



GRAND VALLEY METROPOLITAN COUNCIL

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OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

POLICY COMMITTEE MEETING

Wednesday, January 20, 2021

9:30 AM

REMOTE MEETING USING ZOOM

<https://zoom.us/j/98489571714?pwd=ZzlabSsvYidQVkrORWRkV3I2LOJ3UT09>

Webinar ID: 984 8957 1714 | Passcode: 223504

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AGENDA

I. ROLL CALL AND INTRODUCTIONS

II. APPROVAL OF MINUTES—ACTION: Policy Committee meeting minutes dated November 18, 2020

Please refer to Item II: Attachment A

III. OPPORTUNITY FOR PUBLIC COMMENT

IV. TIP AMENDMENTS—ACTION: On behalf of MDOT, Grand Rapids, and Lowell amendments/modifications to the FY2020-2023 TIP are being requested.

Please refer to Item IV: Attachment A

V. ADJUSTED NHS BRIDGE CONDITION TARGETS—INFORMATION/ACTION: The Committee will review MDOT's adjusted 4-year Bridge Performance Targets and choose whether to take action at this time.

Please refer to Item V: Attachment A

VI. ITS UPDATE—INFORMATION/DISCUSSION: MDOT staff will provide the Committee with an update of its ITS activities, and the Committee will discuss reviving the regional ITS Subcommittee.

VII. OTHER BUSINESS

- UPWP Discussion

VIII. ADJOURNMENT

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE MEETING
Wednesday, November 18, 2020
Video Conference**

Schweitzer, Policy Committee chair, called the meeting to order at 9:30 am. No introductions were necessary as all attendees could be identified in the meeting attendee list.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Terry Brod		Cannon Township
Dan Burrill		City of Wyoming
Karyn Ferrick		City of Grand Rapids
Shay Gallagher		Village of Sparta
Dennis Kent	<i>Proxy for Mike Burns And Don Mayle</i>	MDOT
		City of Lowell
		MDOT
Jim Miedema		Ottawa County Road Commission
Josh Naramore		City of Grand Rapids
Casey Ries		GFIAA
Liz Schelling	<i>Proxy for Kevin Wisselink</i>	ITP-The Rapid
		ITP-The Rapid
Darrel Schmalzel		City of Walker
Terry Schweitzer (Chair)		City of Kentwood
Rick Sprague	<i>Proxy for Steve Warren</i>	KCRC
		KCRC
Julius Suchy		Ada Township
Jeff Thornton		Village of Caledonia
Laurie VanHaitsma		Jamestown Township
Cameron Van Wyngarden		Plainfield Township
Rod Weersing		Georgetown Township
Mike Womack		City of Cedar Springs
Steven Wooden		Kent County

Staff and Non-Voting Guests Present

Janet Arcuicci	MDOT OPT
Mark Bott	MDOT
Brad Doane	GVMC Staff
Andrea Faber	GVMC Staff
Laurel Joseph	GVMC Staff
Tyler Kent	MDOT
George Yang	GVMC Staff

Voting Members Not Present

Tim Bradshaw	City of Kentwood/Caledonia Twp.
Mike Burns	City of Lowell
Jamie Davies	City of Rockford
Mike DeVries	Grand Rapids Township
Robert DeWard	Gaines Charter Township
Adam Elenbaas	Allendale Township
Rachel Gokey	Village of Sand Lake
Kevin Green	Algoma Township
Tim Grifhorst	Tallmadge Township
Jerry Hale	Lowell Township
Bryan Harrison	Caledonia Charter Township
Jim Holtvluwer	Ottawa County
Tom Hooker	Byron Township
Ken Krombeen	City of Grandville
Doug LaFave	City of East Grand Rapids
Bill LaRose	Cedar Springs
Greg Madura	Alpine Township
Don Mayle	MDOT
Matt McConnon	Courtland Township
Tom Noreen	Nelson Township
Rob Postema	City of Wyoming
Dan Strikwerda	City of Hudsonville
Ben Swayze	Cascade Charter Township
Toby VanEss	Tallmadge Township
Steve Warren	Kent County Road Commission
Kevin Wisselink	ITP-The Rapid

II. APPROVAL OF MINUTES

Schweitzer entertained a motion to approve the November 20, 2019 Policy Committee minutes and the Joint Technical/Policy Committee minutes from September 16, 2020.

MOTION by Naramore, SUPPORT by Schmalzel, to approve both the Nov. 20, 2019 Policy and the Sept. 16, 2020 joint Technical/Policy Committee minutes.
MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Joseph introduced the TIP amendments that were being requested, which are as follows:

- MDOT has added a 2022 project to the Trunkline road GPA that triggered a GPA amendment. Joseph opened the discussion for Dennis Kent to highlight any projects additionally.

Kent – I-196 business loop in Wyoming has added a resurfacing project. Some exempt projects may not be specifically on the list. Next year there will be a resurfacing on M-37 from Middleville to 92nd Street. Also, an Environmental Planning phase will kick off between 92nd and 76th for M-37 which is a project for FY2024. There will be a PE phase for US-131 between Richmond & Bridge which will be in FY2024 and beyond. They will be also working on some pedestrian underpass options using TAP funds coming in the next few years. There will be a resurfacing project on I-96 between Monroe and Leonard. There will also be a major reconstruct I-196 between Fuller and Maryland. Some projects are getting delayed; M-37 in Kentwood will get delayed from FY2021 to FY2025, and M-21 in Ada will be delayed from FY2021 to FY2025 because of budgeting issues.

- Kent County Road Commission is requesting to add two local bridge projects to FY2022 which are not yet in Jobnet but will likely trigger a GPA amendment. Approval of adding these projects would also include modifying the GPA threshold. Additionally, they are requesting to replace a FY2021 Division Avenue project for resurfacing from 68th to 76th with one from the Illustrative list which is 68th from Division to Eastern and add a Fruit Ridge Avenue project which will be funded with purchased flex funding from Newaygo County Road Commission. They are also requesting to increase the Federal portion of another project using funds they purchased from Newaygo County Road Commission.
- Grand Rapids is requesting to modify some local fund allocations for a job that has additional watermain replacement added to the scope which does not affect Federal funding. Grand Rapids also made it through the Grant review process for TAP programming for sidewalk on Eastern Avenue and it needs to be added to the TIP since we now have a conditional commitment which triggers a GPA threshold increase for the Local Livability and Sustainability GPA.

Schweitzer entertained a motion to approve the TIP amendments, as requested.

MOTION by Naramore, SUPPORT by Wooden, to approve the TIP amendments requested by the MDOT, KCRC, and Grand Rapids with the inclusion of Grand Rapids' TAP project. MOTION CARRIED UNANIMOUSLY by roll call vote.

V. **FY2021 LOCAL PROGRAM ALLOCATIONS**

Referring to Item V: Attachment A, Joseph presented some new updated budget projections for FY2021, which have decreased the federal funding available in several of our funding programs, but pointed out that we have additional HIP funds that need to be programmed, which can be used to supplement the shortfalls. Joseph proposed supplementing the impacted projects using the HIP funding.

The Technical Committee recommends using the HIP for shortfalls on a few KCRC

projects and one for Grand Rapids on Lake Eastbrook.

Schweitzer entertained a motion to approve the changes in program allocations, as requested and supported by the Technical Committee.

MOTION by Schmalzel, SUPPORT by Naramore, to approve the Allocation Changes requested for the City of Grand Rapids and KCRC MOTION CARRIED UNANIMOUSLY by roll call vote.

VI. 2021 SAFETY TARGETS

Referring to Item VI: Attachment A, Yang presented on MDOT’s establishment of 2021 five year moving traffic safety targets. MDOT was required to develop targets prior to August 31, 2020 and the MPO is now required to support them or develop their own before February 27, 2021.

Mark Bott from MDOT gave a presentation on the methodology for developing the State’s targets.

Schweitzer asked if there is any work being done at the state level looking deeper into the numbers at what types of issues and what types of programs are going to be effective to break down the causes and effects increases in incidents. Bott responded with a couple of tools they are looking into and highlights that education at the MPO level seems to be the most effective.

Staff is recommending we support the state targets. Joseph further discussed progress on implementing our own safety goals regionally outside of the state’s requirements with examples.

Naramore from Grand Rapids asked what the incentive is to adopt more rigorous targets. He explained being more aggressive allows us to see where we can have a greater impact. Yang and Joseph agreed it’s a good idea to dig deeper into our local level data and think about peripheral targets in addition to what MDOT is suggesting. Discussion ensued.

Schweitzer entertained a motion to support the State’s 2021 Safety Targets as outlined in the handouts.

MOTION by Naramore, SUPPORT by Sprague, to approve supporting the state safety targets for FY2021. MOTION CARRIED UNANIMOUSLY by roll call vote.

VII. OTHER BUSINESS

- MDOT
 - Kent (Dennis) began with noting that GVMC & MDOT have begun preliminary discussion about ITS as a recommendation from FHWA to be more in coordination with examples of future involvement opportunities we will be arranging.

- Kent (Dennis) mentioned that the US-131 PEL is also undertaking a MetroQuest survey as well to get some comments on purpose and need as well as some evaluation criteria. This survey should be out in early December to the public.
 - Kent (Tyler) provided information regarding the FY2021 transportation budget, which included \$600 million from the general fund distributed by the Act 51 formula. Further information was provided by the rebuilding Michigan bond program and MDOT is looking to try and put some on this funding to use on this side of the state.
 - Kent (Tyler) further highlighted two projects being the 100th bridge and the I-196/I-96 flip that are now open and they are great examples of interagency collaboration.
 - Kent (Tyler) also noted the MM2045 State Long Range Transportation Plan survey on MetroQuest and asked for members to take the survey and give feedback.
- GVMC
 - Faber gave an overview of the efforts for our Freight plan as well as the survey that is now available. Secondly, she offered up more safety outreach materials in addition to our bike lights, including slap bracelets, safety belts, and TIP cards. Faber offered up these items to our jurisdictions and would like to coordinate on any events forthcoming for disbursement. Finally, there is also a newly designed safety outreach webpage that our members are encouraged to explore.

Bott from MDOT asked if there is a press release that describes our safety efforts. Faber will put together a press release for MDOT. Schweitzer said that a press release on social media and to the members would also help get the message out.

VIII. ADJOURNMENT

MOTION by Naramore, SUPPORT by Burrill, to adjourn the meeting.



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MEMORANDUM

DATE: January 13, 2021

TO: Policy Committee

FROM: Laurel Joseph, Director of Transportation Planning

RE: **FY2020-2023 Transportation Improvement Program**

On behalf of MDOT, Grand Rapids, and Lowell the following amendments/modifications to the FY2020-2023 TIP are being requested. Here are the specific requests:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects summary, which includes “abandoning” a regionwide pavement marking project and adding a project to the FY2021 Trunkline Road GPA, which has triggered a threshold amendment. MDOT is also requesting committee review of the S/TIP exempt project list. Many of the projects on this S/TIP exempt list have been reviewed by the Committees in the past, but MDOT staff may highlight a few of note during the meeting (please see attachments).
- The City of Grand Rapids has received grants for two FY2022 safety projects and is requesting to add them to the TIP, which has triggered a threshold amendment for the FY2022 Local Traffic Operations and Safety GPA. Grand Rapids is also requesting to remove a FY2022 project from the TIP after initial design discussions have indicated the need to increase the scope for the project. They are requesting to add the federal budget associated with this removed project to an existing FY2022 TIP project, increasing that project’s federal budget (please see attachments).
- Staff, on behalf of the City of Lowell, is requesting to modify the scope and construction length of a statewide TAP funded project. This project is also moving from FY2021 to FY2023 (see pending projects attachment).

If you have any questions, please do not hesitate to contact me at (616) 776-7610 or laurel.joseph@gvmc.org.

FY 2020-2023 Transportation Improvement Program
January 2021 Amendments/Modifications

Fiscal Year	Job#	GPA Type	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Amount	State Amount	Local Amount	Total Amount	Federal Amendment Type
2021	211144	S/TIP Line items	MDOT	Regionwide - Grand Region	All trunkline routes in GVMC MPO boundary	1.953	Traffic Safety	FY 2021 Durable Pavement Marking Application	PE	\$1,103	\$123	\$0	\$1,225	Phase Abandoned
2021	211144	S/TIP Line items	MDOT	Regionwide - Grand Region	All trunkline routes in GVMC MPO boundary	1.953	Traffic Safety	FY 2021 Durable Pavement Marking Application	CON	\$88,200	\$9,800	\$0	\$98,000	Phase Abandoned
2021	210833	Trunkline Road	MDOT	I-96 E	E of Bristol east to West River Drive	2.659	Road Capital Preventive Maintenance	Single Course Asphalt Resurfacing	CON	\$1,860,300	\$206,700	\$0	\$2,067,000	GPA over 25% - phase added in GPA
2022	211785	Local Traffic Operations And Safety	Grand Rapids	Citywide	Multiple Routes, Various Locations, city of Grand Rapids	0.006	Traffic Safety	Countdown pedestrian signals	CON	\$199,017	\$0	\$22,113	\$221,130	GPA over 25% - phase added in GPA
2022	211896	Local Traffic Operations And Safety	Grand Rapids	Eastern Ave SE	Eastern Avenue SE from Andover Street to 40th Street, city of Grand Rapids	1.384	Traffic Safety	Signal modernization, pavement markings, signing	CON	\$416,460	\$0	\$46,273	\$462,733	GPA over 25% - phase added in GPA

FY 2020-2023 Transportation Improvement Program

January 2021 Amendments/Modifcations

2023	209777	S/TIP Line items	Lowell	Bowes Rd SE	South of Bowes Rd (at Main St) along the Grand River to Montcalm Ave Lowell	3.665	New Facilities	Construct River Valley Rail Trail Connection	CON	\$3,205,305	\$0	\$1,264,395	\$4,469,700	Scope Construction Length Change
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January 2021 - Pending GPAs

Fiscal Year	MPO	Job Type	GPA Name	GPA Status	Threshold Amount	Total Usage Amount	Total Proposed Amount
2021	GVMC	Trunkline	Trunkline Road	MDOT Submitted	\$4,970,002	\$7,037,002	\$2,067,000
2022	GVMC	Local	Local Traffic Operations and Safety	Proposed	\$1,384,000	\$1,803,863	\$615,477



S/TIP EXEMPT - REVERSIBLE JOBS

Date: 12/29/2020

Fiscal Year(s) : 2021, 2022, 2023

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments
2021	Trunkline	200582	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196 W	M-11 east to Market Ave	4.454	Road Capital Preventive Maintenance	Paver Placed Surface Seal			PE	Active	20-23	A	\$0	\$25,000	\$0	\$25,000	\$0	M	11/30/2020	12/17/2020	12/03/2021		
2021	Trunkline	200816	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	From Cascade Road east to M-11	3.025	Road Rehabilitation	Two Course Asphalt Resurfacing			PE	Programmed	20-23	A	\$0	\$0	\$0	\$75,000	\$0	M	10/16/2020		11/04/2022		
2021	Trunkline	201305	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay			PES	Programmed	20-23	A	\$0	\$0	\$0	\$160,042	\$0	M	10/15/2020		09/02/2022		
2021	Trunkline	201305	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	Fruit Ridge Road Over I-96	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$46,654	\$0	M	10/15/2020		09/02/2022		
2021	Trunkline	204412	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0.000	Bridge Rehabilitation	Shallow overlay and substructure repair.			PES	Programmed	20-23	A	\$0	\$0	\$0	\$90,505	\$0	M	01/08/2021		10/06/2023		
2021	Trunkline	204412	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	under Segwun Ave SE, Lowell Township, Kent County	0.000	Bridge Rehabilitation	Shallow overlay and substructure repair.			PE	Programmed	20-23	A	\$0	\$0	\$0	\$33,035	\$0	M	01/08/2021		10/06/2023		
2021	Trunkline	207994	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-196	8 structures located along I-196	0.000	Bridge CSM	Healer Sealer			CON	Abandoned	20-23	A	\$0	\$0	\$0	\$389,850	\$0	M	10/09/2020		12/04/2020		
2021	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	From Monroe Avenue east to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			PE	Active	20-23	A	\$0	\$100,000	\$0	\$100,000	\$1,750	M	10/26/2020	11/02/2020	10/01/2021		
2021	Trunkline	208126	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96	From Monroe Avenue east to Leonard Street	4.950	Road Rehabilitation	Cold milling and two course HMA overlay			CON	Programmed	20-23	A	\$0	\$0	\$0	\$6,400,000	\$0	M	08/06/2021		10/01/2021		
2021	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	From 92nd Street north to 76th Street	2.875	Road Rehabilitation	Crush and Shape, Widening			ROW	Programmed	20-23	A	\$0	\$0	\$0	\$1,500,000	\$0	M	06/01/2021		08/02/2024		
2021	Trunkline	210063	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-37	From 92nd Street north to 76th Street	2.875	Road Rehabilitation	Crush and Shape, Widening			PE	Programmed	20-23	A	\$0	\$0	\$0	\$2,500,000	\$0	M	06/01/2021		08/02/2024		
2021	Trunkline	210833	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-96 E	E of Bristol east to West River Drive	2.659	Road Capital Preventive Maintenance	Single Course Asphalt Resurfacing			PE	Active	20-23	A	\$0	\$50,000	\$0	\$50,000	\$0	M	11/30/2020	12/01/2020	10/01/2021		
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PES	Programmed	20-23	A	\$0	\$0	\$0	\$463,006	\$0	M	10/14/2021		10/06/2023		
2022	Trunkline	204378	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	over West River Drive	0.000	Bridge Rehabilitation	Deep Overlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$65,971	\$0	M	10/14/2021		10/06/2023		
2022	Trunkline	207873	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	Grand Rapids TSC Areawide	Grand Rapids TSC Areawide	0.000	Road Capital Preventive Maintenance	FPVS HMA Crack Treatment			PE	Programmed	20-23	A	\$0	\$0	\$0	\$10,000	\$0	M	11/01/2021		11/09/2022		
2022	Trunkline	208525	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	From Bridge Street north to Richmond Street	1.342	Road Rehabilitation	Concrete Inlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$1,315,000	\$0	M	11/12/2021		12/06/2024		
2022	Trunkline	208905	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 SB	From Pearl Street north to Richmond Street	1.591	Road Rehabilitation	Concrete Inlay			PE	Programmed	20-23	A	\$0	\$0	\$0	\$2,680,000	\$0	M	11/01/2021		11/07/2025		
2022	Trunkline	210185	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-6 and US-131	3 Locations on M-6 and US-131 in Kent County	0.000	Bridge CSM	Silane treatment of barrier and substructure.			CON	Programmed	20-23	A	\$0	\$0	\$0	\$458,142	\$0	M	10/08/2021		12/03/2021		



S/TIP EXEMPT - REVERSIBLE JOBS

Date: 12/29/2020

Fiscal Year(s) : 2021, 2022, 2023

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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	S/TIP Status	Fed Authorized Amount	Total Authorized Amount	Fed Estimated Amount	Total Estimated Amount	Cost To Date	Fund Source	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Comments
2022	Trunkline	211211	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45	The Grand River east to the Ottawa/Kent County Line	4.628	Road Capital Preventive Maintenance	Paver Placed Surface Seal			PE	Programmed	20-23	A	\$0	\$0	\$0	\$50,000	\$0	M	01/03/2022		10/07/2022		
2022	Trunkline	211212	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	M-45	West of 68th Avenue east to The Grand River	4.206	Road Capital Preventive Maintenance	Cold Mill and single course HMA resurface			PE	Programmed	20-23	A	\$0	\$0	\$0	\$50,000	\$0	M	11/01/2021		10/07/2022		
2023	Trunkline	200196	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	M-21	From Bennett Street east to Valley Vista Drive	4.641	Road Rehabilitation	Two Course Asphalt Resurfacing			PE	Programmed	20-23	A	\$0	\$0	\$0	\$500,000	\$0	M	11/01/2022		10/02/2026		
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			ROW	Suspended	20-23	A	\$0	\$0	\$0	\$48,000	\$0	M	10/10/2022		11/01/2024		
2023	Trunkline	204773	Grand Valley Metropolitan Council (GVMC)	Ottawa	MDOT	I-196	at the 32nd Avenue Interchange	0.000	New Facilities	Construct new carpool lot.			PE	Suspended	20-23	A	\$0	\$0	\$0	\$20,000	\$0	M	10/10/2022		11/01/2024		
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	4 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement			PES	Programmed	20-23	A	\$0	\$0	\$0	\$212,368	\$0	M	10/07/2022		12/06/2024		
2023	Trunkline	208902	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	I-296/US-131 NB	4 Bridges along US-131/I-296 NB Corridor	0.000	Bridge Rehabilitation	Deep overlay, Epoxy overlay, Railing Replacement			PE	Programmed	20-23	A	\$0	\$0	\$0	\$183,848	\$0	M	10/07/2022		12/06/2024		
2023	Trunkline	211694	Grand Valley Metropolitan Council (GVMC)	Kent	MDOT	US-131	From I-96 north to Post Drive	6.185	Active Traffic Management	Active Traffic Management Systems			EPE	Programmed	20-23	A	\$0	\$0	\$0	\$1,900,000	\$0	M	10/03/2022		08/07/2026		
Grand Total:																	\$0	\$175,000	\$0	\$19,326,421	\$1,750						

Total Job Phases Reported: 26

- Preferences:**
- Report Format: Standard
 - FISCAL Year(s): 2021, 2022, 2023
 - MPO/Non-MPO: Grand Valley Metropolitan Council (Grand Rapids)
 - County: ALL
 - Prosperity Region: ALL
 - MDOT Region: ALL
 - STIP Cycle: ALL
 - STIP Status: Approved, Pending (A - Approved, P - Pending)
 - Job Type: Trunkline
 - Phase Type: ALL
 - Phase Status: ALL (AP - Programmed, AC - Active, CP - Completed)
 - Amendment Type: ALL
 - Templates: Trunkline - ALL
 - Finance System: Trunkline - ALL



December 7, 2020

Laurel Joseph, Transportation Planning Director
Grand Valley Metro Council
678 Front Avenue NW, Suite 200
Grand Rapids, MI 49504

Ms. Joseph:

The City of Grand Rapids is requesting the following two FY 2022 Highway Safety Improvement Program (HSIP) projects are added to the regional Transportation Improvement Program (TIP):

Project Name: Eastern Avenue
Project Limits: Andover Street to 40th Street
Control Section: HSIP 41000 –Job Number 211896
Approved Amount: \$462,733
Federal Amount: \$416,459.70
Work Description: Modernize signals at 48th, 44th, and 40th Streets; add left turn phasing; upgrade crosswalk markings, pedestrian signs, and bus pads/related signage (coordinated with The Rapid); install Rapid Flashing Beacons at the East-West Trail Connector.

Project Name: Countdown Pedestrian Signals
Project Limits: 40 intersections
Control Section: HSIP 41000 –Job Number 211785
Approved Amount: \$221,130
Federal Amount: \$199,017
Work Description: Modify existing traffic signals with countdown pedestrian signals at 40 intersections within the City of Grand Rapids.

Please let us know if you have any questions. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Kristin Bennett".

Kristin Bennett, AICP
Transportation Engineering Projects Manager

cc: John Bartlett, Tim Burkman, Eric DeLong, Rick DeVries, Karyn Ferrick, Justin Kimura, Josh Naramore



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

December 2, 2020

Mr. John Bartlett,
City of Grand Rapids
Traffic Safety Department
509 Wealthy Street SW
Grand Rapids, Michigan 49503

Dear Mr. Bartlett:

Project Name: Eastern Avenue
Control Section: HSIP 41000
Job Number: 211896

The Michigan Department of Transportation (MDOT) is pleased to inform you that the subject project has been approved for federal funding in the 2022 fiscal year (FY). All agencies were previously notified by telephone and approved projects are posted on MDOT's website at www.michigan.gov/mdot.

Control Section: HSIP 41000 - Job Number: 211896
Safety Improvement Project Approved Amount: \$462,733
Federal Participation: \$416,459.70
Project Name: Eastern Avenue
Project Limits: Eastern Avenue from Andover Street to 40th Street
Work Description: Signal modernization at 48th Street, 44th Street, and 40th Street, add left turn phasing, upgrade crosswalk markings and pedestrian signs along corridor, RRFBs at the East-West Trail Connector, upgrade bus pads in coordination with the Rapid, transit sign

This project will be funded with 90 percent federal funds. Unless otherwise approved in writing by MDOT at the time of obligation, the federally participating project costs for the 2022 Highway Safety Improvement Program (HSIP) are limited to the project costs submitted with the application and listed above, plus the lesser of an increase of 20 percent or \$20,000 above the total project cost. The maximum amount of federal funds allowed for this project is \$600,000 for the construction phase let to contract, as long as the above listed limits are not exceeded.

Preliminary engineering, construction engineering, and right-of-way costs are not eligible for reimbursement. Nonparticipating construction items of work may be included in the overall project estimate, but are not reimbursable for federal funding. Items such as decorative lighting, brick sidewalks, street pavers, or any items that are not safety related in nature are not eligible for federal aid. These items will be reviewed once the preliminary plans are developed.

Funds for this project must be obligated in FY 2022. Federal funds cannot be obligated until the following steps have been completed (links to forms can be located at www.michigan.gov/mdotlap):

- Environmental/historical clearance (NEPA) is approved
- The Program Application has been completed (Form 0260)
- GI meeting has been held
- Permits are obtained and included in the project approval
- Right-of-way issues are cleared and approved

Mr. John Bartlett
Page 2
December 2, 2020

- Final plans are submitted and approved

MDOT has programmed the selected project into JobNet for the area's Transportation Improvement Program (TIP) for the fiscal year for which the project was selected. Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.

Provided MDOT has obligation authority remaining, HSIP funds will be obligated up through August 31, 2022. Therefore, to ensure funds are obligated prior to this date, **it is imperative that the project's final package is completed and submitted to MDOT by August 13, 2022.** Once posted, the Local Agency Programs FY 2022 Project Planning Guide can be accessed at www.michigan.gov/mdotlap and contains the milestone dates required for a GI submittal in order to obligate your project for the fiscal year. If your local agency wishes to obligate and construct your project prior to the fiscal year for which it was selected, they may do so by utilizing the advance construct process. The Local Agency is responsible for ensuring the project is listed in the (S)TIP for both fiscal years (the year obligated and the year federal funds are converted).

Every effort has been given to maintain a fiscally constrained program and maximize the use of limited available funds. Projects will be handled on a first come, first served basis, so please make every effort to stay on schedule.

If your project is not obligated in FY 2022, MDOT may elect to retract approved funding and you will be required to resubmit your project under a future call. If a project has received prior written approval to be carried over to FY 2023, the agency will be scored significantly lower on subsequent project submittals for two years. Funding for any 2022 project not obligated by FY 2023 will be rescinded. Any changes in the scope of work or significant changes in project cost which cannot be justified will be denied.

Please send the programming application form, NEPA form, GI package and final plans electronically to BlazoP@Michigan.gov.

If you have any questions, please contact Pamela Blazo, Safety Programs Engineer, at (517) 335-2224 or BlazoP@Michigan.gov.

Sincerely,



Pamela R. Blazo, Safety Engineer
Local Agency Programs



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

GRETCHEN WHITMER
GOVERNOR

PAUL C. AJEGBA
DIRECTOR

November 23, 2020

Mr. John Bartlett,
City of Grand Rapids
Traffic Safety Department
509 Wealthy Street SW
Grand Rapids, Michigan 49503

Dear Mr. Bartlett:

Project Name: Countdown Pedestrian Signals
Control Section: HSIP 41000
Job Number: 211785

The Michigan Department of Transportation (MDOT) is pleased to inform you that the subject project has been approved for federal funding in the 2022 fiscal year (FY). All agencies were previously notified by telephone and approved projects are posted on MDOT's website at www.michigan.gov/mdot.

Control Section: HSIP 41000 - Job Number: 211785
Safety Improvement Project Approved Amount: \$221,130
Federal Participation: \$199,017
Project Name: Countdown Pedestrian Signals
Project Limits: 40 intersections
Work Description: Countdown pedestrian signals

This project will be funded with 90 percent federal funds. Unless otherwise approved in writing by MDOT at the time of obligation, the federally participating project costs for the 2022 Highway Safety Improvement Program (HSIP) are limited to the project costs submitted with the application and listed above, plus the lesser of an increase of 20 percent or \$20,000 above the total project cost. The maximum amount of federal funds allowed for this project is \$600,000 for the construction phase let to contract, as long as the above listed limits are not exceeded.

Preliminary engineering, construction engineering, and right-of-way costs are not eligible for reimbursement. Nonparticipating construction items of work may be included in the overall project estimate, but are not reimbursable for federal funding. Items such as decorative lighting, brick sidewalks, street pavers, or any items that are not safety related in nature are not eligible for federal aid. These items will be reviewed once the preliminary plans are developed.

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- The Program Application has been completed (Form 0260)
- GI meeting has been held
- Permits are obtained and included in the project approval
- Right-of-way issues are cleared and approved
- Final plans are submitted and approved

Mr. John Bartlett
Page 2
November 23, 2020

MDOT has programmed the selected project into JobNet for the area's Transportation Improvement Program (TIP) for the fiscal year for which the project was selected. Local Agencies within Metropolitan Planning Organization (MPO) areas must coordinate with their MPO to ensure approval of their project in the TIP.

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Every effort has been given to maintain a fiscally constrained program and maximize the use of limited available funds. Projects will be handled on a first come, first served basis, so please make every effort to stay on schedule.

If your project is not obligated in FY 2022, MDOT may elect to retract approved funding and you will be required to resubmit your project under a future call. If a project has received prior written approval to be carried over to FY 2023, the agency will be scored significantly lower on subsequent project submittals for two years. Funding for any 2022 project not obligated by FY 2023 will be rescinded. Any changes in the scope of work or significant changes in project cost which cannot be justified will be denied.

Please send the programming application form, NEPA form, GI package and final plans electronically to BlazoP@Michigan.gov.

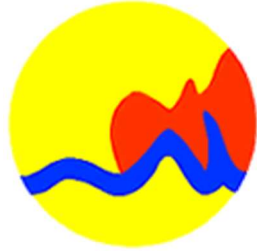
If you have any questions, please contact Pamela Blazo, Safety Programs Engineer, at (517) 335-2224 or BlazoP@Michigan.gov.

Sincerely,



Pamela R. Blazo, Safety Engineer
Local Agency Programs

OFFICE OF
CITY
ENGINEER



CITY OF GRAND RAPIDS

December 18, 2020

Dear Mr. Zonyk,

The City of Grand Rapids is scheduled to receive Surface Transportation Program – Urban (STPU) grant funds for Division Avenue – Fountain Street to Michigan Street in FY2022. The work was planned to be rotomill/resurfacing. Since we have started discussions for the design, the scope of the work has expanded to include significant public and private utility replacement work. Due to funding considerations, it is anticipated that the project will be postponed to a future year.

The City wishes to increase the Federal grant share for Collindale Avenue – Lake Michigan Drive to Leonard Street for the Division Avenue project. The Federal grant would be increased from \$327,838 to \$515,224 which would represent 37% of the estimated \$1.5 million total cost of the project. We ask that the following change be made to the Transportation Improvement Program:

FY2022 STP-U						
<u>PROJECT</u>	<u>PROJECT LIMITS</u>	<u>SCOPE</u>	<u>LENGTH</u>	<u>FEDERAL/STATE</u>	<u>NON-FED</u>	<u>TOTAL</u>
<u>DELETE</u>						
Division Avenue	Fountain Street to Michigan Street	Road Rehabilitation	0.117	\$187,336	\$ 62,664	\$ 250,000
<u>INCREASE</u>						
Collindale Avenue	Lake Michigan Drive to Leonard Street	Road Rehabilitation	1.003	\$515,224	\$984,776	\$1,500,000
	Participating				\$1,383,313	
	Non-Participating				\$ 116,687	

Please let us know if you have any questions. Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick DeVries".

Rick DeVries, P.E.
Assistant City Engineer

cc: Laurel Joseph
Kristin Bennett

Eric DeLong
Tim Burkman

Karyn Ferrick
Breese Stam

Josh Naramore



GRAND VALLEY METROPOLITAN COUNCIL

ADA TOWNSHIP • ALGOMA TOWNSHIP • ALLENDALE TOWNSHIP • ALPINE TOWNSHIP • BELDING • BYRON TOWNSHIP • CALEDONIA • CALEDONIA TOWNSHIP • CANNON TOWNSHIP • CASCADE TOWNSHIP
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GREENVILLE • HASTINGS • HUDSONVILLE • IONIA • JAMESTOWN TOWNSHIP • KENT COUNTY • KENTWOOD • LOWELL • LOWELL TOWNSHIP • MIDDLEVILLE • NELSON TOWNSHIP
OTTAWA COUNTY • PLAINFIELD TOWNSHIP • ROCKFORD • SAND LAKE • SPARTA • TALLMADGE TOWNSHIP • WALKER • WAYLAND • WYOMING

MEMORANDUM

DATE: January 13, 2021
TO: Policy Committee
FROM: Laurel Joseph, Director of Transportation Planning
RE: Updated 4-Year Bridge Condition Targets

In accordance with federal performance measure requirements, MDOT established Bridge Condition targets in 2018, which the Technical and Policy Committees elected to support. We have now reached the mid-point of the performance period, which allows for adjustment of the 4-year targets. Based on updated data, MDOT has elected to adjust their 4-Year Bridge Performance Targets, which are listed below.

- Percentage of NHS bridges classified as in "Good" condition
• Percentage of NHS bridges classified as "Poor" condition

Multiple factors led to MDOT adjusting their 4-Year targets, including four large-deck-area bridges deteriorating faster than expected and changes in the inventory of NHS bridges, which the adjusted targets account for. A table summarizing the old and new targets and data is below.

Table with 6 columns: Performance Measure, 2018 Measured (Statewide), Original 4-Year State Target, 2020 Measured (Statewide), 2020 Measured (GVMC area), Updated 4-Year State Target. Rows include Percentage of NHS bridges classified as in "Good" condition and Percentage of NHS bridges classified as "Poor" condition.

MPOs have until March 31, 2021 to take action on these updated targets and can continue to support State targets or develop MPO targets. At their January meeting, the Technical Committee took action recommending that GVMC continue to support the state targets for the updated Bridge Performance Measures, and now the Policy Committee can choose to take action or have further discussion. Staff has participated in target coordination meetings and working groups throughout the development process of all the State targets that have been presented to the committee and believe the State's methodology for target development to be reasonable. The generally better condition of NHS bridges in the GVMC area and the work that continues to be done by MDOT and our local agencies to improve NHS bridges in our region can support statewide target achievement.

Attached for additional information is the State's Bridge Performance Measure Mid-Period Progress Newsletter.

If you have any questions, please do not hesitate to contact me at (616) 776-7610 or via email at laurel.joseph@gvmc.org.

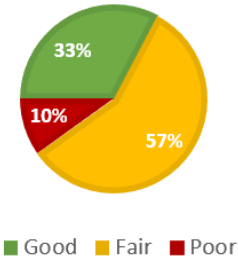


BRIDGE MID -PERFORMANCE PERIOD REPORT

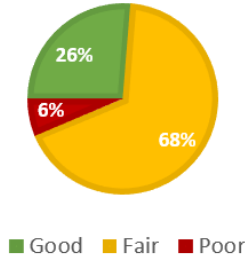
2018 – 2022 ACTUALS AND TARGET

MDOT established Bridge Performance Management Targets for bridges carrying the NHS as required for the National Federal Highway Program Performance Goals. This document describes how MDOT determined the two- and four-year targets from asset management analyses and procedures and reflecting investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. This document reports on the actual performance at the Mid-Performance Period and recommends changes to the 2022 Target.

2018 MEASURED
PERCENT BY NHS DECK AREA



2020 MEASURED
PERCENT BY NHS DECK AREA



2022 ADJUSTED TARGET
PERCENT BY NHS DECK AREA

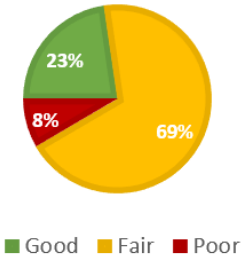


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EXECUTIVE SUMMARY

Executive Summary

TPM REQUIREMENTS

Infrastructure Condition is one of the national Federal highway program performance goals as established by Congress. The goal is to maintain the highway infrastructure asset system in a state of good repair. As part of this endeavor, targets were required to be set for NHS bridge conditions. These targets are the conditions that we expected in the short term (two- and four-years) as we apply our strategies to achieve our long-term goals given fiscal constraints and competing needs between all the performance management areas and assets. This report documents the progress of MDOT, our bridge authorities, and local agencies in meeting the NHS bridge condition targets.

TARGETS

Using deterioration modeling and analysis of programmed projects, MDOT predicted that the percentage of deck area on the NHS in Good condition would decline, the percentage of deck area in Fair condition would increase and the percentage of deck area in Poor Condition would decrease. Targets were set based upon this information, allowing for uncertainties, and are presented in Figure 1.

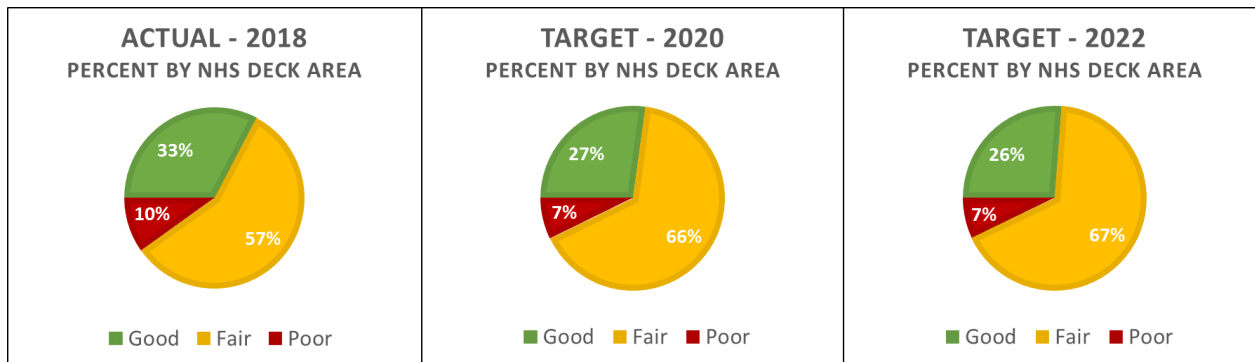


Figure 1: Original Recommended Bridge Targets

EXECUTIVE SUMMARY

MID-PERFORMANCE PERIOD

The baseline condition reported for 2018 reflected NHS NBI data through March 14, 2018. The mid-performance period condition reflects NHS NBI data through March 13, 2020. The actual conditions report in March of 2020 were **26.3%** in Good condition, **67.5%** in Fair condition and **6.2%** in Poor condition, by deck area. This is within 1% of the predicted target values, and the Poor condition performance exceeded the target condition. The major factor leading to the Good condition target being missed was the impact of four large deck area bridges deteriorating into Fair condition faster than predicted. This will be discussed in further detail.

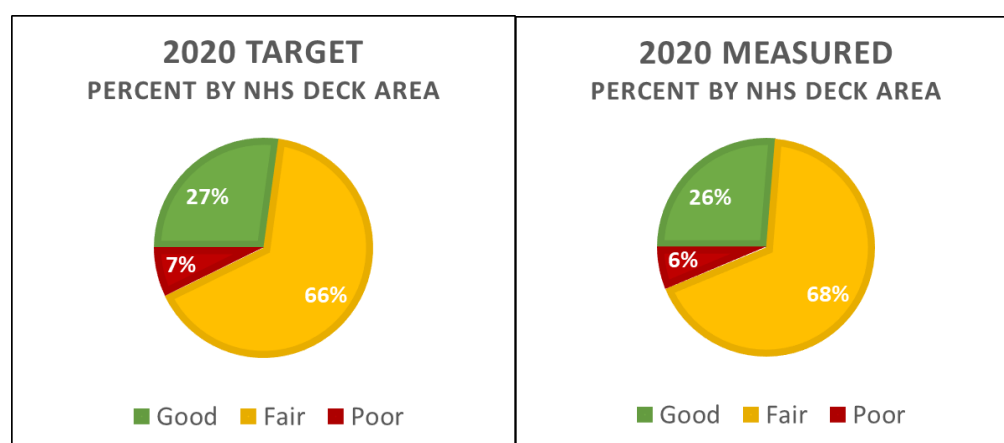


Figure 2: 2020 Target vs 2020 Measured

During the timeframe, the inventory changed slightly as owners continued to manage their bridges through projects and inspections. 235 bridges were removed, added, or modified leading to changes in bridge counts and deck area. Table 1 reflects the changes in the inventory from the 2018 baseline data to the 2020 mid-performance period data. In general, the number of NHS bridges increased while the total deck area decreased. The percent change both by count and by area is less than 1% of the total NHS area.

Inventory Changes - 2018 to 2020 - Statewide						
Owner	2018		2020		Percent Change	
	Count	Deck Area	Count	Deck Area	Count	Deck Area
Trunkline	2,729	32,936,116	2738	32,792,958	0.3%	-0.4%
Authority	8	1,998,482	8	1,998,482	0.0%	0.0%
Local	225	2,425,951	221	2,361,559	-1.8%	-2.7%
Total	2,962	37,360,549	2967	37,152,999	0.2%	-0.6%

Table 1: Inventory Changes – 2018 to 2020 - Statewide

MID-PERIOD CONDITION REPORT

MID-Period Condition Report

NATIONAL BRIDGE INSPECTION STANDARDS

Federal law, outlined in the National Bridge Inspection Standards (NBIS), defines a bridge as a structure carrying traffic with a span greater than 20 feet and requires that all bridges be inspected to monitor and report condition ratings. The FHWA requires that for each applicable bridge, the performance measures for determining condition be based on the minimum values for substructure, superstructure and deck or culvert.

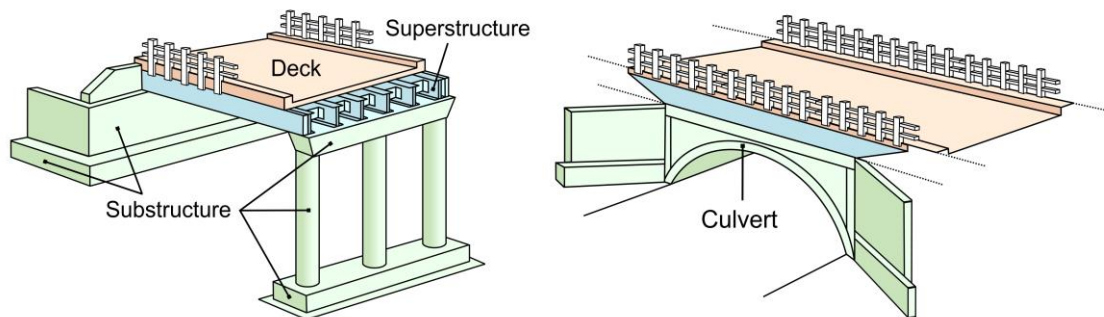


Figure 3: ANATOMY OF A BRIDGE OR CULVERT

Condition ratings are based on a 0-9 scale and assigned for each culvert, or the deck, superstructure and substructure of each bridge. These ratings are recorded in Michigan's National Bridge Inventory (NBI) database through a web-based system called MiBRIDGE. According to Federal standards, ratings of 7 and above are in Good Condition, 4 and less are in Poor Condition, and the remainder are in Fair Condition. Condition ratings are an important tool for transportation asset management as they are used to identify preventative maintenance needs and to determine rehabilitation and replacement projects.

NBI Condition Ratings		
7-9	Good Condition	Routine maintenance candidate.
5-6	Fair Condition	Preventative maintenance and minor rehabilitation candidate.
4	Poor Condition	Poor Major rehabilitation or replacement candidate.
2-3		Serious or Critical Emergency repair or high priority major rehabilitation or replacement candidate. Unless closely monitored it may be necessary to close until corrective action can be taken.
0-1		Imminent Failure or Failed Major rehabilitation or replacement candidate. Bridge is closed to traffic.

Table 2: NBI CONDITION RATINGS

MID-PERIOD CONDITION REPORT

MID-PERFORMANCE PERIOD NHS BRIDGE CONDITIONS

Structures that meet the definition of a bridge according to the NBIS are recorded in the Michigan Bridge Inventory database through a web-based system called MiBRIDGE. MDOT's Bureau of Bridges and Structures (BOBS) in turn submits this information to the National Bridge Inventory (NBI). Using this database, BOBS compiles the number of bridges and deck area for each of the categories required by the Performance Management requirements. While the National Bridge Inspection Standards applies to all publicly owned highway bridges, the Transportation Performance Management Targets are only applied to those bridges carrying routes on the National Highway System (NHS) including bridge on- and off-ramps connected to the NHS. The FHWA requires counting the NHS condition by the respective deck area of each bridge and express condition totals as a percentage of the total deck area of bridges in a state. The area is computed using the NBI Structure Length and Deck Width or Approach Roadway Width (for some culverts). Tables 3 and 4 represent the data submitted to the FHWA on March 13, 2020.

Mid-Performance Period NHS Bridge Condition by Count – Statewide								
Owner	Good		Fair		Poor		Total	
Trunkline	752	27%	1828	67%	158	6	2738	92%
Authority	3	38%	5	63%	0	0%	8	<1%
Local	83	38%	100	45%	39	17%	221	7%
Total	838	28%	1933	65%	196	7%	2967	

Table 3: Mid-Performance Period NHS Bridge Condition by Number of Bridges – March 2020

Mid-Performance Period NHS Bridge Condition by Deck Area - Statewide								
Owner	Good		Fair		Poor		Total (sft)	
Trunkline	8,719,688	27%	22,092,484	67%	1,980,786	6%	32,792,958	88%
Authority	291,482	15%	1,707,000	85%	0	0%	1,998,482	5%
Local	756,411	32%	1,282,990	54%	322,158	14%	2,361,559	6%
Total	9,767,581	26%	25,082,474	68%	2,302,994	6%	37,152,999	

Table 4 Mid-Performance Period NHS Bridge Condition by Deck Area – March 2020

The majority of structures by both count and deck area are owned by MDOT Trunkline. The three bridge authorities – the International Bridge, the Mackinac Bridge, and Blue Water Bridge own only 8 structures, but those 8 structures comprise 5% of the NHS deck area statewide. Local agencies are responsible for 7% of the NHS population by count and 6% by deck area. While these numbers are small in comparison to the proportion within the trunkline program, the expected deterioration and improvement of Bridge Authority and Local Agency bridges must be considered when setting Performance Management Targets.

MID-PERIOD PROGRESS TOWARD TARGETS

MID-Period Progress Toward Targets

COMPARING MEASURED AND TARGET VALUES

The Mid-performance period condition reflects NHS NBI data through March 13, 2020. The actual conditions report in March of 2020 were **26.3%** in Good condition, **67.5%** in Fair condition and **6.2%** in Poor condition, by deck area. This is within 1% of the predicted Target Values, and the poor condition performance exceeded the target condition.

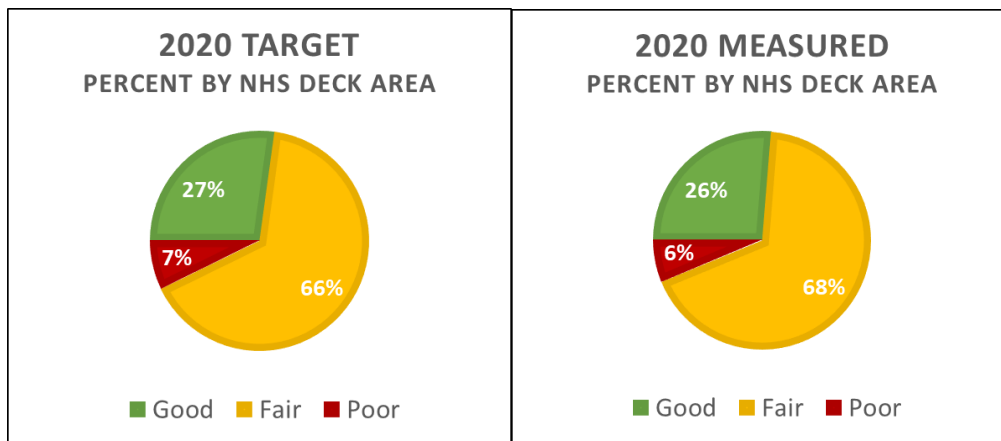


Figure 4: 2020 Target vs 2020 Measured

EVALUATING GOOD CONDITION

The target for Good condition was set as a combination of estimating the deck area that was expected to deteriorate and the deck area that was expected to be improved. This is demonstrated in Figure 5, which shows that 8.8% of the NHS deck area was predicted to leave Good condition and 2.3% was expected to enter Good condition during the time period. As shown, the Good condition deck area was predicted to decline and the mid-performance period target was set at 27.0%. However, the measured decline was slightly larger than predicted with a resulting Good condition by deck area of 26.3%. This 0.7% difference is 260,000 sft of deck area. The prediction for the 27.0% deck area in Good condition correlated to 23.4% of NHS bridges in Good condition by count. In 2020, the actual number of NHS in Good condition was significantly higher – 28.2%. This means that the reduction in Good deck area as compared to the target is less about the number of bridges that were maintained in Good condition, and more dependent on how large the bridges are that deteriorated. When analyzed by count instead of deck area, both the Good and Poor target were exceeded.

MID-PERIOD PROGRESS TOWARD TARGETS

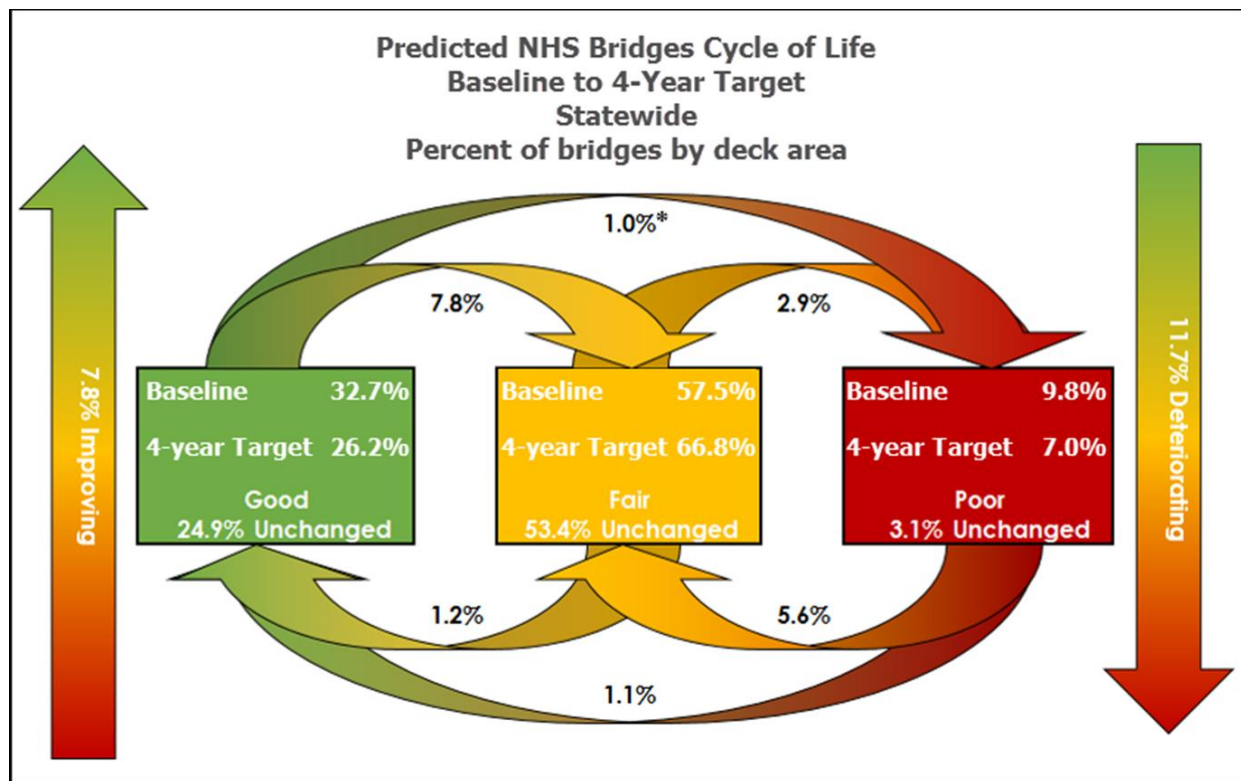


Figure 5: Baseline to 4-Year Target Predicted Cycle of Life

GOOD BRIDGE DETERIORATION

Four “big bridges” deteriorated from good condition to fair condition during this performance period. As discussed when setting the targets, when measuring by deck area the impact of only a few signature structures can significantly impact the uncertainty within projections. The four bridges that fell to fair condition sum to 1.43M sft of deck area, or just under 4% of the Statewide NHS deck area. Additionally, these structures had extenuating circumstances which make it challenging to perform condition projections as refined of a level as two-years. The two Zilwaukee bridges are segmental concrete box girders. Michigan has few of these structure types and so there is significant uncertainty in the prediction of deterioration rates. The other two structures were found to have Alkali Silica Reactivity (ASR) damage in the substructure, which leads to accelerated deterioration.

MID-PERIOD INVESTMENT STRATEGY

MID-Period Investment Strategy

TAMP INVESTMENT CONSISTENCY ANALYSIS

As part of the requirements of the Transportation Asset Management Plan, MDOT performs an investment consistency analysis each year. This analysis demonstrates implementation of MDOT's TAMP. MDOT project selection is guided by investment strategies from the TAMP to make progress toward achievement of its targets for asset condition and performance of the NHS. The agency's Investment Consistency Analysis shows an alignment between MDOT's actual investment levels based on budgeted project obligations from FY 2018 to 2019 for specified work types, and MDOT's planned levels of investment included in the TAMP for these same work types.

Bridge Investment - 2018 and 2019		
Trunkline (NHS and Non-NHS)	TAMP Allocations	Obligated Funds
Reconstruction	\$154 M	\$208 M
Rehabilitation	\$81 M	\$55 M
Preservation	\$68 M	\$66 M
Authorities and Local Agencies (NHS only)	\$41 M	\$39 M

Table 5: TAMP Investment Consistency Analysis

Implementation of bridge projects in FY 2018 exceeded the reconstruction investment estimate in the initial TAMP. This was primarily a result of two bridge replacements that accounted for \$62 million. One of the bridges was rated in serious condition and the other bridge was scour critical. Considering these factors, the agency is satisfied that the constrained bridge strategy included in the initial and final TAMP for years 2018 and 2019 have been implemented within reasonable expectations due to changing conditions and circumstances and while maintaining a risk based asset management strategy.

TARGET ADJUSTMENT

Target Adjustment

DEVELOPING TARGETS

Starting from the condition reported with the NBI submittal on March 14th of 2018, the expected improved condition from projects and reduced condition from deterioration was summarized into expected condition in 2020 and in 2022. The deck areas in good, fair and poor conditions at each year were summarized. To account for uncertainty, the amount of deck area in good condition was conservatively reduced by 1%, and the amount of deck area in poor condition was increased by 1%. A 1% reduction for uncertainties reflects about 30 average size structures that either deteriorated faster than predicted or that did not see as much of an improvement as predicted.

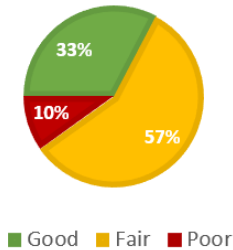
Unfortunately, four of the bridges that deteriorated faster than predicted dwarfed the 1% reduction planned for uncertainties. If the four large deck area structures had remained in Good condition, then the NHS Good Condition Target would have been exceeded at a value of 30.1%. To account for this unforeseen circumstance and to bring the 2022 targets in alignment with current conditions, the target setting analysis was repeated by combining the current condition (therefore accounting for the bridges that deteriorated faster than predicted), the predicted deterioration rates of the remaining bridges as well as the expected condition following programmed projects.

ADJUSTING TARGETS

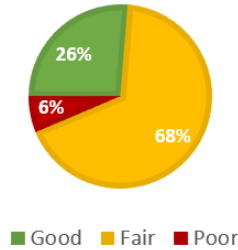
The 2018 and 2020 measured values and the updated 2022 Targets are shown in Figure 6. Overall, the number of Good bridges is expected to decline significantly as preservation efforts tend to extend life in Fair condition. Additionally, there is a large population of bridges that have exceeded the expected time in Good condition. By applying the statewide median time, they are predicted to fall to Fair condition at any time, and so they are reflected as in Fair condition in the targets. It could be that unique factors or preservation activities have extended the time in Good condition for these structures.

TARGET ADJUSTMENT

2018 MEASURED
PERCENT BY NHS DECK AREA



2020 MEASURED
PERCENT BY NHS DECK AREA



2022 ADJUSTED TARGET
PERCENT BY NHS DECK AREA

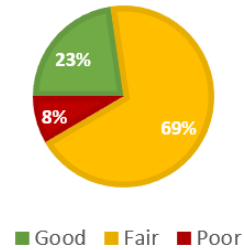


Figure 6: Proposed Targets – 2020 analysis

The amount of bridges in Good condition is predicted to decrease and the amount of deck area in Poor condition is predicted to increase. This is consistent with previous targets, except it accounts for the deterioration of the big bridges discussed previously which account for nearly 4% of the NHS deck area statewide. The amount of Fair deck area will require a sustained commitment to preservation in order to prevent an unsustainable amount of fair bridges from falling into poor condition.

MPO Coordination

The MPO's established targets supporting the State DOT's statewide bridge performance targets. As part of the Full Performance Period Progress Report, MPOs will report their established targets, performance, progress, and achievement of the targets to their respective state DOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. The MPOs are not required to provide separate reporting to the FHWA. However, State DOTs and MPOs will need to coordinate and mutually agree to a target establishment reporting process. The minimum penalty threshold requires that no more than 10% of NHS bridges measured by deck area be classified as structurally deficient.

MDOT provided estimated condition for each MPO's population of bridges, however it was not recommended that they were adopted as specific targets. As discussed earlier, predicting deterioration applies statewide average deterioration rates to all bridges. Some bridges will deteriorate faster while some will deteriorate slower. At the network level, these differences tend to balance. When looking at smaller populations, the difference between specific bridge deterioration and statewide averages can lead to large differences between predictions and measured values. When the performance values are measured in terms of deck area rather than count, large bridges can exacerbate this discrepancy.

MDOT also created a Transportation Performance Measures Dashboard for MPOs and bridge owners to aid in reviewing targets. The 2018 baseline data can be found at <https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=26ddc82bc9634e05a055cd4a6747818f>. The 2020 data can be found at <https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=91289b5580114648a4ae0b4d002c565b>. These pages represent a snapshot of data at the time of the NHS bridges in the NBI submittal to FHWA, and is what will be used by FHWA to evaluate the targets. For more current information, all NBI bridge data is updated monthly at <https://Michigan.gov/bridgeconditions>.

MPO COORDINATION

2020 Measured Condition on the NHS by Deck Area								
MPO	Good		Fair		Poor		Total	
	Deck Area	Percentage	Deck Area	Percentage	Deck Area	Percentage	Deck Area	Percentage
Battle Creek Area Transportation Study	3,429	1%	420,446	92%	31,722	7%	455,597	100%
Bay City Area Transportation Study	112,658	18%	426,620	70%	74,079	12%	613,357	100%
Genesee County Metropolitan Planning Commission	133,738	7%	1,508,951	79%	257,875	14%	1,900,564	100%
Grand Valley Metropolitan Council	1,488,565	38%	2,257,585	58%	176,016	4%	3,922,166	100%
Jackson Area Comprehensive Transportation Study	90,300	21%	268,966	64%	60,932	15%	420,198	100%
Kalamazoo Area Transportation Study	234,944	44%	238,508	45%	57,426	11%	530,878	100%
Macatawa Area Coordinating Council	72,176	24%	230,927	76%	0	0%	303,103	100%
Midland Area Transportation Study	41,128	21%	154,375	79%	0	0%	195,503	100%
Saginaw Metropolitan Area Transportation Study	544,567	24%	1,722,253	75%	41,708	2%	2,308,528	100%
Southeast Michigan Council of Governments	5,712,390	35%	9,619,314	58%	1,115,618	7%	16,447,322	100%
Southwest Michigan Planning Commission	28,277	3%	1,000,380	96%	17,444	2%	1,046,101	100%
Niles-Buchanan-Cass Area Transportation Study	4,965	2%	254,801	98%	0	0%	259,766	100%
Twin Cities Area Transportation Study	23,312	3%	745,579	95%	17,444	2%	786,335	100%
Tri-County Regional Planning Commission	93,825	4%	1,922,819	84%	268,451	12%	2,285,095	100%
West Michigan Metropolitan Transportation Planning Program	179,670	27%	473,386	71%	16,298	2%	669,354	100%
Outside MPO Boundaries	1,031,914	17%	4,837,944	80%	185,375	3%	6,055,233	100%
All NHS	9,767,581	26%	25,082,474	68%	2,302,944	6%	37,152,999	100%