

MINUTES
MICHIGAN STATE TRANSPORTATION COMMISSION MEETING
July 27, 2006
Lansing, Michigan

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

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

Also Present: Kirk Steudle, Director
Leon Hank, Chief Administrative Officer
Larry Tibbits, Chief Operations Officer
Frank E. Kelley, Commission Advisor
Marneta Griffin, Executive Assistant
Frank G. Morway, Chief Examiner, Office of Commission Audit
Patrick Isom, Attorney General, Transportation Division
John Friend, Bureau Director, Highway Delivery
John Polasek, Bureau Director, Highway Development
Myron Frierson, Bureau Director, Finance and Administration
Bill Shreck, Director, Office of Communications
Tim Hoeffner, Administrator, Intermodal Policy
Ronald DeCook, Director, Office of Governmental Affairs
Rob Abent, Bureau Director, Aeronautics

Excused: James R. Rosendall, Commissioner

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 Bureau of Aeronautics Auditorium in Lansing, Michigan.

I. COMMISSION BUSINESS

Commission Minutes

Chairman entertained a motion for approval of the minutes of the State Transportation Commission meeting of June 29, 2006.

Moved by Commissioner Brosnan, with support from Commissioner Atkinson, to approve the minutes of the Commission meeting of June 29, 2006. Motion carried.

Chairman Wahby and Director Steudle presented the David G. Campbell Award to Frank G. Morway, recognizing his excellence in service to the AASHTO Administrative Subcommittee on Internal and External Audit, the constituent transportation department audit offices and the transportation auditing community.

II. **DIRECTOR'S REPORT – DIRECTOR KIRK STEUDLE**

Director Steudle's presentation focused on:

Welcome Center Playgrounds

Michigan is the first state to build universally accessible playgrounds at its Welcome Centers. New Buffalo Welcome Center is located on eastbound I-94 and the Monroe Welcome Center is located on northbound I-75. These are our two busiest welcome centers, jointly hosting about 3 million visitors each year. These playgrounds will serve as a welcoming gesture to both children and adults. The welcome centers are the first face that Michigan presents to traveling families. The playgrounds are a part of the "Able to Play" project that resulted in 19 Boundless Playgrounds being built in Michigan.

MDOT had the opportunity to partner with "Able to Play", Travel Michigan, W.K. Kellogg Foundation, and the Council of Michigan Foundations to bring these playgrounds to the welcome centers. The welcome centers are part of a new initiative called "Access to Recreation" that is a partnership among the Kellogg Foundation, Michigan Department of Natural Resources, Michigan Recreation and Park Association, and Community Foundations. A grant from the W.K. Kellogg Foundation, plus financial support from businesses and individuals, will provide the \$200,000 for materials needed for each playground.

Groundbreakings were held at the end of May. The New Buffalo Welcome Center was the nation's first state-operated highway travel information center along old US-12 in 1935. The playground at the Monroe Welcome Center was planned when the center was demolished and replaced with a \$4 million facility that opened last December.

MDOT staff helped coordinate every phase of the project. Engineer of Design, Mark Van PortFleet, and his staff helped to coordinate a team of MDOT employees who would assist our partners during each phase. Our TSC staffs in Coloma and Brighton were also very involved. The playgrounds were assembled by volunteer teams under the direction of the Michigan Recreation and Park Association professionals. Local businesses helped to supply food and drinks for the workers. More than 20 volunteers from MDOT's University Region helped to construct the Monroe playground. Along with community volunteers, MDOT employees - including Youth Corps staff - from Southwest Region helped build the New Buffalo playground. At both sites, it was an intergenerational team effort. MDOT's Youth Corps worked on landscaping at both Welcome Centers.

Both welcome center playgrounds are now finished. Dedications, including a ribbon-cutting, took place yesterday (July 26th) at the New Buffalo site, and will take place this afternoon at Monroe. The playgrounds are finally ready for kids of all abilities to join in the fun. These playgrounds will help continue Michigan's leadership in promoting access and rights for citizens with disabilities and symbolize Michigan's commitment to providing recreational access for all.

Local Jobs Today Update

CRAM and MML received 246 applications (CRAM approved 114 – rejected 14; MML approved 62 – rejected 56). The 70 applications were rejected due to not advancing the project, no federal funding in the project to match, or the project was originally scheduled for FY 2006 funding.

The Governor announced in Detroit on Tuesday, July 25, the projects awarded through the *Jobs Today Initiative*. Local Jobs Today Funds awarded CRAM: FY 2006-\$2,219,685 and FY 2007-\$25,061,489—Total of \$27,281,174; MML: FY 2006-\$2,533,320 and FY 2007-\$13,270,730—Total of \$15,804,051. Total of MML and CRAM is \$43,085,225. Funding letters are being prepared to send out to notify local agencies of the amount of their *Jobs Today* awards and provide preliminary information on the loans associated with the program. The letters will be sent out by August 1st.

MDOT has been moving forward already on arranging grade inspections to advance these projects along.

Chairman Wahby asked if anyone had questions for Mr. Steudle.

None were forthcoming.

III. **RESOLUTIONS**

Resolution of the State Transportation Commission of the State of Michigan Intending to Amend the 2004 Bond Issue List Attached to a Previously Adopted Commission Resolution – Myron Frierson

It is necessary to amend the 2004 Bond List by adding the \$80 Million Local Jobs Today Program to the project list. The project list was previously revised in March 2006. Upon approval by the Commission, this Resolution will be transmitted to the Legislature for the required 30-day notification period. At the regular State Transportation Commission (STC) Meeting in September, we will bring you the final Resolution amending the project list.

Mr. Frierson asked for questions and roll call vote approval of this resolution.

Commissioner Brennan asked Mr. Frierson to explain the hedge and how it works.

Mr. Frierson explained that interest rates over the last year were at historical lows and they were slowly easing up. We anticipated that they would continue to rise therefore we entered into an agreement with two investment bankers that they would do a “forward swap”. There was a prescribed interest rate targeted in the swap. The swap serves as a hedge against raising interest rates. From the inception of the swap to its close interest rates increased approximately 40 basis points—each point equals about 100th of a percent. In June the department ended the rate lock and received a payment of about \$5.8 million. This amount was used to offset interest cost on the bonds issued in June.

Commissioner Brennan clarified that this resolution is doing the same thing that has been going on for the last year.

Mr. Frierson answered yes.

No other questions were forthcoming.

Chairman Wahby entertained a motion to approve the Resolution Intending to Amend the 2004 Bond Issue List Attached to a Previously Adopted Commission Resolution. Motion was made by Commissioner Brosnan and supported by Commissioner Brennan to approve the resolution. Mr. Kelley called the roll; all answers were affirmative. Motion carried on a unanimous roll call vote.

Resolution of the State Transportation Commission of the State of Michigan Intending to Amend the Build Michigan III Project List Attached to a Previously Adopted Commission Resolution – Myron Frierson

This Resolution authorizes the notice of revision of the project list previously attached to the Resolution of the State Transportation Commission Authorizing the Issuance and Sale of State of Michigan State Trunk Line Fund Bonds, Series 2001. The project list was previously revised in March 2002. Upon approval by the Commission, this Resolution will be transmitted to the Legislature for the required 30-day notification period. At the regular STC Meeting in September, we will bring you the final Resolution amending the project list. Exhibit X contains the revised project list.

Mr. Frierson asked for questions and roll call vote approval of this resolution.

No questions were forthcoming.

Chairman Wahby entertained a motion to approve the Resolution Intending to Amend the Build Michigan III Project List Attached to a Previously Adopted Commission Resolution. Motion was made by Commissioner Brosnan and supported by Commissioner Brennan to approve the resolution. Mr. Kelley called the roll; all answers were affirmative. Motion carried on a unanimous roll call vote.

Resolution of the State Transportation Commission of the State of Michigan Intending to Amend the Jobs Today Project List Attached to a Previously Adopted Commission Resolution – Myron Frierson

The Project List was attached to the Preliminary Resolution of the State Transportation Commission Regarding Issuance of Bonds which was adopted at the January 2006 State Transportation Commission meeting. Upon approval by the Commission, this Resolution will be transmitted to the Legislature for the required 30-day notification period. At the regular STC Meeting in September, we will bring you the final Resolution amending the project list. Exhibit Y contains the revised project list.

Mr. Frierson asked for questions and roll call vote approval of this resolution.

Commissioner Brennan asked what the terms on the loans we are providing to local communities are.

Mr. Frierson answered that it would be less than two years because the federal funding is

being allocated in 20% increments over five years. As of October 1 we will have access to 60% of that money; over the subsequent two years there will be 40% that we will theoretically loan to local communities.

Commissioner Brennan further asked if we will use our current bond proceeds, if necessary, to loan to local communities.

Mr. Frierson answered that this actually relates to resolution four, but this gives us that flexibility; if we need to tap into these proceeds we can.

Commissioner Brennan asked if the terms to the local communities are reflective of the terms that we have on our notes.

Mr. Frierson answered that we will try to have a reasonable interest rate to reflect the short-term nature of the loan. At this point we have not calculated the exact amount.

Director Steudle interjected that instead of making a complicated financial transaction, we will make it a set amount for all the projects so we don't get accused of liking one county or city better than another.

No other questions were forthcoming.

Chairman Wahby entertained a motion to approve the Resolution Intending to Amend the Jobs Today Project List Attached to a Previously Adopted Commission Resolution. Motion was made by Commissioner Brennan and supported by Commissioner Atkinson to approve the resolution. Mr. Kelley called the roll; all answers were affirmative. Motion carried on a unanimous roll call vote.

Resolution of the State Transportation Commission Authorizing the Issuance and Sale of State of Michigan State Trunk Line Fund Bonds and Grant Anticipation Notes – Myron Frierson

This sale will provide proceeds for the *Jobs Today* Program which the STC previously authorized projects to begin and the ability to reimburse the State Trunkline Fund. This Resolution also authorizes the department to enter into a rate lock prior to the actual sale of bonds and/or notes.

Mr. Frierson asked for questions and roll call vote approval of this resolution.

Commissioner Brennan asked what the timing on the rate lock is.

Mr. Frierson answered that the resolution gives us a year to issue the bond so we will have to issue the rate lock within that year.

Commissioner Brennan then asked what we would be looking at in general terms on these bonds.

Mr. Frierson answered typically our bonds have been 15 year bonds; average life of the bonds have been less than 10 years.

Commissioner Brennan asked if it was a 15 year amortization.

Mr. Frierson answered yes.

No other questions were forthcoming.

Chairman Wahby entertained a motion to approve the Resolution Authorizing the Issuance and Sale of State of Michigan State Trunk Line Funds Bonds and Grant Anticipation Notes. Motion was made by Commissioner Atkinson 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.

IV. **OVERSIGHT**

Commission/State Administrative Board Contracts/Agreements (Exhibit A) – Myron Frierson

Mr. Frierson stated that information on 37 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 Brosnan and supported by Commissioner Scalici to approve Exhibit A. Motion carried on a unanimous voice vote.

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

Mr. Frierson gave a brief re-cap of the July 2006 bid letting activities: 25 state projects with total engineers' estimates of \$24.3 million were let. The low bids announced on these projects totaled \$23.7 million. The average low bid of all 25 state items is \$946.2 thousand. Of the low bids announced, 3 items with low bids totaling \$2.4 million have yet to be determined. Eleven items with total low bids of \$13.9 million had warranties.

It was estimated that 426 state projects with construction costs totaling \$1,106.8 million would be let during the 2006 fiscal year. Through July of this year, 398 items with engineers' estimates of \$692.9 million have been let, representing 93.4% of the number of projects and 62.6% of the total dollar amounts projected to be let. For this period, the total of low bids is \$663.6 million. In comparison, 378 items were let through July 2005 with low bids totaling \$746.3 million.

Before the Commission for approval is 78 projects totaling \$226 million scheduled to be let on August 4, 2006. Seven of these items have warranties. Pending any questions, Mr. Frierson asked for approval of the bid items for the August letting in Exhibit A-1.

No questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brennan and supported by Commissioner Brosnan to approve the August bid letting. Motion

carried on a unanimous voice vote.

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

Mr. Polasek reported on 3 projects (2 State, 1 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.

Commissioner Atkinson asked about a grid which gave some history on the projects that used to be included with this exhibit.

Mr. Polasek stated that they have not had that in the last two years because it was misleading.

No other questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Scalici 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 6 MDOT projects and 3 local agency projects, before the Commission. Mr. Friend made special mention of Item #2006-104 (various reconstructions in the city of Southfield, Oakland County). Pending any questions, Mr. Friend asked for approval of Exhibit B.

Commissioner Brennan asked for additional information on the cause of extra project costs for Item #2006-108 (traffic signal modifications, cold milling, resurfacing...in the city of Detroit, Wayne County).

Mr. Friend answered that it would be better to take the time and put together a written summary to address this question and provide it to the Commissioners.

Commissioner Brennan then asked what the department is specifically looking for on this request.

Mr. Friend answered that it is about \$58,000. The field conditions differentiated from the design. There were a number of buried conduits that were not identified during the design phase. As a result, construction operations had to be modified to work around the in-place conduits.

Commissioner Atkinson asked, regarding Item #2006-110 (bridge rehabilitation in the cities of Detroit, Taylor, Madison Heights and Troy, Wayne and Oakland Counties), if there was any remedy for recovery of the additional funds from the people who requested the removal.

Mr. Friend answered that we are starting to see more of this. He is not sure if there was ever talk about recovering these additional funds.

Commissioner Atkinson stated that if we are going to be seeing this more and more, it would be reasonable to begin looking at cost recovery.

Director Steudle interjected that whenever a motorcade comes in we routinely get calls to remove equipment 12 hours prior to their arrival. Due to the heightened sense of security, the Federal Government is pulling more things than they have in the past. The department has ventured down this road with them letting them know that this will cost us extra money. The typical response has been that this needs to be done in order to protect the dignitaries that are coming through. Director Steudle went on to say that the department will certainly continue to find a way to charge them for these extra costs; however he is not overly hopeful that we will be able to do it.

No other questions were forthcoming.

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

Bureau of Highway Delivery C&T Support Area Audit Report (Exhibit C) – Frank Morway

Mr. Morway stated that this operational audit report on the Construction and Technology (C&T) Support Area covered the processes for project Quality Control/Quality Assurance, contract modification for extras, overruns, and change orders, contractor claims, and subcontract verification. The audit covered the period October 1, 2000 through September 30, 2005.

The purpose of our audit was to provide the Commission, and the Department Director with an independent evaluation of C&T's processes, as further defined in the scope of the Audit Report. For the internal control structures reviewed, we determined that the C&T Support Area operated in substantial compliance with Commission policies, Department policies and procedures, and federal and state laws and regulations, as applicable. We believe the recommendations contained in this report will strengthen the internal control structures, improve administrative practices, and strengthen compliance with applicable policies, procedures, and regulations. In their response to the Audit, the Department concurred with the recommendations made. That response is attached to the Report.

Mr. Morway recommended that the Commission accept this report and response, and asked for questions.

No questions were forthcoming.

Mr. Morway then called on Commissioner Brosnan for her response.

Commissioner Brosnan stated that she has reviewed the report along with the Department's response, and recommends that the Commission accept the report.

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

V. PRESENTATIONS

Large Truck Crash/Causation Study – Captain Robert R. Powers, Jr., Michigan State Police Motor Carrier Division

Commissioner Brennan, as the Commission representative on the Michigan Truck Safety Commission, welcomed and introduced Captain Powers.

Captain Powers' presentation gave the following information:

During 2001-2003 the Federal Motor Carrier Safety Administration (FMCSA) conducted the largest truck crash causation study (LTCCS). The evaluated 967 serious truck crashes, and 181,000 total crashes. The cost of the study was \$18 million. For the data collection 17 states participated, including Michigan (Genesee, Muskegon, and Washtenaw Counties). Up to 1,000 data elements were collected in each crash. This was the first nation-wide examination of all pre-crash factors.

The previously held belief is that the car driver is at fault 70% of the time. The LTCCS finding is that the car driver is at fault 56% of the time. Driver (both car and truck) factors/error overwhelmingly the cause of truck crashes. Other factors such as equipment failure (10.1%), engineering (16%) and road condition (13%) are seldom a causation factor. Conclusion was that more focus must be given to the truck driver. Speed, fatigue, prescription drug use are significant factors for both car and truck drivers.

The top five crash types are: rear end (23.1%), ran off roadway/lane usage (17.8%), side swipe/same direction (10.3%), rollover (8.9%), and turning/into path (8%). The top five truck related critical events involve over the lane/ran off roadway (32.1%), loss of control (28.6%), other motor vehicle in travel lane (21.7%), turning/intersection (10.3%), and pedestrian/bicycle/other (2.5%). The top five truck related critical reasons are driver decision—doing what they thought was best but making the wrong decision (38%), driver recognition—not paying attention (28.4%), driver non-performance (11.6%), vehicle factor (10.1%), and driver performance (9.2%). The top five truck related associated factors include brake failure (29.4%), traffic flow interruption (28.0%), prescription drug use (26.3%), speed too fast for conditions (22.9%), and unfamiliar with roadway (21.6%). Construction zone crashes accounted for a 50% increase in work zone fatalities between 1997 and 2004; 24 % of fatal crashes in work zones involved a large truck. Most work zone crashes occur on weekdays, during daylight and between noon

and 3 p.m. The merging process is especially problematic for drivers of large trucks. Large trucks are over represented in work zone crashes. They account for 10.3% of all registered vehicles, 16.1% of total motor vehicle miles traveled, and 24% of all fatal work zone crashes.

Michigan Specific Facts

Michigan domiciled carriers are over-represented in Michigan truck crashes (10-15% higher), has higher percentage of trucks that are 10,001-26,200 pounds involved in crashes (15-20% higher), and has higher crash involvement by dump trucks, doubles, auto transporters. Canadian trucks account for only 2% of truck crashes in Michigan. Sixty-five percent of truck crashes occur on two lane roads.

Michigan Truck/Bus Crash Statistics by Calendar Year

Between the years 2000-2005 total crashes decreased respectively from 20,085 to 15,641; fatal crashes from 153 to 122; injury crashes from 3,846 to 2,823; percentage of crashes with injuries from 19% to 18%; persons killed from 172 to 136; and persons injured from 5,360 to 3,892. Percentages of crashes with fatalities remained the same at .8%.

Conclusion and Counter Measures

More resources must be directed to commercial vehicle enforcement, and more focus on driver behavior (both car and truck drivers).

Resources

State Police Motor Carrier Division can provide: commercial vehicle enforcement awareness training, assistance with truck crash investigations (post crash inspection of vehicle, evaluation of compliance with hours of service regulations, evaluation of compliance with State and Federal motor carrier safety regulations), assistance with hazardous materials incidents, special investigation of motor carrier complaints and incidents, specialized/advanced CMV training (trucks and terrorism, CMV drug interdiction).

Additional information can be found at www.fmcsa.dot.gov, or www.atri-online.org.

Captain Powers asked for questions.

Commissioner Brennan asked Director Steudle how the “zipper approach” to construction zones is being perceived by drivers.

Director Steudle answered that there are a couple pilots going where they are actively trying to use the merge system that allow people to use the lane all the way to the end. The real challenge is to continue to educate the driver on good driving techniques.

Chairman Wahby stated that the problem before was that everyone did go down to the end but there was always a driver that wouldn’t let someone in, which resulted in hand gestures. This is where the retraining process needs to occur.

Director Steudle agreed.

Commissioner Brennan stated that Captain Powers made a good point during the Truck Safety meeting that legally the that lane is open for traffic to the end, so the truck that is pulling over to slow people down is actually in violation of the law. Commissioner Brennan then asked how they communicate the correct way of merging to the drivers.

Director Steudle answered that there are specific signs (electronic) set up in those pilot project areas. Part of what we are learning is whether the communication tool works and does it need to be changed. Clearly the ultimate goal is to use all of the capacity of the roadway.

Commissioner Brennan stated that it seems the media could be used for this.

Commissioner Scalici asked Captain Powers for further information regarding the changes on the truck speed limit laws.

Mr. Powers answered that on November 9th the speed limit for large trucks (over 10,000 pounds) on limited access highways where the speed limit for cars is 70 mph, will increase from 55 mph to 60 mph.

No other questions were forthcoming.

Asset Management Council Fiscal Year 2008 Budget – Carmine Palombo

Mr. Palombo briefly reviewed the Council highlights of 2006. On May 10th the Council held their first statewide Annual Conference at the Kellogg Center. There were over 200 attendees, presentations and pictures are on their web page.

Mr. Palombo then went over the proposed FY 2008 budget (beginning October 1, 2007) provided to the Commissioners in their meeting packets. This request is for \$1,640,215.00. This represents an increase of \$13,815 over our FY 2007 request. This is an increase of less than 1% and is due primarily to increasing gasoline costs. The bulk of our budget each year is used for collecting PASER condition ratings on over 43,000 miles of roads.

Mr. Palombo asked for questions and approval of the FY 2008 budget.

Commissioner Brennan asked for further information regarding the category “Consultant/Misc” at \$100,000.00 which has not appeared on any previous budget.

Mr. Palombo stated that from time to time they have found it necessary to go outside of the budget categories for things that have come up. In the past we have used that for additional work that we needed to have accomplished. In some cases it’s been used for pilot projects.

Director Steudle interjected that the next category above, “Pilot Studies” at \$100,000.00 (\$250,000.00 in 2006; \$230,000.00 in 2007), would and have involved hiring consultants to do work. In this case it is pulled apart so you can see it more clearly.

No other questions were forthcoming.

Chairman Wahby entertained a motion. Motion was made by Commissioner Brosnan and supported by Commissioner Atkinson to approve the FY 2008 Budget. Motion carried on a unanimous voice vote.

Asset Management Council 2006-2009 Work Program – Carmine Palombo

Mr. Palombo pointed out that the tasks listed in the Work Program will be their focus for the next three years in order to do the things required of them by law, and to continue the education of this program and its benefits throughout the State.

Mr. Palombo asked for questions; none were forthcoming.

Asset Management Internet-Reporting Tool – Rob Surber, Deputy Director, Center for Geographic Information, MDIT

Mr. Surber gave a live web based demonstration of the Internet Tool.

The Michigan Center for Geographic Information/MDIT in conjunction with the Michigan Transportation Asset Management Council (TAMC) has developed an Internet-based approach to collecting current and planned investment data to support statewide and local transportation asset management. All information collected will be used by the TAMC to support reporting and analysis requirements. The application is located on the web at the following address: <http://tamc.mcgi.state.mi.us/TAMC>.

Users of the application must first register and create User ID and Passwords. Once this is accomplished they have access to the application. All agencies that own roads have the rights to edit investment data on their respective road systems. Regional Planning Commissions, MPO's and other agencies can be granted rights to a jurisdiction that does not have Internet capability or needs assistance.

The TAMC internet application supports the following capabilities: Displaying the user's home jurisdiction, viewing street maps, PASER (rating info) and aerial photography, using tools or search options to navigate to project locations on the map display, placing road treatments using a mouse cursor, entering, editing, and viewing treatment information in different menus, and budgeting future years.

Additionally the application provides the user with: Security Section - adding new users and editing information, Reports Section - viewing and printing treatment summaries, and Help Section - user guide and useful resources.

Mr. Surber asked for questions.

Commissioner Atkinson asked if this tool also contains a calendaring or elapsed time function that will alert you to when, i.e., a chip-seal needs to be repaired.

Mr. Surber answered no. This tool is designed just for the reporting itself. It is not a smart tool in the sense that it will tell you when it's time to do something.

Commissioner Atkinson clarified that it is really more a reporting and investment kind of tool than a warning tool of something about to expire.

Mr. Surber answered yes.

Director Steudle interjected that it is also an important piece in the strategic analysis tool that will be projecting pavements conditions into the future as they put in a particular repair type that has an associated extended service life for that roadway.

Commissioner Brennan asked how long the system has been in place.

Mr. Surber answered that the system was set up in March and had the communities entering data from about March to June. A series of workshops and training sessions were conducted throughout the State to get people familiar with the tool.

Commissioner Brennan if the vision is to have all local and State on this map so that MDOT and locals can zoom in and see what's planned, what's happened, and what it has cost...how was this derived.

Director Steudle answered that this was envisioned by the Council but it was CGI (part of MDIT) that really took this vision and made it a reality. This is the first of its kind anywhere in the country. The potential for added features will certainly be looked at along the way, but to get to this point there is no other State that is even looking at what is happening with the entire network system.

Commissioner Atkinson interjected that years ago during her first year on the Road Committee in her Township, they set out to do essentially an asset review of the roads using an ancient tool for evaluating. There were two roads on the list that no one knew the location of. Commissioner Atkinson further stated that this was a great tool for local communities in managing what needs to be done on their roads.

Director Steudle responded that the other piece of this is that there are 617 agencies that have jurisdictions over roads in Michigan. They all have varying degrees of sophistication.

Commissioner Brosnan asked what the department was doing to get the other 40% of the communities to believe in this system enough to enter their information.

Mr. Palombo answered that they are trying to get more communities educated on the system because a lot of them don't know that they have this requirement. As we continue to send letters and communications, some of them are starting to figure it out.

Commissioner Atkinson asked what the point of contact is with the communities.

Mr. Palombo answered that, so far, it has been the individual that is named on the Act 51 Report. In some cases it's the right person, in others it's not. Sometimes we get communications from individuals that asked to be the contact instead of someone else we've been using.

No other questions were forthcoming.

VI. **PUBLIC COMMENTS**

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

None were forthcoming.

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

None were forthcoming.

ADJOURNMENT

There being no further business to come before the Commission, the Chairman declared the meeting adjourned at 11:00 a.m.

The next full meeting of the Michigan State Transportation Commission will be held on August 24, 2006, (one week early in consideration of Labor Day), in the Bureau of Aeronautics Auditorium in Lansing, Michigan, commencing at the hour of 9:00 a.m.

Frank E. Kelley
Commission Advisor