



Data Committee Meeting Agenda

Wednesday, August 19, 2020 @ 1:00 PM

In accordance with [Executive Order 2020-154 \(COVID-19\)](#), this will be an online Microsoft Teams meeting. Persons needing accommodations for participating in this meeting should contact Roger Belknap- Coordinator, Transportation Asset Management Council, at least 24 hours prior to the start of this meeting: belknapr@michigan.gov Telephone: (517) 230-8192

Meeting Telephone Conference Line: +1 248-509-0316 Access Code: 119 304 967#

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 July 15, 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. Traffic Signal Inventory Status Update – *Colling*
 - 4.3. Culvert Activities Update – *Belknap/McEntee/Colling*
 - 4.4. FY2021 Center for Shared Solutions Work Plan & Budget for TAMC – *Granger (Memo & Attachment 3)*
 - 4.5. Website/Dashboard/Investment Reporting Tool (IRT) Updates – *Granger/McEntee/Jennett*
 - 4.5.1. State Transportation Improvement Program (JobNET/STIP) Integration with IRT– *Jennett*
 - 4.5.2. Culvert Dashboard & Interactive Map Demonstration – *Jennett*
 - 4.5.3. Status Update of 2019 IRT Bridge Data Cleanup – *McEntee/Esparza*
 - 4.6. Status of Data Committee Priorities in TAMC Work Program & 2020 TAMC Strategic Planning Session – *Belknap (Memo & Attachment 4)*
 - 4.6.1. State of Practice of Roadway Condition Data Collection – *Belknap/McEntee/Colling (Memo & Attachment 5)*
5. Public Comments
6. Member Comments
7. Adjournment

The next TAMC Data Committee Meeting is scheduled for September 16, 2020; location to be determined

**TRANSPORTATION ASSET MANAGEMENT COUNCIL
DATA COMMITTEE**

July 15, 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/KATS – Vice Chair
Jennifer Tubbs, MTA

Support Staff Present:

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

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

Members Absent:

Rob Surber, DTMB/CSS

Public Present:

Amber Hicks, MIC

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

The meeting was called-to-order at 1:04 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 April 22, 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; B. McEntee 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 a memo message today to the Metropolitan Planning Organizations (MPO)/Regional Planning Organizations (RPO), local agencies and transportation partners providing guidance on collection of PASER data. Per the Governor’s Executive Order due to COVID-19, the 3-person team is not allowed for federal aid data collection. The agencies were encouraged to do non-federal aid data collection because of the restrictions on the 3-person team being in the data collection vehicle. A regional coordinators call will be scheduled to gage the level of data collection and coordination. TAMC is relying on each agency to set their own safety guidance during the collections. It is felt that most counties, regions, and locals will be concentrating on non-federal aid data collection. Most feel they should focus on non-federal aid collection this year and next year get as much federal aid data collection completed. R. Belknap would like to recommend to the full Council at their August 2020 to extend the federal aid data collection FY 2020

reimbursements into FY 2021 for a couple of months. The Committee supports the recommendation however, they feel adding only a couple of months would not be sufficient. The Data Committee requested that R. Belknap check with MDOT Contract Services to see if the extension to use FY 2020 data collection funds into FY 2021 can be longer than 2 or 3 months.

4.2. – Pavement Condition Forecasting Tools, Investment Strategy (PCFS) and Associated Project Costs – E. Costa

E. Costa stated the PCFS update is complete. It can now break down forecasting by region and functional class. It has been tested using some dummy data and is working correctly. They will then be breaking down the 2018 and 2019 PASER collection and inputting that into the model. Those regional models lead up to the statewide forecast. He may be able to present his findings to the Data Committee in August or September. He has started investigating how to bring PCFS on-line and track the inputs, forecasts and future data collections and store everything in one centralized database and possibly have an analytics module that can track the forecasting inputs and future pavement collections and see just how close they are in the forecasting. This will be a secure on-line application under MiLogin. E. Costa spoke with Kyle Nelson, at MDOT, to discuss how to get this into the IT Call for Projects. K. Nelson sent him the application for next year as this year's deadline has passed. E. Costa has completed a high-level proposal for the Council that he has asked R. Belknap to share with the Council. If anyone has any suggestion's they can forward those to E. Costa.

The investment strategies at this time is on hold due to the issue with COVID-19. There will probably be another month or two that they can get a handle on the impacts of COVID-19 and what their revenue will be on the federal and state side moving forward.

4.3. – TAMC Glossary – C. Granger

The glossary is still being developed and CSS plans to have it out in UAT in August 2020. C. Granger has reached out the staff regarding the new website conversions that are being planned to see how this may possibly affect the glossary development.

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

The traffic signal inventory is almost completed. MTU has one or two small areas they are waiting on for information. They are going to try to run the model statewide once it is migrated and get an estimate of all traffic signals in the state. They are using crash data as one of their sources to find signals and find this method is better to get information quicker and more accurately. They feel they will be able to get 88-95% of all traffic signals.

4.5. – Culvert Activities Status Update – T. Colling

T. Colling reported that MTU has received the culvert survey results that they recently sent out to the 2018 culvert pilot project participants and this information will be discussed at the next Bridge Committee meeting on July 23, 2020. They will also discuss plans to create a culvert data collection policy. MTU is using the TAMC culvert pilot project data, local, DNR and EGLE (using stream crossing survey) culvert data where they interface to identify and match up culverts. They will be finishing up the flow chart showing this information. CSS is working on combining the data sets. MTU is talking with Michigan State University and doing some case studies with the Huron Pines organization and other agencies to see how they are using culvert data and what culvert date is useful for them. They are also looking at the rating systems with MDOT and local agencies to come up with a good, fair, poor rating system. They have a lot of work to do on the rating system before it is completed.

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

4.6.1. – State of Michigan Website Conversion

The E-Michigan Team is converting to a new website. CSS will contact them to find out when their application will get linked to the new conversion.

4.6.2. – State Transportation Improvement (STIP) Integration with the IRT

The STIP integration with the IRT is in the UAT phase with CSS staff and is expected to be released soon. C. Granger will also do testing with TAMC support staff and if it passes TAMC criteria, CSS will then send it to production. All of the projects in the STIP are federal aid funded. For non-federal aid projects, the agencies must populate them through the IRT. At the local level, due to the use of local funding, there are a lot more non-federal aid projects.

4.6.3. – Non-Federal Aid and Locally Funded Projects in the IRT

CSS will place all of the projects from the IRT, MDOT system, and Roadsoft in one location. The Data Committee feels support staff should work through the MPOs and RPOs to retrieve as much planned project information as possible and export it into the IRT. It will be good to have federal aid and on federal aid projects in one location. It was also suggested that the projects in the IRT be placed in the STIP and do an outreach for planned projects to the top 123 agencies. It was also discussed to possibly send a message to the MPOs and RPOs reminding them as part of their IRT requirements, they must put planned projects into the IRT. TAMC can provide names of the agencies that have sent in their information. TAMC is interested in significant projects, not small projects such as, CPM's. If agencies have not been placing their projects in the IRT, they are not in compliance.

4.6.4. – Status Update of IRT Bridge Data Clean-up and Outreach – J. Esparza/D. Jennett

TAMC support staff sent out emails regarding reported bridge data in the IRT and received responses from three of the agencies. Support staff then sent out a reminder to the other few agencies and included additional contacts to assure they were being sent to the appropriate people and received one more response. They are currently waiting on approximately four more agencies to respond. J. Esparza suggested that support staff call the remaining agencies to get the needed information. The Data Committee agreed that staff should just call the remaining agencies in order to complete the needed update.

Action Item: Data Committee would like to see the results and responses sent to support staff at the next Data Committee meeting on August 19, 2020.

4.7. – Status of Data Committee Priorities in the TAMC Work Program and the June 2020 TAMC Strategic Planning Session – R. Belknap (Memo and Attachment 3)

The 2020-2022 work program will be created at the September 2020 TAMC Strategic Planning Session. R. Belknap provided an updated work program with status updates of tasks specific to Data Committee. Specific types of outreach and asset management guidance that TAMC may suggest for the smaller and medium sized entities is to continue placing planned projects in one location in the IRT. Other suggestions were to do a state of practice review to show what upcoming technologies are at and how they will be potentially used. Another suggestion was to look at other data collection efforts and see if they are reliable and how they would fit in with the current historic data. The first objective in the work program for the Data Committee was to update the framework map and the IRT, which has been completed. However, for the ADARS Program, which will be updated over the next couple of years, it will be important to keep open the possibility that additional changes may need to be made to assure ADARS and the IRT continue to work well together. The MDOT ACT-51 Team will keep support staff updated on the progress of the ADARS system

update. R. Belknap stated the Data Committee may want to look at new technologies such as Right-of-Way imagery. T. Colling stated some of the new technologies he is aware of are monetizing of sensor data off of cars (which the automotive industry is using as an income source), crowd sourced data, and low-cost roughness evaluations. Having the Council look into some of the new technologies will help reaffirm that the Council is keeping up with new technologies. TAMC could take a look at how this data is collected, check to see if the methods are reliable, and how it will fit in with TAMC historic data and how TAMC could use this in the forecasting. R. Belknap would like the Data Committee members to go through the goals and objectives listed and verify what he has as their status and let him know if they have additional items to add to the session agenda.

Action Item: T. Colling will do a write up of a description of what the task would be to look at new technologies and provide that at the next Data Committee Meeting in August.

4.8. – Conversation About Tracking Reactionary Projects – R. Belknap/B. McEntee

This is just to update the Committee that at the last Bridge Committee meeting it was discussed that a significant amount of resources and effort are being spent by agencies to handle issues such as flooding, shoreline great lake erosions, the Midland dam failure, etc. Agencies might be interested in other agencies responses and this may affect their asset management plans. This would be a good subject for a training session or conference presentation. From the last directive from the full Council meeting, support is looking at conducting a virtual conference and this may be a potential presentation. R. Slattery suggests TAMC support staff contact the Michigan Municipal League regarding how they are planning on conducting their virtual convention.

5. Public Comments:

None

6. Member Comments:

None

7. Adjournment:

R. Slattery made a motion to adjourn; J. Tubbs seconded the motion. The motion was approved by all members present. The meeting adjourned at 2:30 p.m. The next TAMC Data Committee meeting is scheduled for August 19, 2020, at 1:00 p.m., via Microsoft Teams Meeting.

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
UWP	UNIFIED WORK PROGRAM

S:/GLORIASTRONG/TAMC FREQUENTLY USED ACRONYMS.08.22.2019.GMS

TAMC Budget Financial Reporting - FY18-FY20



		FY18 Budget			FY18 Actual			FY19 Budget			FY19 Year to Date			FY20 Budget			FY20 Year to Date					
			\$	Spent	Balance		\$	Spent	Balance		\$	Spent	Balance		\$	Spent	Balance		\$	Spent	Balance	
(most recent invoice)																						
I. Data Collection & Regional-Metro Planning Asset Management Program																						
Battle Creek Area Transportation Study	2QTR-20	\$ 20,500.00	\$ 20,213.36	\$ 286.64	\$ 20,500.00	\$ 15,619.52	\$ 4,880.48	\$ 20,500.00	\$ 6,685.65	\$ 13,814.35												
Bay County Area Transportation Study	2QTR-20	\$ 21,100.00	\$ 8,028.84	\$ 13,071.16	\$ 21,100.00	\$ 21,100.00	\$ -	\$ 19,900.00	\$ 6,439.60	\$ 13,460.40												
Central Upper Peninsula Planning and Development	3QTR-20	\$ 47,000.00	\$ 47,000.00	\$ -	\$ 47,000.00	\$ 47,000.00	\$ -	\$ 50,000.00	\$ 32,018.85	\$ 17,981.15												
East Michigan Council of Governments	July	\$ 111,000.00	\$ 81,559.65	\$ 29,440.35	\$ 111,000.00	\$ 96,962.88	\$ 14,037.12	\$ 108,000.00	\$ 77,397.04	\$ 30,602.96												
Eastern Upper Peninsula Regional Planning & Devel.	3QTR-20	\$ 23,100.00	\$ 23,100.00	\$ -	\$ 23,100.00	\$ 23,100.00	\$ -	\$ 25,000.00	\$ 7,859.71	\$ 17,140.29												
Genesee Lapeer Shiawassee Region V Planning Com.	June	\$ 46,000.00	\$ 45,954.99	\$ 45.01	\$ 46,000.00	\$ 45,695.89	\$ 304.11	\$ 46,000.00	\$ 9,325.44	\$ 36,674.56												
Grand Valley Metropolitan Council	3QTR-20	\$ 25,000.00	\$ 12,060.69	\$ 12,939.31	\$ 25,000.00	\$ 18,410.63	\$ 6,589.37	\$ 24,000.00	\$ 4,333.28	\$ 19,666.72												
Kalamazoo Area Transportation Study	3QTR-20	\$ 22,000.00	\$ 21,588.77	\$ 411.23	\$ 22,000.00	\$ 21,944.89	\$ 55.11	\$ 22,000.00	\$ 7,400.65	\$ 14,599.35												
Macatawa Area Coordinating Council	3QTR-20	\$ 20,200.00	\$ 9,575.57	\$ 10,624.43	\$ 20,200.00	\$ 7,271.32	\$ 12,928.68	\$ 19,000.00	\$ 2,109.54	\$ 16,890.46												
Midland Area Transportation Study	3QTR-20	\$ 21,000.00	\$ 20,857.81	\$ 142.19	\$ 21,000.00	\$ 19,973.54	\$ 1,026.46	\$ 21,000.00	\$ 2,945.40	\$ 18,054.60												
Northeast Michigan Council of Governments	June	\$ 52,200.00	\$ 52,200.00	\$ -	\$ 46,000.00	\$ 46,000.00	\$ -	\$ 51,000.00	\$ 34,950.34	\$ 16,049.66												
Networks Northwest	2QTR-20	\$ 72,000.00	\$ 71,915.46	\$ 84.54	\$ 72,000.00	\$ 72,000.00	\$ -	\$ 75,000.00	\$ 7,229.98	\$ 67,770.02												
Region 2 Planning Commission	2QTR-20	\$ 42,000.00	\$ 29,362.33	\$ 12,637.67	\$ 42,000.00	\$ 34,881.00	\$ 7,119.00	\$ 40,000.00	\$ 7,290.00	\$ 32,710.00												
Saginaw County Metropolitan Planning Commission		\$ 22,200.00	\$ 22,000.00	\$ 200.00	\$ 22,200.00	\$ 21,012.84	\$ 1,187.16	\$ 21,000.00	\$ -	\$ 21,000.00												
Southcentral Michigan Planning Commission	3QTR-20	\$ 57,300.00	\$ 37,137.28	\$ 20,162.72	\$ 57,300.00	\$ 57,178.82	\$ 121.18	\$ 55,000.00	\$ 14,702.96	\$ 40,297.04												
Southeast Michigan Council of Governments	May	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00	\$ 134,547.05	\$ 39,452.95	\$ 174,000.00	\$ 77,298.01	\$ 96,701.99												
Southwest Michigan Planning Commission	3QTR-20	\$ 41,000.00	\$ 41,000.00	\$ -	\$ 41,000.00	\$ 40,041.56	\$ 958.44	\$ 41,000.00	\$ 5,417.94	\$ 35,582.06												
Tri-County Regional Planning Commission	3QTR-20	\$ 40,000.00	\$ 21,680.54	\$ 18,319.46	\$ 40,000.00	\$ 39,983.00	\$ 17.00	\$ 40,000.00	\$ 18,343.09	\$ 21,656.91												
West Michigan Regional Planning Commission	Apr	\$ 91,000.00	\$ 74,351.07	\$ 16,648.93	\$ 91,000.00	\$ 76,853.36	\$ 14,146.64	\$ 88,000.00	\$ 28,239.34	\$ 59,760.66												
West Michigan Shoreline Regional Development Com.	June	\$ 54,000.00	\$ 51,333.45	\$ 2,666.55	\$ 54,000.00	\$ 53,996.04	\$ 3.96	\$ 54,000.00	\$ 19,642.88	\$ 34,357.12												
Western Upper Peninsula Regional Planning & Devel.	2QTR-20	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 42,000.00	\$ 6,627.03	\$ 35,372.97												
MDOT Region Participation	7/31/20	\$ 80,000.00	\$ 56,032.80	\$ 23,967.20	\$ 41,440.00	\$ 53,614.23	\$ (12,174.23)	\$ 30,000.00	\$ 7,563.11	\$ 22,436.89												
PASER Quality Review Contract	9/3/19				\$ 50,000.00	\$ 41,683.39	\$ 8,316.61	\$ 50,000.00	\$ -	\$ 50,000.00												
Fed. Aid Data Collection & RPO/MPO Program Total		\$ 1,116,400.00	\$ 960,952.61	\$ 155,447.39	\$ 1,127,840.00	\$ 1,028,869.96	\$ 98,970.04	\$ 1,116,400.00	\$ 383,819.84	\$ 732,580.16												
III. TAMC Central Data Agency (MCSS)																						
Project Management	7/22/20	\$ 42,000.00	\$ 46,585.00	\$ (4,585.00)	\$ 60,000.00	\$ 76,242.50	\$ (16,242.50)	\$ 64,200.00	\$ 72,225.00	\$ (8,025.00)												
Data Support /Hardware / Software	7/22/20	\$ 68,800.00	\$ 67,800.00	\$ 1,000.00	\$ 55,000.00	\$ 17,721.70	\$ 37,278.30	\$ 37,000.00	\$ 19,850.00	\$ 17,150.00												
Application Development / Maintenance / Testing	7/22/20	\$ 114,475.00	\$ 115,250.00	\$ (775.00)	\$ 135,000.00	\$ 109,927.04	\$ 25,072.96	\$ 166,000.00	\$ 155,115.00	\$ 10,885.00												
Help Desk / Misc Support / Coordination	7/22/20	\$ 70,200.00	\$ 68,200.00	\$ 2,000.00	\$ 61,900.00	\$ 54,227.18	\$ 7,672.82	\$ 53,250.00	\$ 35,285.00	\$ 17,965.00												
Training	7/22/20	\$ 34,950.00	\$ 24,850.00	\$ 10,100.00	\$ 28,660.00	\$ 22,071.77	\$ 6,588.23	\$ 26,000.00	\$ 6,600.00	\$ 19,400.00												
Data Access / Reporting	7/22/20	\$ 49,575.00	\$ 52,175.00	\$ (2,600.00)	\$ 38,000.00	\$ 30,441.33	\$ 7,558.67	\$ 28,500.00	\$ 36,500.00	\$ (8,000.00)												
TAMC Central Data Agency (MCSS) Total		\$ 380,000.00	\$ 374,860.00	\$ 5,140.00	\$ 378,560.00	\$ 310,631.52	\$ 67,928.48	\$ 374,950.00	\$ 325,575.00	\$ 49,375.00												
IV. MTU Training & Education Program Contract	7/20/20	\$ 235,000.00	\$ 234,534.14	\$ 465.86	\$ 220,000.00	\$ 219,311.14	\$ 688.86	\$ 225,000.00	\$ 108,743.43	\$ 116,256.57												
V. MTU Activities Program Contract	7/20/20	\$ 115,000.00	\$ 114,089.32	\$ 910.68	\$ 120,000.00	\$ 113,588.36	\$ 6,411.64	\$ 115,000.00	\$ 56,588.08	\$ 58,411.92												
VI. TAMC Expenses																						
Fall Conference Expenses	12/10/19	\$ 10,000.00			\$ 10,000.00			\$ 10,000.00														
Fall Conf. Attendance Fees + sponsorship Fees	12/10/19		\$ 4,405.00			\$ 6,755.00			\$ 6,890.00													
Net Fall Conference	12/10/19	\$ 14,405.00	\$ 7,269.00	\$ 7,136.00	\$ 16,755.00	\$ 7,507.40	\$ 9,247.60	\$ 16,890.00	\$ 6,781.90	\$ 10,108.10												
Spring Conference Expenses	6/27/19	\$ 3,800.00			\$ 10,000.00			\$ 10,000.00														
Spring Conf. Attendance Fees + sponsorship Fees	6/27/19		\$ 8,350.00			\$ 9,790.00			\$ -													
Net Spring Conference	6/27/19	\$ 12,150.00	\$ 7,439.36	\$ 4,710.64	\$ 19,790.00	\$ 8,562.18	\$ 11,227.82	\$ -	\$ -	\$ 10,000.00												
Unallocated / Contingency								\$ 10,000.00		\$ 10,000.00												
Other Council Expenses (Member Mileage Expenses/Printing/Etc.)	3/12/20	\$ 10,000.00	\$ 7,301.72	\$ 2,698.28	\$ 10,000.00	\$ 5,073.95	\$ 4,926.05	\$ 10,000.00	\$ 2,046.24	\$ 7,953.76												
TAMC Expenses Total		\$ 365,555.00	\$ 220,010.88	\$ 145,544.12	\$ 465,545.00	\$ 213,143.53	\$ 252,401.47	\$ 468,900.00	\$ 88,828.14	\$ 381,071.86												
Total Program		\$ 1,882,955.00	\$ 1,706,446.15	\$ 176,508.85	\$ 1,892,945.00	\$ 1,693,544.51	\$ 199,400.49	\$ 1,878,240.00	\$ 883,554.49	\$ 994,685.51												
Appropriation		\$ 1,876,400.00		9.37%	\$ 1,876,400.00		10.53%	\$ 1,876,400.00		52.96%												
VII. Special Projects with Separate Budgets																						
MI Local Agency Culvert Inventory Pilot (FY18 HB4320 S-3)																						
Central Data Agency (MCSS)	5/28/20	\$ 15,000.00	\$ 9,312.00	\$ 5,688.00	\$ -	\$ -	\$ -	\$ 25,000.00	\$ 12,250.00	\$ 12,750.00												
MTU Culvert Project Activities & Training Program	7/20/20	\$ 172,100.00	\$ 172,100.00	\$ -	\$ -	\$ -	\$ -	\$ 55,011.46	\$ 25,859.97	\$ 29,151.49												
TAMC Administration & Contingency (Unencumbered)	3/2/20	\$ 84,438.00	\$ -	\$ 84,438.00	\$ -	\$ -	\$ -	\$ 472,863.51	\$ -	\$ 472,863.51												
Central Upper Peninsula Planning and Development	3 QTR 18	\$ 88,641.00	\$ 51,909.64	\$ 36,731.36	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
East Michigan Council of Governments	Sept '18	\$ 328,607.00	\$ 259,229.13	\$ 69,377.87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Eastern Upper Peninsula Regional Planning & Devel.	4 QTR 18	\$ 5,688.00	\$ 5,034.70	\$ 653.30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Genesee Lapeer Shiawassee Region V Planning Com.	Sept '18	\$ 124,909.00	\$ 54,266.60	\$ 70,642.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Grand Valley Metropolitan Council	4 QTR 18	\$ 77,782.00	\$ 69,733.25	\$ 8,048.75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Kalamazoo Area Transportation Study	Sept '18	\$ 50,402.00	\$ 15,879.65	\$ 34,522.35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Northeast Michigan Council of Governments	Sept '18	\$ 33,506.00	\$ 21,781.96	\$ 11,724.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Networks Northwest	Sept '18	\$ 184,513.00	\$ 163,641.05	\$ 20,871.95	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Region 2 Planning Commission	3 QTR 18	\$ 54,900.00	\$ 22,776.80	\$ 32,123.20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Southcentral Michigan Planning Commission	Sept '18	\$ 93,456.00	\$ 36,137.17	\$ 57,318.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Southeast Michigan Council of Governments	Sept '18	\$ 87,644.00	\$ 45,757.96	\$ 41,886.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Southwest Michigan Planning Commission	4 QTR 18	\$ 101,849.00	\$ 67,138.17	\$ 34,710.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Tri-County Regional Planning Commission	4 QTR 18	\$ 47,587.00	\$ 6,962.44	\$ 40,624.56	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
West Michigan Regional Planning Commission	Sept '18	\$ 241,511.00	\$ 181,441.39	\$ 60,069.61	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
West Michigan Shoreline Regional Development Com.	Sept '18	\$ 144,238.00	\$ 89,092.30	\$ 55,145.70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Western Upper Peninsula Regional Planning & Devel.	4 QTR 18	\$ 63,229.00	\$ 46,960.41	\$ 16,268.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -												
Culvert Pilot Project Total		\$ 2,000,000.00	\$ 1,319,154.62	\$ 680,845.38	\$ -	\$ -	\$ -	\$ 552,874.97	\$ 38,109.97	\$ 514,765.00												
Total Special Program		\$ 2,000,000.00	\$ 1,319,154.62	\$ 680,845.38	\$ -	\$ -	\$ -	\$ 552,874.97	\$ 38,109.97	\$ 514,765.00												
Appropriation		\$ 2,000,000.00		34.04%	\$ 2,000,000.00					93.11%												



Michigan
Transportation Asset
Management Council

Memo

To: TAMC Data Committee Members
From: Roger Belknap, TAMC Coordinator
Date: August 14, 2020
Re: FY2021 Center for Shared Solutions Work Plan & Budget for TAMC

Background

Center for Shared Solutions (CSS) staff will present a draft overview of their FY2021 Work Program and Budget at the August 19, 2020 TAMC Data Committee meeting.

Attachment

Attachment 3 is a draft of the FY2021 CSS TAMC Work Plan and budget.

Draft FY2021 TAMC Work Plan						
Work Area	Tasks	Description	2020 Budget	Forecasted Cost	2021 Budget	2021 Forecasted Cost
A. Project Mgmt	1. Administrative / Mgmt Tasks	Time set aside for meetings, coordination of deliverables, management of staff resources, budget tracking	600	\$64,200	525	\$56,579.25
B. Data Support	1. PASER Data Tasks	Coordination of incoming PASER data; Correspondence with local agencies; Management of datasets; Quality Control; Preparing maps and reports; Responding to requests as needed.	200	\$20,000	100	\$10,777.00
	2. Reporting and Analysis	Additional reports and status features beyond initial IRT rewrite	90	\$9,000	100	\$10,777.00
	3. Data Preparation for MTU & MTU reports	Compilation, migration, and delivery of data for MTU Roadsoft updates, training, and model runs	80	\$8,000	40	\$4,310.80
C. Application Development / Maintenance / Support	1. IRT Bug Fixes / Ongoing Maintenance / Support	Required time spent on maintaining current IRT website - troubleshooting when problems arise, handling break/fix issues, updating of geography; also includes server and/or infrastructure support to ensure online availability of application	200	\$20,000	200	\$21,554.00
	2. Application Testing	Includes functionality testing, regression testing, updating test plans, and user acceptance testing, in response to data and application updates	120	\$11,400	120	\$12,932.40
Application Changes & Improvements	3. IRT Application Updates From IRT Requirements Backlog	Complete additional functionality that was identified as enhancements. Includes finalizing PASER process into Reports, read-only roles, projects file uploads, assign ADARS projects to IRT projects, multiple treatments for one project	300	\$30,000	550	\$59,273.50
	4. Interactive Map - Desktop	Interactive Map Updates Continued from FY19	100	\$10,000	150	\$16,165.50
	5. Additional Dashboard Enhancements	Any new dashboard related changes that need to be made.	150	\$15,000	150	\$16,165.50
	6. Additional application upgrades - TAMC web services upgrades, new legislation requirements	Improve data integration between TAMC databases and ADARS; possible enhancements to applications to meet any new requirements for reporting, compliance with asset management plans, etc.	0	\$0	200	\$21,554.00
	STIP	Integrating with STIP	250.00	\$25,000	50	\$5,388.50
	MGF/TAMC Portal	Upgrading system to automatically support the intake of information from MDOT for dashboard publishing.	150.00	\$15,000	149	\$16,057.73
	6.5 Culverts/Signals	Adding Culverts to IRT, Interactive Map, Dashboards	280.00	\$28,000		
	7. ADA Review and Usability Testing	ADA and Usability Testing	20	\$2,000	20	\$2,155.40
	8. TAMC Website hosting fees	Costs to support monthly hosting fees for TAMC web site		\$9,600		

D. Help Desk, Misc Support	1. Help Desk Tasks	Time set aside for answering phones calls, assisting IRT users, logging issues, attending conferences	350	\$33,250	250	\$26,942.50
	2. Administrative Support	Preparation of reports, status maps, correspondence, meetings, etc., to assist TAMC staff	200	\$20,000	375	\$40,413.75
E. Training	1. Provide training via webinar and online videos, plus 5 onsite sessions	Maintain online training videos and documentation to reflect any updates to applications; Execute 4 training sessions via webinar, plus 4 onsite sessions throughout year.	200	\$19,000	150	\$16,165.50
	2. ATT Teleconference Services	Webinar fee - assuming 4 webinars in FY20		\$7,000		
F. Data Access / Reporting	1. Dashboard - Maintenance	Maintenance / Support of existing dashboards currently in production and minor enhancements as needed.	300	\$28,500	350	\$37,719.50
		Budget Hours	3310.00	\$374,950	3479	\$374,931.83
						\$374,950

Rounded to planned budget



Michigan
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Management Council

Memo

To: TAMC Data Committee Members
From: Roger Belknap, TAMC Coordinator
Date: August 14, 2020
Re: TAMC Strategic Planning Session 2020 – UPDATE

Recommendation

A date for the TAMC Strategic Session has been set for September 9, 2020; this will be a morning meeting.

Attachments

Attachment 4 is a draft status update of the 2020-2022 Work Program Goals and Objectives for the TAMC Data Committee. If the Data Committee is satisfied with these as written, the document will be included with the other committee goals and objectives in the Strategic Session meeting agenda packet.

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



Michigan
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Management Council

Memo

To: TAMC Data Committee Members
From: Roger Belknap, TAMC Coordinator
Date: August 14, 2020
Re: State of Practice of Roadway Condition Data Collection

Background

An outcome assignment from the July 15, 2020 TAMC Data Committee meeting was that Tim Colling, Michigan Technological University (MTU), would write up of a draft description of what the task could be to look at new technologies and provide this ahead of the August 19, Data Committee meeting. This work is performed as part of MTU's TAMC Activities contract program.

Dr. Colling also offered this background in sharing this assignment:

1. We focused almost exclusively on pavement since that is the majority of what TAMC pays for, however we included "ancillary roadway assets" assuming that some of the technology may also be capable of picking up these assets. I am not sure that it is clear that this is not going to investigate all other ways of collecting ancillary assets, but would call out technology capable of doing this as a "bonus" when collecting pavement data. Ancillary assets could be collected expressly, but that would add significantly to the size of the study.
2. We excluded bridge collection, even though there is a lot going on in that area, primarily because TAMC adopted the national bridge rating system and is "piggybacking" off the national bridge requirements, so presumably is not going to require anything less or more stringent than what is nationally required. The study of bridge collection technology would be interesting but may not be totally relevant to TAMC for them making decisions. It can certainly be added but would likely double the cost of the study.

Attachment

Attachment 5 is State of Practice for Roadway Condition Data Collection description.

Title: State of practice report on current trends in pavement and other highway asset data collection.

Data collection is a large component of what TAMC does, and is a large cost for any asset management program. While the current methods of collection used for TAMC sponsored data collection have a low price point and are accessible to transportation agencies without significant specialized equipment, there are many new innovations in transportation asset data collection that may provide either enhancements to current data collection, or may provide more efficient methods, or more detailed data that is worth considering for future efforts. This task will investigate new, market ready technologies for collecting asset data that could be used on a statewide scale to accomplish TAMC's goals for data collection, specifically:

- Provide low cost, high quality data at a state level scale on a yearly cycle
- Accessible to local agencies to do their own collection outside of TAMC's efforts
- Provide a network level metric for the state to sense overall condition trends
- Provide project level planning guidance at a road owner level
- Provide condition modeling opportunities at a state and local level
- Relatable to historical data

The task will primarily evaluate pavement data collection tools, but will also consider technologies that can collect inventory information on other ancillary roadway assets. Bridge data collection will not be considered since it is required to be collected under federal guidelines which are not under the purview of TAMC to modify. The focus of the study effort will be to identify:

1. The type and quality of data collected
2. The cost of data collection and associated post processing
3. Technology or equipment needed for collection and its associated load on collection costs.
4. The number of providers of the data collection method
5. The ability of data collected to be integrated and enhanced with historic data for state and local processes