



Meeting Notes

MI State Transportation Innovation Council

March 27, 2023, 10:30 – 11:15 a.m. EST

Business Meeting

Present:

Marcus Anderson (DBE)	Daniel DeGraff (MCA)	Doug Needham (MAA)
Ron Brenke (ACEC)	Andrea Dewey (FHWA)	Dee Parker (MDOT)
Ted Burch (FHWA)	Mary Hoffmeyer (MDOT)	Jean Ruestman (MDOT)
Tim Colling (LTAP)	Penny Hunt (MDOT)	Brett Stanton (APAM)
Beckie Curtis (MDOT)	Laura Mester (MDOT)	Michael Townley (MDOT)

Absent:

Monica Ackerson (MRPA)	Wayne Harrall (CRA)	Brittney Rocha (MI Senate)
Gregg Brunner (MDOT)	Bob Lindbeck (CRA)	Wayne Schoonover (NACE)
Ryan Buck (MIWATS)	Chuck Mills (APAM)	Terri Slaughter (MDOT)
Eric Chappell (MI House)	Andy Pickard (FHWA)	Rachael Tupica (FHWA)
Denise Donohue (CRA)	Steve Puuri (CRA)	Rachelle VanDeventer (MITA)
		Brad Wieferich (MDOT)

Opening Remarks: Dee and Ted welcomed the group. They briefly discussed to purpose of this business meeting was to go through the list of submitted Every Day Counts 7 (EDC-7) initiatives, and decide which will be implemented over the next two years, based on their staffs recommendations. They stressed the importance of everyone providing input because these are the initiatives that will drive our efforts, and that of our staff, over the next couple of years. These are not just MDOT or just FHWA, they are going to be the focus of everyone on the call.

EDC-7 Initiatives and Implementation Goals: Ted and Dee gave a brief overview of each of the initiates, based on the presentations and their team’s feedback. **Ted asked that committee member names be sent to Michael for any of the committees/teams.**

- **Rethinking DBE in Design-Build Contracts (implementing some best practices from the design build contracts): NOT ADOPT**

Michigan/MDOT is already implementing best practices and working on the DBE program, so there is not a reason to adopt it as an EDC-7 initiative. Clarification: just because we are not formally adopting it doesn’t mean we will not be doing anything with it. Not adopting means we will not be looking to technical resources outside the state, etc. Dan: something to think about, this program has been very good over the years, but the couple of years, the volume of work has gone up dramatically, we’ve all seen some growing pains with that; In the same token, when we look at what the next five years will look like, we will see a significant shrinking of the program. That will cause some distress. Dee noted that the department realizes the department has a lot going on right now, but the DBE programs is always at the forefront regardless of if we have a large or small program. Get folks together to have a conversation on how to continue to move the program forward regardless of the size, making sure that it is strong and thriving. Marcus: Acting Director indicated the program was down as of the first quarter, from where it has been the past five-seven years. For Lisa Thompson to not put this program as a priority is going in the wrong direction. He feels this needs to be a priority. Ted: When we look at these initiatives, we need to look at the strategies presented, and this one if focused on incorporating DBE program in design build contracts. It is not the overall DBE program, which we do need to continue to keep our focus on. The basis for staff recommendations was just looking at the specifics of design build contracts. Michael: Lisa Thompson’s focus on this particular innovation at this time is due to the fact she has many staff retirements coming up. She thought she had to focus on the entire DBE program, not just this one innovation.

- **Strategic Workforce Development: ADOPT**

How do we develop workforce, both within MDOT, within the consulting and contracting industry, etc. and now we are talking about it within Federal Highways. Consulted with FHWA and Amber Thelen. They recommend trying to bring existing resources into the program and look at other opportunities to share with industry partners. Important for knowledge management transfer, with people retiring, having a workforce development plan is key. Looking at how other states are doing things; I think it is good for us to look at it from a best practices standpoint. Ron concurred. Doug Needham: what are some of the things this initiative would do if implemented? Expand the TDRP Program, reaching out to a broader population of students for development, partner with ACEC and MITA. Looking for students who are not necessarily going to be engineers. Looking for students who want to go into the trades, those wanting a CDL, etc. Marcus: what trade is MDOT looking for/needs as far a construction trades/training. MDOT works with Lansing Community College on the technician program, our surveyors.... bringing those folks onboard would help tremendously. Working with MITA/contractors for pipe layers and welders. Electricians work with both MDOT and industries. Michael: The Veteran Internship Program and ?? Village Partnership Program are two programs MDOT is working on and can share in some of the successes.

- **Integrating GHG Analysis and Targets in Transportation Planning: ADOPT**

State of Michigan is just getting started with this greenhouse gas imitative and transportation planning and we need to get onboard to move it forward. A lot of initiatives are coming out of Washington D.C. and MDOT is just starting to have these conversations and get things implemented. Dan: A key component of EPD (below) is greenhouse gas. Is there a difference between the two? They are complimentary of each other. This is more in the transportation planning process; setting the greenhouse gas targets and how that is done and analyzed.

- **Enhancing Performance with Internally Cured Concrete (EPIC2): ADOPT**

Michigan doesn't have much experience with it and suggested adopting it. Using a light weight fine aggregate to saturate it to prevent internal shrinkage cracking. Dan expanded that is provides water for hydration during the full curing process. Developed out of Purdue (Indiana). The industry has gone to well graded aggregate blends, so we are used to multiple aggregates. The step to do internal curing, which is mostly used on bridge decks right now, it would not be that big of a step to make, but Michigan doesn't have much experience with this. Doug: what is the lightweight aggregate, is it 2NS? Dan: intermediate aggregate size used in the well-blended mixes, higher size sands with the lower size aggregates. Most places use an expanded shale, there is a lightweight aggregate group; and there is a possibility of a slag aggregate that we use in the state could be used for something like this. Beckie indicate MDOT did attempt a project with Internally cured concrete already, but it was not delivered in that way and the contractor was not able to consistently maintain the moisture level. The moisture checks took a long time to check load-to-load and the specialize mix needs to be perfect. BOB's discussed internally and they believe they could do it but they would need to focus on the curing methods that have been successful and how they are going to specify it so they can have success, unlike the first pilot project. The benefits would be fuller hydration of all the cement on the bridge and make a denser mix which means it is less pervious and doesn't have the shrinkage/cracking you see out of some mixes. Freeze/thaw doesn't affect it. It has performed very well with the bridge decks done in the past few years and it would not be hard to do a few demo projects with it. We would need industry involved with this. You would mostly use what we've been using, but the bring in some of this other material. MDOT and the industry could use and work on this easily. Adopt for the next two years, then re-evaluate.

- **Next Generation Traffic Incident Management (TIM): Technology for Saving Lives: ADOPT**

Implementing more technology to help with incident management. UAS, UAV lighting, signs on vehicles, etc. With all the technology, use what is available to our advantage to keep people safe on the roadways. Michael: one focus was on EMS training, which will require external partners, that are not currently a part of this STIC group.

- **EPDs for Sustainable Project Deliverables: ADOPT**

Environmental Product Declarations. It is coming fast and is currently in this year's authorization and is currently in a data gathering phase. Every product used, come up with and EDP but the problem is it is developed under a product category rule specific for that product. It is used to measure carbon and fuel usage throughout the full life of a product. It really measures what energy goes into a project and there is not yet any good guidance but nationally it is being worked on. There is consensus this coming and it would be better for industry if they were on the forefront if and when it does.

- **Nighttime Visibility for Safety**

Opportunity for improving nighttime visibility, where it is chevron or improved lighting at intersections, and pedestrians, etc. We would be looking for best practices and measures that people are doing. This would require local agency involvement (Steve Puuri, CRA was recommended). Dee will reach out to CRA and MITA for representation. Bott would like focus on pedestrian crossing lighting (solar to LED) and getting power to it.

Next steps:

Get teams appointed. Develop draft of where we will be in two years. Most are at the non-implemented stage right now and want to be at the development stage in two years. **Deadline to finalize them is April 21, 2023. Committees should plan on meeting prior to April 21 to finalize and FHWA and MDOT will collaborate on final report.**

Ted reminded the group of the \$100,00 STIC incentive funding available for peer exchanges, development of best practices, etc. Get ideas in early.

Michael reviewed upcoming events and next meetings:

April 19, 2023, 9:00 – 12:00 STIC Transportation Highlights

April 24, 2023, Presentation Meeting led by Ron Brenke, ACEC

May 23, 2023, Business Meeting

Michigan EDC7 MDOT and FHWA Leads

Agenda Item	Michigan Division Lead	MDOT Lead	Industry Partner Lead
Rethinking DBE in Design-Build	PaHoua Schroeder	Ryan Mitchell, Lisa Thompson, Nicholas Sundberg	Rachelle VanDeventer (MITA)
Strategic Workforce Development	PaHoua Schroeder	James Fults, Amber Thelen	Heather Smith (MCA), Jeremiah Leyba (MITA) Marcus Anderson (DBE RT) Mark McRobie (ACEC)
Integrating GHG Analysis and Targets in Transportation Planning	Christina Ignasiak	James Ashman, Donna Wittl Niles Annelin, Zachary Rable	Dan DeGraaf (MCA)
Enhancing Performance with Internally Cured Concrete (EPIC ²)	Adnan Iftikhar	Kevin Kennedy, Chris Byrum	Steve Waalkes (MCA) MAA?
Next Generation TIM: Technology for Saving Lives	Brandy Solak	Jason Firman, Dawn Miller, Kim Zimmer	Rachelle VanDeventer (MITA)
EPDs for Sustainable Project Delivery	Adnan Iftikhar	Jason Gutting, Kevin Kennedy, Mike Eacker	Dan DeGraaf (MCA) Brett Stanton (APAM) Sue Hanf (MAA)
Nighttime Visibility for Safety	Brandy Solak	Mark Bott	Rachelle VanDeventer (MITA) ACEC ? CRA?

As of 4/6/2023. Contact Michael Townley to be added to the list.