal year we are approaching the \$600 million mark of projects finalized; additionally we are running under budget by about 2%. There are a significant number of projects where the amount of deterioration on bridges was underestimated. During the design phase one type of deterioration was assumed, however once they reached the construction cycle they had to do some things differently to address the deficiencies. Mr. Friend stressed that they would work with the region engineers to revisit the issue and validate the bridge scoping processes to make sure that they do a good job of estimating the amount of deterioration that will take place prior to the construction phase. Pending any questions, Mr. Friend asked for approval of Exhibit B.

Commissioner Brennan asked what Mr. Friend foresees being done with regards to the bridge scoping.

Mr. Friend answered that a lot of it will entail being a bit more conservative through the design phase, as well as taking another look at the training they do in terms of making sure that staff analyzes the bridges correctly.

No other questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brennan and supported by Commissioner Rosendall to approve Exhibit B. Motion carried on a unanimous voice vote.

VI. **PUBLIC COMMENTS**

Chairman Wahby asked if any member of the audience wanted to address the Commission.

Commissioner Don Brown of Washington Township drew attention to and praised MDOT's policy of fixing the worst roads first.

Chairman Wahby asked if any Commissioner wanted to address the Commission.

No comments were forthcoming.

ADJOURNMENT

There being no further business to come before the Commission, the Chairman declared the meeting adjourned at 10:15 a.m.

The next full meeting of the Michigan State Transportation Commission will be held on June 29, 2006, in the Bureau of Aeronautics Auditorium in Lansing, Michigan, commencing at the hour of 9:00 a.m.

Frank E. Kelley
Commission Advisor