

MINUTES
MICHIGAN STATE TRANSPORTATION COMMISSION MEETING
August 23, 2012
Ann Arbor, Michigan

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

Present: Jerrold M. Jung, Chair
Todd A. Wyett, Vice Chair
Mike Hayes, Commissioner
Charles Moser, Commissioner
Linda Miller Atkinson, Commissioner
Sharon Rothwell, Commissioner

Also Present: Kirk Steudle, Director
Amy Dickenson, Commission Executive Assistant
Jack Cotter, Commission Auditor, Office of Commission Audit
David Brickey, Attorney General's Office, Transportation Division
Myron Frierson, Director, Bureau of Finance
Paul Ajegba, University Region Engineer
David Wresinski, Director, Bureau of Transportation Planning
Mark Chaput, Deputy Director, Bureau of Highway Delivery
Mark VanPortFleet, Director, Bureau of Highway Development
Kelley Bartlett, Director, Office of Governmental Affairs
Jon Cool, Governmental Affairs
Troy Hagon, Governmental Affairs
Jeff Cranson, Director of the Office of Communications
Russ Jorgensen, Federal Highway Administration
Ted Burch, Federal Highway Administration
Carmine Palambo, Asset Management Council
Brian Sanada, Asset Management Division
Deb Brown, Freight Services Division
Will Thompson, MDOT Jackson
Kari Martin, MDOT University Region
Susan Gorski, Bureau of Transportation Planning

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

Chair Jung called the meeting to order at 9:03 a.m. in the Washtenaw Community College, Ann Arbor, Michigan.

I. DIRECTOR'S REPORT

Director Steudle introduced David Wresinski, Director of the Bureau of Transportation Planning.

Mr. Wresinski presented the MI Transportation Plan, 2035 State Long-Range Plan, to the State Transportation Commission (STC).

The MI Transportation Plan is a policy document that provides direction for achieving the vision for MDOT's future transportation system. It is the vision, goals, objectives, strategies and decision principle that drives the management, operations, program development and investment decisions for transportation facilities for MDOT. The STIP and Five Year Transportation program covers the projects section of the MI Transportation Plan.

MDOT is required to maintain a 20-year planning horizon, which is a requirement of 23 CFR 450 Subpart B. This revision of the MI Transportation Plan is an interim step to keep the plan current and extend the horizon year to 2035. MDOT started revising the plan in March 2012, following a more streamlined approach than a more complete update, while waiting for federal reauthorization. With the reauthorization, the interim approach is still valid because the implications of impacts and implications of pending policy changes will not be known for some time and cannot be considered or prepared for immediately. In upcoming months, the U.S. Department of Transportation will be putting out new regulations and guidelines pertaining to the changes.

Mr. Wresinski shared the approach and timeline of MI Transportation Plan revisions. The draft was released in August 2012, and is now in the 30-day final comment period. MDOT will be seeking the STC's approval and adoption at the September 27, 2012 Commission Meeting. MDOT will do a technical review of assumptions, inputs, and strategies; consulting with tribal governments, regulatory and resource agencies, stakeholders, and Non-Metropolitan; and public involvement.

19 white papers highlight and support a short high-level summary of key trends, demographic changes, and key initiatives that have occurred since the initial technical reports were published and since the adoption of the 2005 to 2030 MI Transportation Plan.

There were three webinars held to get input from tribal governments, resource agencies, freight, stakeholders, and the public. One of the webinars was held with the 12 federally recognized governments in Michigan. Online comments were received and surveys were conducted. From the consultation and public involvement, stakeholders reaffirmed their areas of emphasis, which included maintaining/preserving the existing transportation system, enhanced multi-modal connections, and better system reliability and predictability, which are prime issues for freight stakeholders. Tribal governments reaffirmed issues and expectations that included developing funding and partnering arrangements, economic development, a safe and quality focused transportation system, pedestrian safety, access to rural transit, and land use and cultural preservation.

Mr. Wresinski discussed principal findings. The goals and objectives of the MI Transportation Plan focus on system improvement, efficient and effective operations, safety and security, and stewardship. Governor Rick Snyder presented his infrastructure message in October 2011 that highlighted Michigan's critical needs and called for the revitalization of Michigan's deteriorating infrastructure. The 2035 MI Transportation Plan

is in alignment with the Governor's vision to reinvent Michigan, which includes reinvesting in infrastructure, because better roads drive better jobs.

19 Corridors of highest significance represent 35% of the state trunkline miles. These corridors handle 17% of the vehicle miles traveled, 96% of the truck ton-miles driven, 98% of the truck value-miles driven, 97% of the rail freight miles traveled, 94% of the commercial airports, 85% of the water cargo ports, 100% of the passenger rail miles, and 93.2% of Michigan's population resides within a 20-mile geographic area around the corridors.

New policy initiatives further the vision of the MI Transportation Plan. Improving Michigan's economy, along with state and federal policy changes have also furthered efforts to integrate the transportation system since release of the 2030 Plan. The 2035 Plan reaffirms those efforts and will help bring Michigan closer to the meeting its goals.

Mr. Wresinski ended his presentation by stating that Public comment on the Draft 2035 MI Transportation Plan will conclude on August 31, 2012.

Chairman Jung Introduced State Senator Rebecca Warren. Senator Warren welcomed the State Transportation Commission to her district. She stated that she is pleased with the level of information received from the Commission meetings. The level of communication with the STC is at levels that have not been seen before, due to receiving the agendas, notices, and minutes from the STC meetings. She commended the STC for going out to the local communities providing accessibility to the public. She thanked the commission for coming to Ann Arbor, Washtenaw County.

Chairman Jung thanked Senator Warren for her support on the New International Trade Crossing, scenic values, and safety values on Michigan's highways.

II. UNIVERSITY REGION UPDATE

Mr. Paul Ajegba, University Region Engineer, provided an overview of the University Region and Highlights of Region projects.

The University Region consists of 10 Counties, 1800 freeway lane miles, 2400 non-freeway lane miles, 1000 bridge structures, 14 rest areas, two welcome centers, five weigh stations, and 45 carpool lots.

Mr. Ajegba discussed the I-96 at US-23 project. In 2001, the University Region conducted a value planning study for the \$141 million full cloverleaf interchange project. The existing interchange has poor bridge conditions, operational issues with merging traffic, and crash history. The study addressed pavement along with bridges and the original project included six deck replacements and pavement rehabilitation. The new concept developed, includes the relocation of the mainline on I-96 into the middle between the existing east and westbound roadways. It includes new bridges over Old US-23 and requires MDOT to purchase 12 homes within the interchange. It converts the existing I-96 roadway to a collector-distributor roadway; replacing existing bridges with

smaller ones, addressing operational and safety needs, and merging all traffic onto I-96 on the right. The project, estimated at \$43 million, is scheduled for construction in 2014 and 2015.

Mr. Ajegba also discussed the I-96 at Latson Road project. There was an East Howell access study conducted and there are earmark funds to pay for the project. It includes construction of the Lake Chemung interchange. The project partners include MDOT, Livingston County, Genoa Townships, and Right-of-Way donations.

III. **COMMISSION BUSINESS**

Commission Minutes

Chairman Jung entertained a motion for approval of the minutes from the State Transportation Commission meeting of July 26, 2012.

Commissioner Atkinson asked for an addition to the meeting minutes under the Complete Streets Policy to reflect her motion to amend the policy language and Commissioner Moser's second to support that motion prior to the vote to approve the policy as amended.

The motion to amend the minutes was made by Commissioner Atkinson and supported by Commissioner Rothwell Motion carried.

The motion to approve the amended minutes was made by Commissioner Hayes, with support from Vice Chair Wyett to approve the amended minutes from the State Transportation Commission meeting of July 26, 2012. Motion carried.

IV. **OVERSIGHT**

Commission Agreements (Exhibit A) – Myron Frierson

Mr. Frierson presented information on 70 agreements. Item 68 has a correction, the dollar amount in the first two sentences should read \$1,071, 970 not \$1,071,060. The sentences should have read, "Amendatory Contract (2009-0489/A2) between MDOT and Great Lakes Central Railroad, Inc., will provide for the performance of additional services, will increase the contract amount by \$1,071,970, and will extend the contract term by one year. State funding will be increased by \$1,071,970, including \$328,524 to provide for additional work on the refurbishment project and \$743,446 for the second year of lease payments."

Pending any questions, Mr. Frierson asked for approval of Exhibit A; none were forthcoming.

Chair Jung entertained a motion. Motion was made by Commissioner Rothwell, and supported by Commissioner Hayes to approve Exhibit A. Motion carried.

Commission Agreements (Exhibit Supplemental A) – Myron Frierson

Mr. Frierson presented information on five Rail agreements. Pending any questions, Mr. Frierson asked for approval of Exhibit Supplemental A; no questions were forthcoming.

Chair Jung entertained a motion. Motion was made by Commissioner Rothwell, and supported by Commissioner Wyett to approve Exhibit A. Motion carried.

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

Mr. Frierson presented Exhibit A-1. Exhibit A-1 included 16 state projects and 7 local projects.

For the August 3 and 10, 2012, bid lettings, 35 State projects with total engineers' estimates of \$66.4 million and total low bid dollars of \$61.4 million were let. The average low bid was \$1.8 million, and the median of \$330.1 thousand. Of the 35 State projects, 10 included warranties with the low bid total of \$53.1 million. In comparison to August of 2011, 34 State projects were let with a total engineers' estimate of \$43.5 million and total low bid dollars of \$41.7 million. There are currently nine State projects that are TBA.

The State total number of projects let for fiscal year-to-date 2012 is 276 and the low bid total of \$515.1 million. Compared to the same period in fiscal year 2011, 279 State projects were let with low bids totaling \$639.7 million.

The total number of bids received for the 75 projects let in August was 326 for an average of 4.35 bids per project. Of the 326 bids received, 141 were received for the 35 State projects for an average of 4.03 bids per project.

The number of State trunkline projects anticipated to be let during FY 2012 is 327 with a total construction cost estimate of \$735.1 million.

For fiscal year 2012 through August, 276 State projects of \$528.1 million in total estimates were let representing 84.4% of the total number of projects anticipated to be let and 71.8% of the total cost projection.

The September 7, 2012, bid letting includes 24 State projects that will be advertised with an engineer estimate of \$93.1 million. Nine of those projects include warranties with an engineer's estimate of \$67.8 million. The September 7th bid letting will also include 19 Local projects with a total engineers' estimate of \$16.6 million and two Aeronautics projects with \$386.8 thousand in total engineers' estimates are scheduled to be let. For the September 14, 2012, special bid letting, there are five State projects advertised with a total engineers' estimate of \$24.7 million, three of which include warranties with an engineers' estimate total of \$19.4 million.

Pending any questions, Mr. Frierson asked for approval of Exhibit A-1.

Vice Chair Wyett asked Mr. Frierson about items 36 and 38, which talked about open balance. These items are related to passenger transportation. Not all funds will be used so SMART would like to extend the authorization to purchase an additional bus.

Mr. Frierson stated that the department would get back to the Commission and provide additional information for those items.

Chairman Jung entertained a motion. Motion was made by Commissioner Rothwell and supported by Commissioner Atkinson to approve Exhibit A-1. Motion carried, with Vice Chair Wyett abstaining.

Letting Exceptions Agenda (Exhibit A-2) – Mark VanPortFleet

Mr. VanPortFleet provided information on five State projects that were over/under the engineers' estimates.

Pending any questions, Mr. VanPortFleet asked for approval of Exhibit A-2.

Chairman Jung entertained a motion. Motion was made by Commissioner Atkinson and supported by Commissioner Moser to approve Exhibit A-2. Motion carried.

Information Only (Exhibit A-3) – Myron Frierson

Mr. Frierson presented Exhibit A-3 as an informational item. Exhibit A-3 consisted of one state project where the bid was less than Five Hundred Thousand Dollars (\$500,000), and had less than two bidders or is a low bid rejection or has other bid issues.

Contract Adjustments (Exhibit B) – Mark Chaput

Mr. Chaput presented Exhibit B. Three department projects exceeded the 10% allowed overrun. Two of the projects were balancing of contract modification items and one project was for work authorized for the removal of underground storage units found during construction that was not in the plans. In addition, four local projects exceeded 10% of the original contract price.

Mr. Chaput asked if there were any questions, none were forth coming. No Motion was required.

IV. **PRESENTATION**

Transportation Asset Management Council's Fiscal Year 2013 Budget Presentation & FY 2014 Allocation Request - Carmine Palombo, TAMC Chair (**motion required**)

Mr. Palombo stated that the number one thing the council does is data collection and analyzing that data.

Mr. Palombo provided a presentation on the TAMC's Fiscal Year 2013 Budget. He stated that training was up by 10% when compared to the prior year. Training was given to over 800 people, consisting of MDOT, the County Road Commissions, Cities, and

Villages. In 2011, the TAMC initiated a certification process for road raters, with almost all those taking the exam passing it.

The TAMC held its Spring 2012 Conference on April 25, 2012, in Livonia. There were 120 attendees at the Spring conference. The Fall 2012 Conference will be held on October 24, 2012, in Marquette and the Spring 2013 Conference will be on May 8, 2013, in East Lansing.

Mr. Palombo introduced the TAMC Dashboard. He stated that it takes all of the data collected and puts it out there so others can use it. The dashboards provide users with pavement road conditions and trend analysis. He provided an overview, stating that counties and/or cities can use the dashboard to see where the roads in their jurisdictions compare to others. The dashboards show both actual and forecasted pavement conditions for the roads. The information is there for the data they have for the non-federal aid roads.

The same information is available for bridge conditions based on the data collected. Information is available on the number of bridges, the amount of bridge deck, structurally deficient bridge deck, and functionally obsolete bridge deck.

The TAMC dashboard will soon be providing information on finance expenditures.

Mr. Palombo presented the fiscal year 2014 Budget Allocation request, stating it has not increased since 2008. The TAMC has continued conducting data collection, training, and other activities with a budget of \$1,626,400. The TAMC plans to work with the same budget for the fiscal year 2014 program. The fiscal year 2014 program will continue its program with the same budget it has operated with for six-years, which has been sufficient to allow the TAMC to maintain a high level of data collection, training, and education. The budget is getting tight, but the TAMC believes it can get by with the same budget.

Mr. Palombo asked for approval of the proposed Fiscal-Year 2014 \$1,626,400 budget for TAMC.

Commissioner Hayes stated that the number of people trained is an impressive number and asked if looking ahead, with the budget, is the training on time or on going.

Mr. Palombo stated that the training is on going due to continuous data collection and better analysis; and retirements and training new staff and people that enter the arena. Training is actually increasing, so the TAMC is looking for innovative ways to do the training.

Commissioner Hayes stated that based on a presentation earlier in the year, it was his understanding that the content of the training revolves around the kind of material that determines the conditions of the roadways and bridges and that drives the quality of the data collection.

Mr. Palombo stated that yes, and the type of training referred to is for those that actually go out onto the road system and do that evaluation. The TAMC also provides training for elected officials as well, which has been very popular and useful.

Commissioner Rothwell stated that she would assume that many jurisdictions and regions do not have the level of expertise or capabilities, such as SEMCOG, to analyze and use the data to establish priorities and make the right decisions. Given that the TAMC budget has held constant for eight-years, do you feel you have the capability to help those that do not have the analytical expertise in-house.

Mr. Palombo stated that Commissioner Rothwell's statement was correct. The TAMC was able to use Michigan Tech University, in a limited capacity, to provide services to communities statewide to go through the process with them using the guide. It is the TAMC's hope that the others will get word of it and come to the Annual Conferences to see how they can use the data.

Commissioner Atkinson stated that the TAMC has now collected data for nine years. Is the TAMC at the point where they are looking at roads and materials that were part of the first evaluations so performance can be evaluated?

Mr. Palombo replied that yes, some of the first improvements that were made to the system based on early data, some of them are now in need of going back out and doing additional work some of those locations. Using Michigan Tech, some of those jurisdictions are going out, evaluating what improvement was made and did we get the useful life expected. Perhaps we got more or less and we can go back and find out why, based on the type of improvement.

Commissioner Atkinson asked that in addition to the data collection that has always been performed and the training and performance measure dashboard, could you also add to the function this type of analysis and statistical evaluations of performance for the various types of fixes that will help us make better decisions.

Mr. Palombo stated that the TAMC is hoping to be able to get into more of that type of analysis.

Commissioner Atkinson stated with that in mind, and looking at the 2014 budget being the same that it has been for the past eight years, do we need to add to that budget to allow the TAMC do continue what it is doing and add the additional analysis/statistical evaluations.

Mr. Palombo stated that the TAMC is trying to do that with the current level of funding; however, additional budget would allow for more of that type of analysis.

Commissioner Rothwell asked if an additional contract or additional expert would be needed to do this type of additional analysis.

Chairman Jung stated that the TAMC has done an excellent job collecting the data and displaying the data. The STC would like analysis of that data and perhaps additional resources are needed to perform and accomplish what the STC is asking the TAMC to do.

Discussion took place relative to the amount of money needed, where Commissioner Atkinson made a motion to increase the budget by an additional \$200,000, with support from Commissioner Rothwell. Further discussion took place, with a withdrawal of the motion to increase the budget at this time until more information can be provided on the impacts of that increase. It was proposed that the STC approve the current budget request and after funding is established, an increase can be considered in a month.

Director Steudle proposed that the budget be approved in two stages.

Commissioner Rothwell stated that it is important to look at this type of data, doing the analysis to determine the return on investment.

Commissioner Atkinson withdrew the motion to increase the budget request by \$200,000. Commissioner Rothwell supported that motion.

Commissioner Atkinson then made a motion to approve the TAMC's Fiscal Year 2014 Budget request in the amount of \$1,626,400. Commissioner Rothwell supported the motion.

Mr. Cotter asked for a roll call. The motion passed unanimously with six Yay votes.

2012 CQP Award Program...Mark Chaput

Mr. Chaput stated this was the third-year of presenting these Construction Quality Partnership Awards that recognize projects or initiatives that demonstrate high quality transportation in the State of Michigan. He provided a summary of the program and stated that the partners involved are the Michigan Department of Transportation, Federal Highway Administration, County Road Association of Michigan, and a number of Industry Associations. The collective group has been working to improve quality.

This year the department is recognizing the collaborative statewide training effort to train focused on improving the quality of the construction of the pedestrian crosswalk ramps that cross the streets across the states. Over the past five-years there has been clarity provided on what a standard pedestrian ramp should like in accordance with the Americans for Disability Act (ADA). These standards help avoid unnecessary delays. The Michigan Concrete Association took the lead to put the team together to provide this training. The training was targeted to field engineers and construction foremen that were involved in the construction and layout of these ramps statewide. It was critical because the Federal Highway was looking nationally, for all the transportation agencies to upgrade these ramps in a relatively short period to meet the ADA standards.

Mr. Chaput invited Director Steudle and Chairman Jung to present the awards to the team members. Members were thanked for their outstanding efforts.

Automotive Medicine - Dr. Stewart Wang, MD PHD FACS

Dr. Wang is an Endowed Professor of Surgery; Attending Surgeon, Trauma Burn Center; Director of the International Center for Automotive Medicine; and the Director of the Program for Injury Research and Education, at University of Michigan.

He presented Automotive Medicine to the State Transportation Commission. Dr. Wang stated that motor vehicle crashes are the leading cause of injury. The lifetime cost of injury is \$400 billion per year. For this reason, the International Center for Automotive Medicine was created. Its mission is to better understand, treat and prevent crash injuries by focusing on three major areas: cross-disciplinary education, computational biomechanics and policymaking.

Meetings have been held since 1998 to work together to prevent and understand crash injuries. To make a car better you need to understand the problem, find a way to test for it, and find a practical solution. He stated that hundreds of millions of cars have been designed and tested using crash dummies, which were designed to be an idealized representation of the driving population in the 1960s. They were designed as a 45-year-old male 5 foot 10 and 180 lbs. Current dummies were calibrated using tests performed on about three dozen cadavers in the 1960s and 1970s. He discussed the potential benefits of finite element model, which are adjustable for age, stature, and gender; and cheaper and faster to use.

After a motor vehicle crash, CT processing is done and used to determine what changes can be made to the vehicle to prevent such injuries.

Dr. Wang discussed triage and trauma, stating that there are approximately 6.5 million EMS transports for injury each year in US. The EMS providers determine the nature and severity of a patient's injury and determine the most appropriate destination facility in a process known as field triage. The mortality of severely injured trauma patients decreased by 25% if they are sent to a Level I trauma center versus non-trauma center. Level I trauma centers are a limited resource so he discussed how rescue personnel decide on where to take those injured.

He discussed the way they translated the research to help in the revision of the field triage decision scheme and showed a slide reflecting a one-page document that has been used for decades to guide EMS provides through the sorting, transport, and treatment of trauma patients around the world. There are four steps: Physiologic, anatomic, mechanism of injury and special considerations. Dr. Wang was in charge of revising step 3, the step that required the majority of changes, because vehicle designs had changed so much.

Dr. Wang stated that prevention is better than treatment. Vehicle telemetry (AACN) can prevent future injuries by facilitating the collection of data from real-life crashes

involving relatively rare vehicles with the newest safety systems. ICAM is gathering personal medical data and imaging to link with vehicle telemetry data while maintaining a patient confidentiality firewall. ICAM is also working with OnStar and Agero that allows for design engineers getting the most recent data and rapid feedback to assess safety system performance. The fresh data, allows for shortened vehicle development cycles and safety that improved more rapidly.

Dr. Wang discussed ICAM's policymaking initiatives. He stated that ICAM is synergistic with other university researchers throughout Michigan. It is also synergistic with excellent automotive engineering and manufacturing community nearby. ICAM helps Michigan companies and scientists to remain at the forefront worldwide in this knowledge-based industry. It improves the effectiveness and cost-efficiency of crash injury care for people around the world.

Dr. Wang discussed some of the hurdles, which include lack of access to non-medical data, local politics, and sufficient resources.

He concluded by stating controlling for occupant variability is necessary to understand why people are injured in real world crashes. In dangerous crashes, occupant factors are as significant as crash configuration and more important than crash severity and belt use in predicting who will be seriously injured. Morphemic analysis of medical imaging data is fundamental to deciphering occupant effects in crash injury outcomes.

VI. **PUBLIC COMMENTS**

Chair Jung asked if any member of the audience wanted to address the Commission.

No comments were forthcoming.

VII. **ADJOURNMENT**

There being no further business to come before the Commission, Chair Jung declared the meeting adjourned at 11:08 a.m.

The next full meeting of the Michigan State Transportation Commission will be held on Thursday, September 27, 2012, in the North Region, commencing at 9:00 a.m.

Original Signed

Frank E. Raha
Commission Advisor