

COUNCIL ACTIVITIES

MCL 247.659a(9) requires the Council to report on “the results of activities conducted during the preceding year and the expenditure of funds related to the processes and activities identified by the council. The report shall also include an overview of the activities identified for the succeeding year.” This chapter contains the required information.

The Council held 11 regular monthly meetings during 2003. There was no meeting held during the month of July. In addition to meeting in Lansing, the Council also met around the state, usually at county road commission offices. This allowed local road agencies and department field staff to see firsthand the Council in action. This was a key part of the Council’s priority to develop and maintain a spirit of cooperation amongst road agencies.

The Council has organized into three working committees. They are the Administrative and Education Committee; the Data Management Committee; and the Strategic Analysis Committee. These committee’s meet on a monthly basis and each is responsible for ensuring specific work items within the Council’s Work Program remain on schedule and are completed on time.

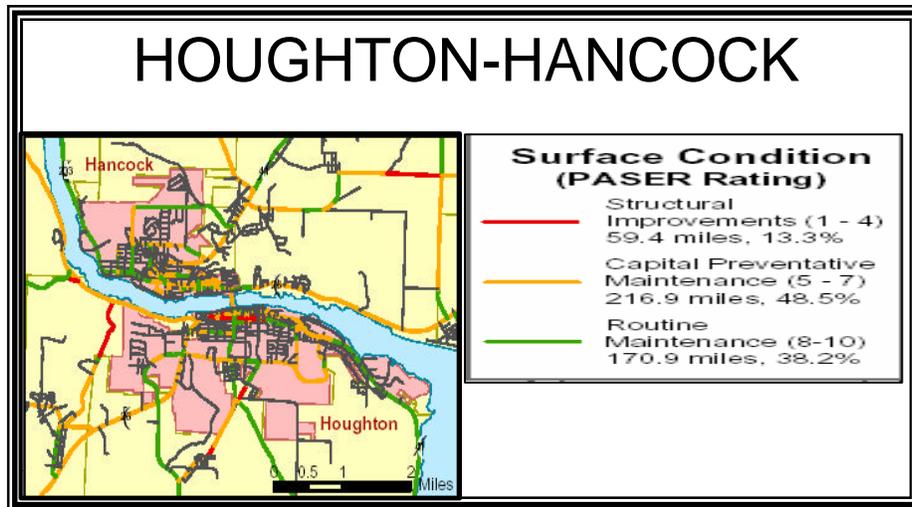
During the year the Council also took several actions that were critical to fulfilling its statutory obligations. These actions included setting up a process whereby the state planning and development regions could provide technical assistance to the Council as required by MCL 247.659a(4) and selecting the central data storage agency as required by MCL 247.659a(1)(c) and (2).

State Planning and Development Region Involvement

During 2003 contracts were established with the 20 regional planning agencies and metropolitan planning organizations. Under the contract these agencies assisted the Council in its data gathering and training functions. Specifically, they:

- Coordinated the road condition assessment with the city and county road agencies within their respective areas,
- Participated as members of the rating teams,
- Upon completion of the effort made the data available for public review, and
- Provided the Council with a 3-year list of projects on the federal-aid system, for inclusion in the multi-year program.

Overall, these agencies have done an excellent job on behalf of the Council. Below is an example of what one agency has done to make the data available for public review. Additional information from the Western Upper Peninsula Planning and Regional Development agency can be seen in the Appendix.



Central Data Agency

Once data are collected they need to be stored. MCL 247.659a(1)(c) and (2) requires that a “central storage data agency” be chosen by the Council for the purpose of storing and maintaining the data collected by the Council. In the fall of 2003, the Council chose the Center for Geographic Information (CGI) of the Michigan Department of Information Technology to serve as the central data agency. This selection was submitted to the State Transportation Commission and approved by them at their November 20, 2003 meeting.

The Center for Geographic Information is the agency that developed the Michigan Geographic Framework. This was a cooperative effort between state agencies and several metropolitan planning organizations to develop a single, statewide geographic information system (GIS) base map. This map contains the most up-to-date version of Act 51 certified roads and streets. The Council’s 2003 work program required using the Framework and all data collected is to be consistent with the requirements of the Framework. The selection of CGI was consistent with the provisions of Executive Order 2001-3 which established the Department of Information Technology.

2003 Work Program

The Council produced a work program for 2003 that was approved by the State Transportation Commission on February 27, 2003. The work program can be seen on the Council’s web site at http://www.michigan.gov/documents/MDOT_Asset_Mgmt_workprogram_2003_62891_7.pdf

Also, one can view an assessment of the individual work elements in the Council’s year end report at http://www.michigan.gov/documents/MDOT_Asset_Mgt_Year-End_Report_2003_82665_7.pdf

The Council is in the process of developing a work program for 2004-06. This document will be available on-line upon approval by the Council and the State Transportation Commission.

Public Information Program

During 2003, the Council established a public information program that consisted of several elements. The primary means of informing the public of the Council's activities can be found on their web site at

http://www.michigan.gov/mdot/0,1607,7-151-9623_10697_27106---,00.html

At this site are bios of the Council members, meeting dates and minutes, monthly and quarterly reports, the Council's Annual Report, and their goal statement, objectives, and priorities. In addition, stakeholder groups are provided quarterly reports and copies of any major reports finalized by the Council. Stakeholders include the directors of the agencies or organizations represented on the Council, Federal Highway Administration officials, Michigan Chapter of American Public Works Association, Michigan Trucking Association, asphalt and concrete associations, the Local Technical Assistance Program (LTAP), the House and Senate Fiscal agency staff, Michigan Road Builders Association, and members of the Asset Management Action Team (Transportation Summit).

During 2004 the Council will establish an on-going liaison with the Asset Management Action Team as well as national asset management groups such as AASHTO's Subcommittee on Asset Management and the Midwest Region University Transportation Center. In addition, the Council will be working on the development of a communication and educational outreach plan.

Survey of Road Agencies

In an asset management process it is crucial to have the ability to forecast future road condition and to do investment analyses based on various funding levels. In order to do this efficiently you need a pavement management system.

During the early part of 2003, the Council, in cooperation with the County Road Association of Michigan, the Michigan Municipal League, and the department conducted a survey of all 617 public road agencies in Michigan. A copy of the survey form is included in the Appendix. The survey was intended to determine how many agencies were using some form of pavement management system. Out of 617 agencies 224 responses (36%) were received. Of more critical importance, of the 123 agencies that own 92% of the total miles, 116 responded (94%).

Less than half of the total respondents indicated they are using a pavement management system. Of the largest 123 agencies only 74 or 60% indicated they were using a pavement management system. This is crucial information to the Council for part of their legislative mandate is to recommend an asset management process that would be utilized for the entire 120,000 miles of public roads. Currently 62% of the total route miles are being managed through the use of various pavement management systems. This issue will take on even greater importance with the recent passage of Public Act 9 of 2004 which allows for cities and villages to move more than 25% of their major street funds to their local street funds **if** they are using an asset management process.

Council Priorities

A major activity for the Council during 2003 was the adoption of six priorities. It is the intent of the Council to focus on activities related to these priorities over the next several years. The Council will periodically review and revise them as necessary.

- To provide the Legislature and the State Transportation Commission with an annual assessment of the public roads and bridges within the state.
- To recommend a “strategy” to the State Transportation Commission.
- To recommend an asset management process statewide and the tools and procedures needed to implement such a process.
- To serve as an educational forum regarding the benefits of using an asset management process and those elements that feed into such a process.
- To develop and maintain a spirit of cooperation amongst road agencies.
- To work with regional planning agencies and MPOs to carry out the activities necessary to fulfill these priorities.

During 2004, the Council will be developing and adopting a goal statement and objectives. These objectives will form the basis of the Council’s work program during the next several years.

Expenses

MCL 247.659a(9) requires the Council to report on their expenditures for the past year. During 2003, the Council had total expenses of \$529,192.08 of which \$508,539 or 96% was for the data collection effort. This information is based upon the department’s WEBFANCY financial tracking system and represents expenditures through December 31, 2003.

The Council anticipates increased expenditures for 2004 as it implements various activities of the Council’s work program that were in the early stages of development during 2003. These include initiating various pilot projects to determine the cost and time needed to collect condition data on all 120,000 miles; testing of various models; and the development of mix of fixes and performance measures. In addition, the contracts with the regional planning and development agencies were only partially funded during 2003. It is estimated that these contracts will be nearly \$900,000 for 2004. These expenses are for activities required by MCL 247.659a.