



Data Committee Meeting Agenda

Wednesday, July 15, 2020 @ 1:00 PM

In accordance with Gov. Gretchen Whitmer and the Michigan Department of Health and Human Services' [recommendations designed to help prevent the spread of Coronavirus Disease 2019 \(COVID-19\)](#), this will be an online-conference call meeting.

Meeting Telephone Conference Line: 1- 248-509-0316 Access Code: 130 432 549 #

Web Meeting Access Link: [Join Microsoft Teams Meeting](#)

1. **Welcome - Call to Order – Introductions**
2. **Public Comments on Non-Agenda Items**
3. **Consent Agenda (Action)**
 - 3.1 Approval of April 22, 2020 Data Committee Meeting Minutes (*Attachment 1*)
 - 3.2 TAMC Budget Update (*Attachment 2*)
4. **Review & Discussion Items:**
 - 4.1. Update on 2020 Pavement Data Collection – *Belknap/McEntee*
 - 4.2. Pavement Condition Forecasting Tools, Investment Strategy & Associated Project Costs – *McEntee/Costa/Jennett/Colling*
 - 4.3. TAMC Glossary – *McEntee/Granger/Jennett*
 - 4.4. Traffic Signal Inventory Status Update – *Colling*
 - 4.5. Culvert Activities Status Update – *Belknap/Colling*
 - 4.6. Website/Dashboard/Investment Reporting Tool (IRT) Updates – *Granger/McEntee/Jennett*
 - 4.6.1. State of Michigan Website Conversion
 - 4.6.2. State Transportation Improvement Program (E-STIP) Integration with IRT
 - 4.6.3. Non-Federal Aid and Locally-Funded Projects in IRT
 - 4.6.4. Status Update of IRT Bridge Data Cleanup & Outreach
 - 4.7. Status of Data Committee Priorities in TAMC Work Program & 2020 TAMC Strategic Planning Session – *Belknap (Memo & Attachment 3)*
 - 4.8. Conversation About Tracking Reactionary Projects – *Belknap/McEntee*
5. **Public Comments**
6. **Member Comments**
7. **Adjournment**

The next TAMC Data Committee Meeting is scheduled for August 19, 2020; location to be determined

**TRANSPORTATION ASSET MANAGEMENT COUNCIL
DATA COMMITTEE**

April 22, 2020 at 1:00 p.m.

Meeting was held via Teleconference per Executive Order from Governor Whitmer Discontinuing
In-Person/Large Meetings due to the Coronavirus 19 Pandemic
MINUTES

****Frequently Used Acronyms Attached**

Members Present:

Bill McEntee, CRA – Chair
Rob Surber, DTMB/CSS

Jonathan Start, MTPA/KATS – Vice Chair
Jennifer Tubbs, MTA

Support Staff Present:

Niles Annelin, MDOT
Tim Colling, MTU/LTAP
Jesus Esparza, MDOT
Cheryl Granger, DTMB/CSS
Kyle Nelson, MDOT
Gloria Strong, MDOT

Roger Belknap, MDOT
Eric Costa, MDOT
Dave Fairchild, MDOT
Dave Jennett, MDOT
Craig Newell, MDOT
Mike Toth, MDOT

Members Absent:

Bob Slattery, MML

Public Present:

Amber Hicks, MIC

1. Welcome – Call-to-Order – Introductions:

The meeting was called-to-order at 1:09 p.m. Everyone was introduced and welcomed to the meeting. G. Strong conducted a roll-call to verify attendance.

2. Public Comments on Non-Agenda Items:

None

3. Consent Agenda:

3.1. – Approval of March 18, 2020 Data Committee Meeting Minutes – Action Item (Attachment 1)

3.2. – TAMC Budget Update (Attachment 2)

Motion: J. Start made a motion to approve the Consent Agenda; R. Surber seconded the motion. The motion was approved by all members present.

4. Review and Discussion Items:

4.1. – PASER and IRT Training Schedules – C. Granger/T. Collings

Due to the Coronavirus 19 (COVID 19) and the directive from the Governor all remaining IRT trainings through CSS will be conducted via webinar. CSS will also be rescheduling their April Saginaw IRT training. CSS will send out an EGov Delivery notification informing everyone of the new dates and times for the IRT webinars. R. Surber will assist with the Gaylord webinar. MTU will be holding three New Rater training sessions. Two of them will be held in June 2020.

4.2. – Data Collection Contingencies for 2020 – R. Belknap/B. McEntee/T. Colling (Memo and Attachment 3)

Data Collections have been impacted due to the Coronavirus and bans from the Governor. R. Belknap shared the 2018 and 2019 PASER data collection stats by month. The majority of data collections are done during the months of June, July, August and September. An accelerated data collection may need to be conducted depending on when the Governor's bans are lifted. Currently, MDOTers are not allowed to participate in the 3-person data collection efforts due to the Governor's bans until May 14, 2020. If MDOTers are allowed to participate after May 14, 2020, the small amount of time lost for data collection can be easily made up. If MDOTers are not allowed to participate in the data collection efforts due to an extension on the ban, collections may have to be extended further out into later months. Agencies may be able to borrow a staff member from another region to get the work completed if MDOTers are not allowed to participate in the data collection. TAMC may have to tell agencies to do the best that they can. Normally the agencies are required to get at least 50 percent of their data collection completed. If they are not comfortable with the social closeness of the three representatives in the data collection vehicle, they will do their best this year and try to make it up the following year.

4.3. – TAMC Annual Report Updates – D. Jennett/B. McEntee

The 2019 TAMC Roads and Bridges Annual Report has been approved by the Council. It will be printed in a 6 X 8 size which will be more cost effective. The data updates and annual report will all be released on April 30, 2020 and sent out via electronic copy. Two hundred and fifty (250) hard copies of the annual report will be made. Each Council member will receive six copies at the June 3, 2020 Strategic Planning Session.

Action Item: Annual report and data updates through CSS will be released April 30, 2020.

Action Item: D. Jennett will bring each Council members six hard copies of the annual report to the June 3, 2020 Strategic Planning Session.

4.4. – Pavement Condition Forecasting, Investment Strategy (PCFS) and Associated Project Costs – B. McEntee/E. Costa/D. Jennett

E. Costa gave an update on PCFS Refinement by Region and Non-Functional Classification (NFC). He will be breaking down the modal by NFC and region. Northern, Superior, and Metro are the three NFC regions that will be used. Metro will be separated out as their cost for reconstruct is higher. The cost for reconstruct in the Northern and Superior regions is lower. They will do CPM – heavy and light categories like they do the IRT data, one for each region and one for each of the three NFC groups. E. Costa spoke with Andy Manty at MTU about going through the data sets and look for any data that may be incorrect or have any outliers. They are also looking at different averaging methods to break down the average cost per lane mile. They are looking at fixed rate costs. A. Manty is reviewing the IRT data to come up with a stable cost per lane mile to get rid of some of the outliers. All of the outliers need to be identified and possibly placed in a category by themselves. A few examples of the outliers that they are discovering are culverts and agencies still using the \$1 in their cost categories. E. Costa and A. Manty will put together a list of outliers and work on finding solutions. It was suggested that TAMC add this outlier information to their training sessions or add to reports that can be sent out to the regions and/or agencies in order to help reduce the number of outliers in the data sets. E. Costa and A. Manty will work together to come up with suggestions or ways for agencies to enter the data in the IRT to eliminate or reduce outliers. If anyone has any suggestions or concerns, they can provide those to E. Costa.

Action Item: E. Costa will work on putting together a list of outliers and their solutions.

Action Item: D. Jennett will set up a meeting for E. Costa and A. Manty to discuss this issue in more depth in a couple of weeks.

4.5. – Status of Investment Reporting Compliance and Act 51 Reporting – R. Belknap

Per legislation, there is a process that agencies can do in order to request an extension on their Transportation Asset Management Plan (TAMP). Agencies will not have their funds withheld until after the COVID19 quarantine has been lifted. MDOT support staff will be sending out letters of non-compliance to agencies, in the near future. Support staff will assist these agencies with coming into compliance.

4.6. – TAMC Glossary – B. McEntee/C. Granger/A. Hicks (Memo)

C. Granger has the list of TAMC glossary terms and acronyms to publish on the TAMC Website. The Data Committee would like the dashboards and interactive maps searchable by an acronym or word and the searchability would be throughout the whole document. CSS has not seen the MIC and WAMC glossary. MIC has a subcommittee that will review a spreadsheet of glossary of terms and acronyms for MIC/WAMC that their support staff has put together. MIC hopes to use the TAMC glossary, as well. CSS does not have to do anything with the MIC/WAMC glossary of terms and acronyms. CSS could not give a date of completion for this task at this time.

4.7. – Traffic Signal Inventory Status Update – T. Colling

MTU is working on talking to local and rural agencies and having difficulty getting the information that they need. They are using crash data to find signals and find this method is better to get information quicker and more accurately. In crash data there is a field that says if an intersection has signals. MTU has come up with a couple of different data sorts to use with this crash data. They are doing sorts in Roadsoft using a Crash Intersection Filter. They can do a street view to see if there is a traffic signal in the location in question. Ground Truth Intersection Criteria data is also being reviewed and collected. They are getting 90-93 percent correct data including getting physical locations of signals. Public Act 325 mandates that agencies give status of traffic signals. Right now, the 123 agencies that are required to do an asset management plan, only needs to report in their plan if they have a traffic signal inventory. Agencies will eventually give TAMC the total traffic signals they have and the cost, and if those costs are significant on a scale of other assets that they have. A decision will eventually need to be made as to whether or not it would be worth keeping track of traffic signals.

4.8. – Culvert Activities Status Update – R. Belknap/T. Colling

T. Colling reported that MTU met yesterday with MDOT bridge staff and the goal for this year is to identify a way to bring together the three data sets collected by local agencies, MDOT (has large and small culvert data sets) and DNR culvert data. MTU will be approaching the culvert data collaboration task in two parts. The first half they are doing this year is to identify when they have a same/duplicate culvert within those different data sets. The second half is coming up with a very high-level translation between the two rating methods that MDOT uses and the historical method that was used in the pilot. There is an element rating and an overall rating. Tom Bruff from the Southeast Michigan Council of Governments (SEMCOG), stated in a past meeting that they have a culvert data set collected from the SEMCOG region. Genesee County also stated they have an extensive culvert inventory and the Committee would like MTU to contact them, as well as SEMCOG. MTU will contact both agencies to see what data sets they have available.

4.9. – Website/Dashboard/IRT Updates – C. Granger/B. McEntee/D. Jennett

CSS is currently working on version 2.15 which will go into production April 27, 2020. Version 2.15 includes the updated dashboards which will go into production on April 30, 2020 (CSS is still waiting on the title cache being worked on by MDOT), the STIP project is being reviewed (there is a meeting scheduled for this Friday), and adding culverts to the dashboard. The Data Committee would like the culverts to have their own category but the tile title label should read “Bridges and Culverts” instead of just “Bridges.” D. Jennett will follow up with the Bridge Committee and get their opinion on this matter.

To give more data the Committee would like CSS to use three years of pavement condition data. CSS will update the dashboards accordingly.

CSS would like TAMC to be more consistent with MDOT’s National Functional Classifications. TAMC defines NFC federal aid between 1-6, and non-federal NFC as 0 or 7. MDOT defines NFC between 1-5 plus 6 when the rural/urban is greater than 1. This can produce different results in reports per John Clark at CSS. In the best interest of TAMC, CSS feels TAMC should be more consistent with MDOT. M. Toth explained the plus 6 from MDOT as the functional class 6 urban with a value of 2 or greater which is federal aid highways. Roadsoft is set up like MDOT and follows the federal definitions. The Data Committee would like to get more information on the pros and cons on using the plus 6 rural/urban classification minor collector. The Fast Act has limited eligibility for the plus 6 rural/urban. When pulling up information in Roadsoft, it will not include the plus 6 in their dataset. It is also not mandatory for agencies to collect the rural minor data, it is optional. CSS will work on getting the pros and cons to the Data Committee. The information would show up under the non-federal aid data. M. Toth does not see any pros or cons with the collection of both. TAMC may be more interested in federal aid eligible for their data collection.

Action Item: C. Granger will work on giving the pros and cons of defining the NFC’s using the same classifications as MDOT and provide those to the Committee.

4.10. – Status of Data Committee Priorities in the TAMC Work Program and the June 2020 TAMC Strategic Planning Session – R. Belknap (Memo and Attachment 4)

The 2020-2022 work program will be created at the June 3, 2020 TAMC Strategic Planning Session. R. Belknap provided an updated work program with status updates of tasks specific to Data Committee. He would like them to go through the goals and objectives listed and verify what he has as their status and if they have any additional items to add to the session agenda. A list of ideas for conversation was also added to the document.

5. Public Comments:

None

6. Member Comments:

None

7. Adjournment:

J. Tubbs made a motion to adjourn; J. Start seconded the motion. The motion was approved by all members present. The meeting adjourned at 3:16 p.m. The next TAMC Data Committee meeting is scheduled for July 15, 2020, at 1:00 p.m. at the MDOT Aeronautics Building, 2nd Floor Commission Conference Room, 2700 Port Lansing Road, Lansing, Michigan.

TAMC FREQUENTLY USED ACRONYMS:	
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ACE	ADMINISTRATION, COMMUNICATION, AND EDUCATION (TAMC COMMITTEE)
ACT-51	PUBLIC ACT 51 OF 1951-DEFINITION: A CLASSIFICATION SYTEM DESIGNED TO DISTRIBUTE MICHIGAN’S ACT 51 FUNDS. A ROADWAY MUST BE CLASSIFIED ON THE ACT 51 LIST TO RECEIVE STATE MONEY.
ADA	AMERICANS WITH DISABILITIES ACT
ADARS	ACT 51 DISTRIBUTION AND REPORTING SYSTEM
BTP	BUREAU OF TRANSPORTATION PLANNING (MDOT)
CFM	COUNCIL ON FUTURE MOBILITY
CPM	CAPITAL PREVENTATIVE MAINTENANCE

CRA	COUNTY ROAD ASSOCIATION (OF MICHIGAN)
CSD	CONTRACT SERVICES DIVISION (MDOT)
CSS	CENTER FOR SHARED SOLUTIONS
DI	DISTRESS INDEX
ESC	EXTENDED SERVICE CONTRACT
FAST	FIXING AMERICA'S SURFACE TRANSPORTATION ACT
FHWA	FEDERAL HIGHWAY ADMINISTRATION
FOD	FINANCIAL OPERATIONS DIVISION (MDOT)
FY	FISCAL YEAR
GLS REGION V	GENESEE-LAPEER-SHIAWASSEE REGION V PLANNING AND DEVELOPMENT COMMISSION
GVMC	GRAND VALLEY METRO COUNCIL
HPMS	HIGHWAY PERFORMANCE MONITORING SYSTEM
IBR	INVENTORY BASED RATING
IRI	INTERNATIONAL ROUGHNESS INDEX
IRT	INVESTMENT REPORTING TOOL
KATS	KALAMAZOO AREA TRANSPORTATION STUDY
KCRC	KENT COUNTY ROAD COMMISSION
LDC	LAPTOP DATA COLLECTORS
LTAP	LOCAL TECHNICAL ASSISTANCE PROGRAM
MAC	MICHIGAN ASSOCIATION OF COUNTIES
MAP-21	MOVING AHEAD FOR PROGRESS IN THE 21 ST CENTURY (ACT)
MAR	MICHIGAN ASSOCIATION OF REGIONS
MDOT	MICHIGAN DEPARTMENT OF TRANSPORTATION
MDTMB	MICHIGAN DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET
MIC	MICHIGAN INFRASTRUCTURE COMMISSION
MITA	MICHIGAN INFRASTRUCTURE AND TRANSPORTATION ASSOCIATION
MML	MICHIGAN MUNICIPAL LEAGUE
MPO	METROPOLITAN PLANNING ORGANIZATION
MTA	MICHIGAN TOWNSHIPS ASSOCIATION
MTF	MICHIGAN TRANSPORTATION FUNDS
MTPA	MICHIGAN TRANSPORTATION PLANNING ASSOCIATION
MTU	MICHIGAN TECHNOLOGICAL UNIVERSITY
NBI	NATIONAL BRIDGE INVENTORY
NBIS	NATIONAL BRIDGE INSPECTION STANDARDS
NFA	NON-FEDERAL AID
NFC	NATIONAL FUNCTIONAL CLASSIFICATION
NHS	NATIONAL HIGHWAY SYSTEM
PASER	PAVEMENT SURFACE EVALUATION AND RATING
PNFA	PAVED NON-FEDERAL AID
PWA	PUBLIC WORKS ASSOCIATION
QA/QC	QUALITY ASSURANCE/QUALITY CONTROL
RBI	ROAD BASED INVENTORY
RCKC	ROAD COMMISSION OF KALAMAZOO COUNTY
ROW	RIGHT-OF-WAY
RPA	REGIONAL PLANNING AGENCY
RPO	REGIONAL PLANNING ORGANIZATION
SEMCOG	SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS
STC	STATE TRANSPORTATION COMMISSION
STP	STATE TRANSPORTATION PROGRAM
TAMC	TRANSPORTATION ASSET MANAGEMENT COUNCIL
TAMCSD	TRANSPORTATION ASSET MANAGEMENT COUNCIL SUPPORT DIVISION
TAMP	TRANSPORTATION ASSET MANAGEMENT PLAN
TPM	TRANSPORTATION PERFORMANCE MEASURES

DRAFT

TAMC Budget Financial Reporting - FY18-FY20



Table with columns: FY18 Budget, FY18 Actual, FY19 Budget, FY19 Year to Date, FY20 Budget, FY20 Year to Date. Rows include I. Data Collection & Regional-Metro Planning Asset Management Program, III. TAMC Central Data Agency (MCSS), IV. MTU Training & Education Program Contract, V. MTU Activities Program Contract, VI. TAMC Expenses, and VII. Special Projects with Separate Budgets.



Michigan
Transportation Asset
Management Council

Memo

To: TAMC Data Committee Members
From: Roger Belknap, TAMC Coordinator
Date: July 10, 2020
Re: TAMC Strategic Planning Session 2020 – UPDATE

Recommendation

As we progress through the year, each TAMC Committee has been working on a list of agenda topics and priorities for TAMC to discuss at the 2020 TAMC Strategic Session. As you may recall this was originally scheduled June 3, 2020 and was cancelled at the May 6 TAMC meeting. Earlier this month at the full TAMC meeting on July 1, the council discussed September 6 as a possible date for the 2020 Strategic Planning Session.

This provides a little more time for thoughts and guidance from TAMC members on the draft Status Update of the 2020-2022 TAMC Work Program Goals and Objectives. Since the Data Committee's last meeting on April 22, Staff has updated the format of the Goals and Objectives document to match the overall Red-Yellow-Green format as well as provided more detail to the status of these goals. Committee members are encouraged to review these goals and objectives to determine if new items are to be added in future work programs or if changes are suggested.

Attachments

Attachment 3 is a draft status update of the 2020-2022 Work Program Goals and Objectives for the TAMC Data Committee.

2020-2022 TAMC Strategic Work Program: Status of Data Committee Priorities

Status color key: Red= No progress/Future Work Yellow= Ongoing Task Green= Completed Task

Goal 1: Ensure TAMC's training programs, policies and technological applications are appropriate, current with most recent data and optimized for continuation of TAMC's Federal Aid, Non-Federal Aid and Inventory-Based Rating System data collection efforts; TAMC will continue collecting no less than ½ of Federal-Aid eligible system annually.

Objectives

1. Continue review and update of TAMC Policy for the Collection of Roadway Surface Condition Data to accommodate technological updates.

Ongoing; Policy updated 3-6-19

2. Ensure Framework Base Map, Roadsoft and TAMC Investment Reporting Tool applications are compatible and up-to-date to accept pavement condition data.

Ongoing; CSS/MTU-Roadsoft working together with MDOT on Framework (Roads and Highways); Base Map on schedule to be used in 2020 data collection

3. Report on Road Data Collection progress on a monthly basis during the collection season.

Ongoing; staff provided monthly progress to TAMC/Data Comm. on PASER Data Collection in '19

4. Annually perform quality control assessment of pavement condition data collected by rating teams.

Ongoing; Quality Review performed on 2019 data, reported at 2/19/20 Data Committee Mtg.

5. Develop data for costs-per-mile of data collection

Research Project? Data could be obtained from invoices + MDOT labor costs as information becomes available

6. Ensure TAMC's Dashboards, Interactive Map, and Investment Reporting Tool applications are updated routinely with latest available data sets.

Ongoing; Support Staff working with CSS on update of Pavement-Bridge Condition Dashboards from 2019 data sets

Goal 2: Ensure TAMC's training programs and Investment Reporting Tool applications are appropriate and optimized for continuation of the annual investment reporting requirements as part of Act 51.

Objectives

1. Ensure Roadsoft, MDOT's Act 51 Distribution and Reporting System and TAMC Investment Reporting Tool applications are compatible and up to date.

Ongoing; troubleshooting, break-fix and updates occurring when identified; IRT updates faster and easier to administer due to age and technology

2. Monitor Investment Reporting Tool compliance and report compliance status on a monthly basis.

Ongoing; staff routinely providing updates as part of Data Comm. Agenda

2020-2022 TAMC Strategic Work Program: Status of Data Committee Priorities

Status color key: Red= No progress/Future Work Yellow= Ongoing Task Green= Completed Task

3. Perform quality checks on Investment Reporting Tool data and report on quality of information.

Ongoing; outlier and problem data identified during summary reporting process

4. Update Average Project Cost data by improvement category on an annual basis.

Ongoing; staff prepared updates for 2019 as part of annual report development

5. Compare pavement condition data and Investment Reporting Tool planned road project data.

No progress identified at present time

6. Develop an understanding of roadway asset deterioration.

Progress hard to define, how to quantify?

7. Develop means to upload 3-year capital project data into the IRT from electronic State Transportation Improvement Program and RPA/MPO Transportation Improvement Programs.

Ongoing; CSS working with MDOT team to develop data sharing procedures

8. Develop condition forecasting tool that uses Investment Reporting Tool planned project data.

No progress identified at present time for development of new forecasting tool; 2019 report forecast did include IRT data as reference for cost information.

9. Incorporate pavement warranty data fields into Investment Reporting Tool for ongoing reporting and compliance.

Project completed; agencies now have ability to enter warranty data into IRT

Goal 3: Develop traffic signal asset management integration building upon guidance from traffic signal subject matter experts at MDOT and other local transportation agencies.

Objectives

1. Develop data governance and standards for traffic signals.

Future outcome of research from MDOT and local agency data and subject matter expert surveys

2. Develop traffic signal performance metrics for local agency reporting and integration into asset management plans and TAMC technological reporting.

Future outcome of research from MDOT and local agency data and subject matter expert surveys

3. Establish TAMC Policy for the Collection of Traffic Signal Data to provide guidance and directives for ongoing inventory updates and data integration procedures.

Future outcome of research from MDOT and local agency data and subject matter expert surveys

4. Provide tools and training for the ongoing collection of traffic signal inventories and condition assessments.

2020-2022 TAMC Strategic Work Program: Status of Data Committee Priorities

Status color key: Red= No progress/Future Work Yellow= Ongoing Task Green= Completed Task

Future outcome of research from MDOT and local agency data and subject matter expert surveys

5. Incorporate traffic signal inventory data into TAMC Dashboards and I-Map applications.

Future outcome of research from MDOT and local agency data and subject matter expert surveys

Strategic Session 2020 Parking Lot Items

1. Discussion of what can be done for agencies with less than 100 miles