

**TRANSPORTATION ASSET MANAGEMENT COUNCIL  
DATA COMMITTEE**

August 19, 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  
Robert Slattery, MML

Jonathan Start, MTPA– Vice Chair  
Jennifer Tubbs, MTA

**Support Staff Present:**

Niles Annelin, MDOT  
Tim Colling, MTU/LTAP  
Jesus Esparza, MDOT  
Dave Jennett, MDOT  
Kyle Nelson, MDOT

Roger Belknap, MDOT  
Eric Costa, MDOT  
Cheryl Granger, DTMB/CSS  
Tim Lauxmann, MDOT  
Gloria Strong, MDOT

**Members Absent:**

Rob Surber, DTMB/CSS

**Public Present:**

Yuna Kim, Strategic Asset Management Consultant

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

The meeting was called-to-order at 1:14 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 July 15, 2020 Data Committee Meeting Minutes – *Action Item* (Attachment 1)**

**3.2. – TAMC Budget Update (Attachment 2)**

R. Belknap provided a brief update on the budget. There is still a large fund balance available due to federal aid data collections have not taken place due to COVID-19 related executive orders.

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

**4. Review and Discussion Items:**

**4.1. – Update on 2020 Pavement Data Collection – R. Belknap**

TAMC has sent out communications to transportation partners informing them that federal aid data collections are suspended for this year due to COVID-19 restrictions and the federal aid monies are good until June 31, 2021 for federal aid data collection. Many agencies are doing non-federal aid data collections due to the restrictions on collecting federal aid data. When the non-federal aid data is uploaded, it needs to be kept separate from the federal aid data. The federal aid data and non-federal aid data will need to be filtered by CSS so there is a distinct separation. E. Costa, MDOT, will assist when possible. None of the data that

has been collected without a three-person teams should be included in the interactive maps, whether it is federal aid or non-federal aid data.

#### **4.2. – Traffic Signal Inventory Status Update – T. Colling**

T. Colling had nothing new to report. MTU continues to get ground truth and doing more testing. They are using crash data and Google Earth as their sources to find signals. In the next week or two they will be running the statewide set.

#### **4.3. – Culvert Activities Status Update – T. Colling**

MTU is working on their final draft report that they will provide to the TAMC Bridge Committee next week. This report is based upon the findings from MTU to assist the Bridge Committee in creating culvert policy. MTU has tasks that include training and working on a process for dealing with the stream processing survey that includes the MDOT system and local system. MTU has shared this information with M. Holmes at CSS and they are matching it with MDOT data matches and new culverts being identified. Another MTU task is comparing the MDOT and Federal Highway Administration's good, fair, poor rating systems. AASHTO just released their culvert rating system also. MTU is going to order their book as well to see how the three systems relate. Once MTU provides all the necessary feedback to the Bridge Committee, the committee can then start working on the culvert policy. The Bridge Committee will provide an outline of the policy to the full Council prior to the first draft culvert policy to assure the policy will include all of the necessary subjects per the Council.

#### **4.4. – FY 2021 Center for Shared Solutions Work Plan and Budget for TAMC – C. Granger (Memo and Attachment 3)**

CSS went over their budget for TAMC tasks at the August TAMC ACE Committee meeting. They will have the same budget amount as last year but will modify the amounts in each work plan category. C. Granger reviewed the work plan line-by-line with explanation to show how the work will be allocated. Their current budget is \$374,931.00.

#### **4.5. – Website/Dashboard/IRT Updates – C. Granger/B. McEntee/D. Jennett**

##### **4.5.1. – State Transportation Improvement Program (JobNet/STIP) Integration with IRT**

There were technical difficulties at today's Data Committee meeting therefore, demonstrations of the changes made to the website, dashboards (including culvert), and IRT could not be made. D. Jennett was asked to take snapshots of some of the main changes and forward those to the Data Committee for review. The STIP integration with the IRT is in the UAT phase with CSS staff and is expected to be released soon. They will be getting their final feedback by the end of next week.

**Action Item:** D. Jennett will provide snapshots of some of the main changes made in the TAMC Website, Dashboard, and IRT and forward those via email to the Data Committee for review and comment.

##### **4.5.2. – Culvert Dashboard and Interactive Map Demonstration – D. Jennett**

MTU discovered that there are approximately 2,000 more culverts in the database than were previously reported. There will be a meeting on Friday to discuss this issue. The Data Committee would like all of the culvert data from the pilot project as well as any other culvert data that has been uploaded into the IRT to show and add a footnote stating that data is being added. C. Granger will also discuss this issue with the Bridge Committee.

#### **4.5.3. – Status Update of 2019 IRT Bridge Data Clean-up and Outreach – J. Esparza/ B. McEntee**

Nothing new to report. TAMC support staff sent out emails to 10 agencies requesting clarification on reported bridge data in the IRT that had costs of less than \$100. J. Esparza has received three responses from the 10 agencies that they contacted. They are still awaiting the seven remaining responses. In the future, they will exclude the \$0-\$100 projects from their analysis. There should not be any zero-dollar projects entered. Some agencies have entered in a zero-dollar project because they did not know the date the project was going to occur. Per B. McEntee, eliminating these entries will eliminate the problem.

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

The 2021-2023 work program will be created at the September 9, 2020 TAMC Strategic Planning Session. The session will be held from 9:00 a.m. – 1:00 p.m.. If anyone has any additions or questions, they can forward those to R. Belknap.

##### **4.6.1. – State of Practice of Roadway Condition Data Collection – B. McEntee/T. Colling (Memo and Attachment 5)**

MTU has been reviewing innovative data collection methods and how the state of practices changes. This is necessary to understand the benefits and downsides of new data collection technologies. There is a lot of work that has gone on with bridges and since TAMC adopted the federal bridge reporting standard, they did not feel it was necessary to include the bridges. This is something that TAMC can look at during the next Strategic Planning Session. These ideas can be looked at to use in addition to current practices or replace some of the practices TAMC currently uses. For now, this is just informational for the Council but if after reviewing the information that MTU has provided, TAMC may choose to use some of them.

TAMC wants to keep up with modern technology and do things as efficiently as possible and as well as possible. MTU has not looked at the scope of what it would take to do any of these new practices. MTU will need to do a deep dive investigation into the practices, create a problem statement, and then report out to the Council if these new technologies will work for TAMC. This is just to get the Council thinking about research products.

##### **4.6.2. – Submission of Required Transportation Asset Management Plans (TAMPs) per Public Act 325 – B. McEntee**

There is approximately six weeks until the first group of TAMPs are due. Only a couple agencies have expressed concern about meeting the deadline. TAMC has received three submitted TAMPs in the IRT. Staff has spoken with two cities that are in the first group and their TAMP will be ready to be uploaded soon. Only a couple of conversations were had with the County Road Association inquiring if TAMC will be offering any extensions on the October 1, 2020 TAMP submissions deadline. The Act 51 language in Public Act 325 clearly states the agencies must submit their TAMPs by the indicated due dates. This will be discussed further at the strategic planning session. There has not been any significant concern at this time from the agencies regarding getting their TAMPs submitted by the October 1, 2020 deadline. This was discussed at both the ACE and full Council meetings this month and there are no plans to change the schedules at this time.

MTU will be holding another Pavement Asset Management Plan training and currently has nine people registered. MTU has not heard any concerns about agencies getting their plans completed on time.

**5. Public Comments:**

D. Jennett has received a couple of requests for data sharing from regional agencies to get IRT data exported or placed in a shape file. IRT data is restricted to agencies that entered the data into the IRT. There is a question as to whether or not TAMC would like this data added to the interactive maps. D. Jennett will include the requests from the agencies in the same email with the screenshots of the TAMC website, dashboards and IRT for the Data Committee’s review, comments, and direction.

**Action Item:** D. Jennett to include in his email to the Data Committee the requests for data sharing from regional agencies for the Committees review, comment, and direction on how to complete the agencies requests.

**6. Member Comments:**

None

**7. Adjournment:**

J. Start made a motion to adjourn; J. Tubbs seconded the motion. The motion was approved by all members present. The meeting adjourned at 2:31 p.m. The next TAMC Data Committee meeting is scheduled for September 16, 2020, at 1:00 p.m., via Microsoft Teams Meeting.

<b>TAMC FREQUENTLY USED ACRONYMS:</b>	
<b>AASHTO</b>	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
<b>ACE</b>	ADMINISTRATION, COMMUNICATION, AND EDUCATION (TAMC COMMITTEE)
<b>ACT-51</b>	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.
<b>ADA</b>	AMERICANS WITH DISABILITIES ACT
<b>ADARS</b>	ACT 51 DISTRIBUTION AND REPORTING SYSTEM
<b>BTP</b>	BUREAU OF TRANSPORTATION PLANNING (MDOT)
<b>CFM</b>	COUNCIL ON FUTURE MOBILITY
<b>CPM</b>	CAPITAL PREVENTATIVE MAINTENANCE
<b>CRA</b>	COUNTY ROAD ASSOCIATION (OF MICHIGAN)
<b>CSD</b>	CONTRACT SERVICES DIVISION (MDOT)
<b>CSS</b>	CENTER FOR SHARED SOLUTIONS
<b>DI</b>	DISTRESS INDEX
<b>ESC</b>	EXTENDED SERVICE CONTRACT
<b>FAST</b>	FIXING AMERICA’S SURFACE TRANSPORTATION ACT
<b>FHWA</b>	FEDERAL HIGHWAY ADMINISTRATION
<b>FOD</b>	FINANCIAL OPERATIONS DIVISION (MDOT)
<b>FY</b>	FISCAL YEAR
<b>GLS REGION V</b>	GENESEE-LAPEER-SHIAWASSEE REGION V PLANNING AND DEVELOPMENT COMMISSION
<b>GVMC</b>	GRAND VALLEY METRO COUNCIL
<b>HPMS</b>	HIGHWAY PERFORMANCE MONITORING SYSTEM
<b>IBR</b>	INVENTORY BASED RATING
<b>IRI</b>	INTERNATIONAL ROUGHNESS INDEX
<b>IRT</b>	INVESTMENT REPORTING TOOL
<b>KATS</b>	KALAMAZOO AREA TRANSPORTATION STUDY
<b>KCRC</b>	KENT COUNTY ROAD COMMISSION
<b>LDC</b>	LAPTOP DATA COLLECTORS
<b>LTAP</b>	LOCAL TECHNICAL ASSISTANCE PROGRAM
<b>MAC</b>	MICHIGAN ASSOCIATION OF COUNTIES
<b>MAP-21</b>	MOVING AHEAD FOR PROGRESS IN THE 21 <sup>ST</sup> CENTURY (ACT)
<b>MAR</b>	MICHIGAN ASSOCIATION OF REGIONS
<b>MDOT</b>	MICHIGAN DEPARTMENT OF TRANSPORTATION

<b>MDTMB</b>	MICHIGAN DEPARTMENT OF TECHNOLOGY, MANAGEMENT AND BUDGET
<b>MIC</b>	MICHIGAN INFRASTRUCTURE COMMISSION
<b>MITA</b>	MICHIGAN INFRASTRUCTURE AND TRANSPORTATION ASSOCIATION
<b>MML</b>	MICHIGAN MUNICIPAL LEAGUE
<b>MPO</b>	METROPOLITAN PLANNING ORGANIZATION
<b>MTA</b>	MICHIGAN TOWNSHIPS ASSOCIATION
<b>MTF</b>	MICHIGAN TRANSPORTATION FUNDS
<b>MTPA</b>	MICHIGAN TRANSPORTATION PLANNING ASSOCIATION
<b>MTU</b>	MICHIGAN TECHNOLOGICAL UNIVERSITY
<b>NBI</b>	NATIONAL BRIDGE INVENTORY
<b>NBIS</b>	NATIONAL BRIDGE INSPECTION STANDARDS
<b>NFA</b>	NON-FEDERAL AID
<b>NFC</b>	NATIONAL FUNCTIONAL CLASSIFICATION
<b>NHS</b>	NATIONAL HIGHWAY SYSTEM
<b>PASER</b>	PAVEMENT SURFACE EVALUATION AND RATING
<b>PNFA</b>	PAVED NON-FEDERAL AID
<b>PWA</b>	PUBLIC WORKS ASSOCIATION
<b>QA/QC</b>	QUALITY ASSURANCE/QUALITY CONTROL
<b>RBI</b>	ROAD BASED INVENTORY
<b>RCKC</b>	ROAD COMMISSION OF KALAMAZOO COUNTY
<b>ROW</b>	RIGHT-OF-WAY
<b>RPA</b>	REGIONAL PLANNING AGENCY
<b>RPO</b>	REGIONAL PLANNING ORGANIZATION
<b>SEMCOG</b>	SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS
<b>STC</b>	STATE TRANSPORTATION COMMISSION
<b>STP</b>	STATE TRANSPORTATION PROGRAM
<b>TAMC</b>	TRANSPORTATION ASSET MANAGEMENT COUNCIL
<b>TAMCSD</b>	TRANSPORTATION ASSET MANAGEMENT COUNCIL SUPPORT DIVISION
<b>TAMP</b>	TRANSPORTATION ASSET MANAGEMENT PLAN
<b>TPM</b>	TRANSPORTATION PERFORMANCE MEASURES
<b>UWP</b>	UNIFIED WORK PROGRAM

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