

**TRANSPORTATION ASSET MANAGEMENT COUNCIL
DATA COMMITTEE**

February 19, 2020 at 1:00 p.m.
MDOT Aeronautics Building, 2nd Floor Commission Conference Room
2700 Port Lansing Road
Lansing, Michigan
MINUTES

****Frequently Used Acronyms Attached**

Members Present:

Bill McEntee, CRA – Chair
Jonathan Start, MTPA/KATS – Vice Chair

Bob Slattery, MML
Jennifer Tubbs, MTA

Support Staff Present:

Niles Annelin, MDOT
Tim Colling, MTU/LTAP
Jesus Esparza, MDOT
Dave Jennett, MDOT, via Telephone
Kyle Nelson, MDOT
Gloria Strong, MDOT

Roger Belknap, MDOT
Eric Costa, MDOT
Cheryl Granger, DTMB/CSS
Tim Lauxmann, DTMB/CSS
Craig Newell, MDOT
Mike Toth, MDOT, via Telephone

Members Absent:

Rob Surber, DTMB/CSS

Public Present:

None

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

The meeting was called-to-order at 1:06 p.m. Everyone was introduced and welcomed to the meeting.

2. Public Comments on Non-Agenda Items:

None

3. Consent Agenda:

3.1. – Approval of January 22, 2020 Data Committee Meeting Minutes – Action Item (Attachment 1)

3.2. – TAMC Budget Update (Attachment 2)

An updated financial report (01/17/2020) was provided to the Committee. R. Belknap gave a brief general update. Previously, J. Start noticed a difference of \$200,000 between 2018 and 2019 for the Culvert Pilot Program and requested that R. Belknap find out why there was a change in the funding and report his findings. R. Belknap reported that he held a meeting with MDOT Finance. They will review past invoices to locate where the variance came from. After discussing the budget, the Committee feels there may be a need to do a redistribution of Region funding to assure that, at the end of the fiscal year, there are no funds left on the table. It was also noted that since MDOT staff no longer does the quality control checks on the PASER data, there is a significant difference in the dollar amount expended between 2018 and 2019. Before 2018, MDOT regions did the quality control and in 2019 quality control was done by contractors, which on the report is broken out and explains why there is a significant variation in funds between the two years.

3.3. – TAMC 2020 Spring Conference – Save-the-Date (Attachment 3)

R. Belknap shared a copy of the Save-the-Date for the May 13, 2020 TAMC Spring Conference to be held at the Amway Grand Plaza Hotel in downtown Grand Rapids, Michigan. He is currently working on getting presenters for the conference.

Motion: R. 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. – 2019 TAMC Annual Report Update – D. Jennett/B. McEntee

D. Jennett reported that progress is going well on the 2019 annual report. One section of the report is completed. The TAMC Website, interactive maps and dashboards sections will be posted to SharePoint by Thursday. D. Jennett reviewed areas of the report that have changes. The Committee decided to keep the Road and Bridges project totals separate in the report. D. Jennett will also let the Bridge Committee give their input as to whether or not to keep them separate. They may not include the asset management survey information in this year's report. J. Esparza has placed the sections of the annual report that need to be reviewed by the Council and Data Committee under "Annual Report" out on the TAMC SharePoint. Council and Committee members are able to leave comments under "personal discussions/reply" on each document. D. Jennett will get an email notice when comments have been added in this area on SharePoint. Support staff is on schedule on the completion of the annual report.

4.1.1. – Reporting 2019 Pavement Conditions – E. Costa

E. Costa and B. McEntee reported that they are moving forward with the data that they have received and doing a lot of management of the data. Based upon their analysis of the submitted data, there has been almost 52,000 lane miles rated for paved federal aid roads in 2019 (59% of the paved federal aid system). He also showed a map of paved federal aid roads in 2018 and 2019 which shows approximately 86,000 lane miles data collected which is approximately 98% of the paved federal aid eligible system. Not rated in the 2-year collection cycle was 921 centerline miles in 2018 and 2019. This shows that there are small segments of roads that are not being rated with no explanation as to why they are not being rated. It was suggested to show this slide at the PASER trainings and get an idea as to what is happening and if this information is correct. Some of the roads were under construction, such as I-75, or roads on county borders, and were not available for rating. E. Costa was asked to generate a report by region to show which lane miles are consistently not being rated.

Motion: J. Tubbs made a motion to generate a report by regions that shows segments of roads over a mile that has not been rated and submit the report to the regions for their review and provide explanation; J. Start seconded the motion. The motion was approved by all members present.

4.1.2. – 2019 Pavement Data Quality Review – E. Costa

E. Costa displayed the paved road conditions and PASER ratings by National Functional Classification and created lane miles graphs. The data showed deterioration/improvements rates which remained almost the same as 2018. E. Costa also did analysis on the 2019 team ratings minus quality ratings weighted by lane miles.

Some of the conclusions that were drawn from the PASER 2019/2018 PFA data were:

- 1.) Poor pavement has begun to stabilize and improve due to: A.) Less fair pavements becoming poor (more CPM on fair rated pavements 5 and 6). B.) More poor pavements moving into fair category with heavy CPM and rehabilitation efforts. This is supported by a large amount of programmed rehab work.

- 2.) Work appears to be focused on preventing fair pavements from becoming poor and moving poor pavements to fair (less recon, more rehab and heavy CPM. Let good pavement sit longer without CPM).
- 3.) Poor pavement is more prevalent on lower functional class routes.

E. Costa did an analysis of paved non-federal aid roads for 2017 - 2019. There were 45,329 lane miles collected in 2019. For PASER gravel roads in 2019 there were 1,494 centerline miles collected. On the federal aid system there were 749 centerline miles and on the local system there were 745.

4.1.3. – Pavement Condition Forecasting – B. McEntee

B. McEntee reviewed other areas such as Pavement Condition Forecasting, the National Highway System (NHS) (state, county, and city), county ownership of the NHS by miles and by percentages of ownership, NHS mileage, non-federal aid mileage, and federal aid mileage. The Committee would like to discuss the number of agencies with less than 100 miles at the next TAMC Strategic Planning Session. They would like to know more about their asset management plans and the conditions of their system. There are approximately 500 agencies that fit into that category. The Committee would like the data analysis support staff to be consistent with either using centerline miles or lane miles. The Committee would like to encourage local road agencies to share their stories about what is happening with the local gravel roads. It was suggested that if a road is not frequently used, it may be able to be changed back to a gravel road. Turning an unused road back to gravel is a strategy that could possibly be used to save money.

D. Jennett will provide a full draft of the 2019 Annual Report at the March 4, 2020 full Council meeting.

B. McEntee shared a couple of slides on Condition Forecasting for the NHS that he created from 2016 data that he received in late 2018 or early 2019. The 2016 numbers do not become available until 2018 due to having to wait for the data and then they must clean up the data before they distribute it.

A unique problem that Michigan has is MDOT has a problem coming up with a plan that affects so many agencies across such a broad network.

Motion: B. Slattery made a motion for B. McEntee to use the preliminary data analysis at the March County Road Association Annual Meeting; J. Start seconded the motion. The motion was approved by all members present.

Action Item: R. Belknap will add the discussion of agencies with less than 100 miles to the June 2020 TAMC Strategic Planning Session agenda for the Data Committee.

Action Item: D. Jennett will have a full draft of the 2019 TAMC Roads and Bridges Annual Report at the March 4, 2020 full Council meeting.

4.2. – Investment Strategy – E. Costa/B. McEntee

B. McEntee and D. Jennett are looking at the 2019 IRT data and put together a couple of draft slides. One of the issues they have is the recently approved MDOT bonding. It is a huge investment for the state trunkline system that will affect the system over the next few years. They are trying to figure out how to address that impact in their forecasting. They do not have any final slides to share at today's meeting.

4.3. – Upcoming Presentations: PASER Training & Michigan Road Preservation Association (MRPA) Local Agency Workshop – R. Belknap

R. Belknap shared that he and J. Johnson will be sharing some of the data analysis received from E. Costa at the February 26, 2020 MRPA Local Agency Workshop. They will also share at the workshop that there will be Investment Strategy information forthcoming and make people aware of the TAMC IRT Legislative Map that is one of the newest funding tools in the IRT. B. McEntee and the Data Committee does not want to disclose the information on the Investment Strategy until they are certain the information is ready to be shared and has been approved by the Council.

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

Some of the counties are starting to report now. Most of the counties are using Roadsoft and importing their files. Some of the smaller agencies are using the IRT to import their projects.

4.5. – Website/Dashboard/IRT Updates – C. Granger

Work item 2.14 is now in the User Acceptance Testing (UAT) phase, which requires review and approval by R. Belknap, B. McEntee, and D. Jennett. Once the completed task has been reviewed and approved, CSS will push the completed task into final production. CSS is having a problem showing the legislative districts for bridges on the dashboards due to missing data field for legislative district. To remedy this, CSS would need to look up this information for each bridge agency. The Data Committee has three options: 1. They can move ahead with what CSS has which is the Legislative districts for roads only, 2.) Put everything on hold and add the bridges just by location but without summary data, or 3.) Put everything on hold until they get the location information resolved with the bridge people and get more precise information. The Data Committee would like to move ahead with the legislative districts interactive map for roads being released, which is option 1, and work towards getting the bridges onto the map. The Committee wants the information to be clear include bridges that may be on a district boundary or cross two different districts. The Data Committee would like this subject added to next weeks, February 27, 2020, Bridge Committee Meeting agenda to allow them to weigh in on this subject relating to bridges.

CSS continues to work with MDOT on the State Transportation Improvement Project (STIP) task. MDOT is setting up the portal for CSS to get the data. Once the data is received, they will start uploading the data. MIC and WAMC is also working on a similar project and the Committee wants to be sure CSS and support staff are thinking about the duplication of effort between the Councils. The Committee wants to make sure there is not a duplication of efforts, as FHWA is also working with MDOT on STIP data. M Funded projects are not part of the list that is being sent to CSS. The M Funded projects are in the IRT.

C. Granger reviewed some of the smaller back logged tasks CSS has been working on as they are waiting on information or support staff help for larger tasks. From a budget standpoint, the Culvert dashboards and interactive map tasks will be coming from different funding, not the current CSS contracted funding. From a CSS staff hours-worked standpoint, CSS would like to know if TAMC plans to bill to the culvert funds this year. The Committee thought CSS was already tasked in the current CSS work plans to create a Culverts dashboard and interactive map with the data that they already have. CSS has not started this task as they were not told what culvert data elements TAMC would like in the interactive map. MDOT and Michigan Department of Natural Resources would like to know if TAMC wants to include their culvert data on the TAMC culvert interactive map and dashboards. R. Belknap informed the Committee that the remaining Culvert funds will be available at least through FY 2021. CSS needs to forecast out for CSS staff work hours that is in the current work program in order not to leave funds on the table for FY 2020. The TAMC Bridge Committee meets on February 27, 2020, and this issue will be added to their agenda. CSS will release the 2019 dashboards around the same time as the annual report. They will be getting a new data set for 2019 for roads and bridges from MDOT. MDOT does live updates and the TAMC dashboards are annual updates so they will have different data results.

Action Item: R. Belknap will add the Legislative Districts Interactive Map, Culvert and Traffic Signal Tasks subjects onto the February 27, 2020 TAMC Bridge Committee Meeting agenda for their discussion.

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

R. Belknap took the tasks from the current TAMC Work Program and did a status update on each of the tasks. He is providing this information as an effort for the Data Committee to start a conversation about progress towards their tasks and objectives. R. Belknap would like the Committee to review this document and determine what needs to be considered ongoing or removed if completed or if tasks need to be added for the next work program.

One of the task items was the collection of warranty data. MTU did some warranty trainings for the County Road Association. CSS ran a report and there were no mandatory warranties reported and those that were entered into the IRT were non-mandatory smaller warranty work.

R. Belknap reminded Data Committee that the TAMC Strategic Planning Session is being planned for June 3, 2020 and Data Committee should be preparing to bring items of discussion and priorities to the session.

5. Public Comments:

None

6. Member Comments:

None

7. Adjournment:

J. Tubbs made a motion to adjourn; B. Slattery seconded the motion. The motion was approved by all members present. The meeting adjourned at 2:56 p.m. The next TAMC Data Committee meeting is scheduled for March 18, 2020, at 1:00 p.m., MDOT Aeronautics Building, 2nd Floor Commission Conference Room, 2700 Port Lansing Road, Lansing.

| 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 |

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| 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 |
| UWP | UNIFIED WORK PROGRAM |

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