



*Michigan Infrastructure &  
Transportation Association*



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**Tuesday, March 9, 2021**

**10:30 a.m.**

# Overview

- **2015 Road Funding Package**
- **Condition of Our Roads and Bridges**
- **Transportation Asset Management**
- **21<sup>st</sup> Century Infrastructure Commission**
- **Workforce Development**
- **FixMIState Campaign**
- **Work Zone Safety**
- **Conclusion**

# 2015 Road Funding Package

## REVENUES

- 7.3 cent gas tax increase (1/1/2017)
- 20% registration fee increase (1/1/2017)
- General Fund Revenues
  - \*\$150M for FY 2018 – 2019
  - \*\$325M for FY 2019 – 2020
  - \*\$600M for FY 2020 – 2021 ongoing
- Registration fee increases for hybrid and electric vehicles

# 2015 Road Funding Package con.

- **Credits and Reforms**
  - **Expansion of the Homestead Property Tax Credit**
  - **Roads Innovation Task Force (\$100M lock box) To produce longer lasting roads.**
  - **Expansion of Road Warranties**

## 2018 – 2019 Federal Aid Pavement Conditions Percent Lane Miles

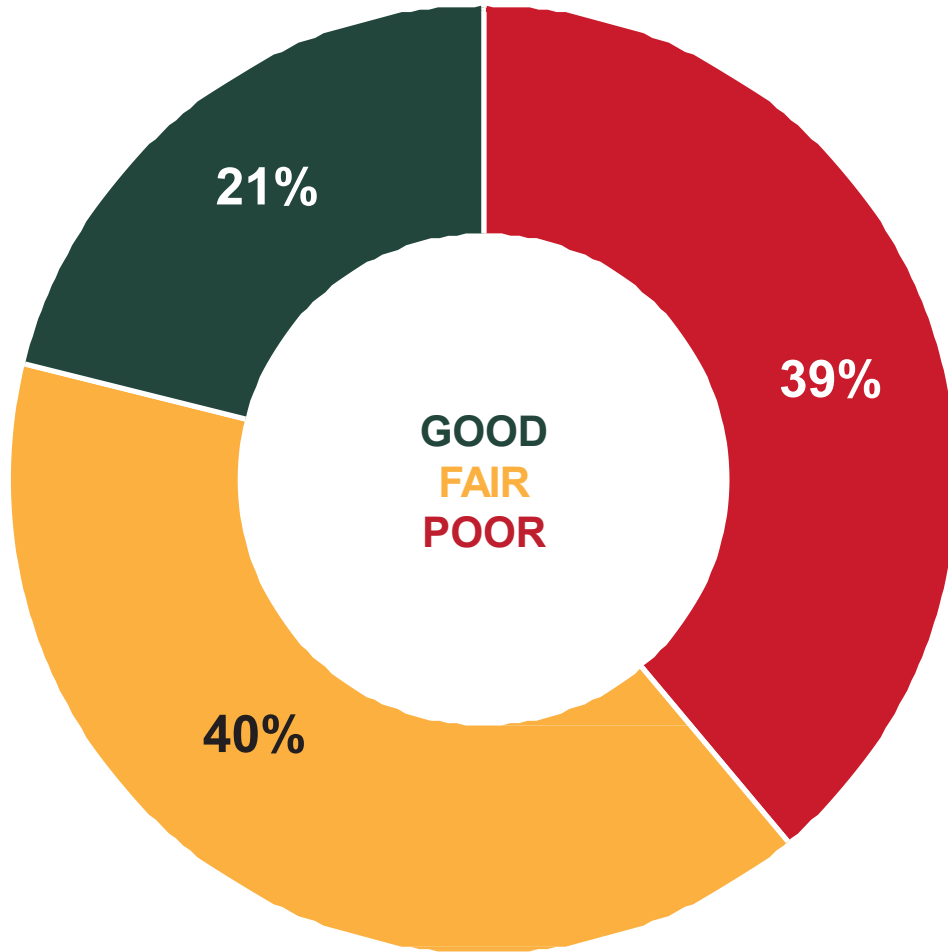


Figure 4  
Source: 2018-2019 PASER Data Collection

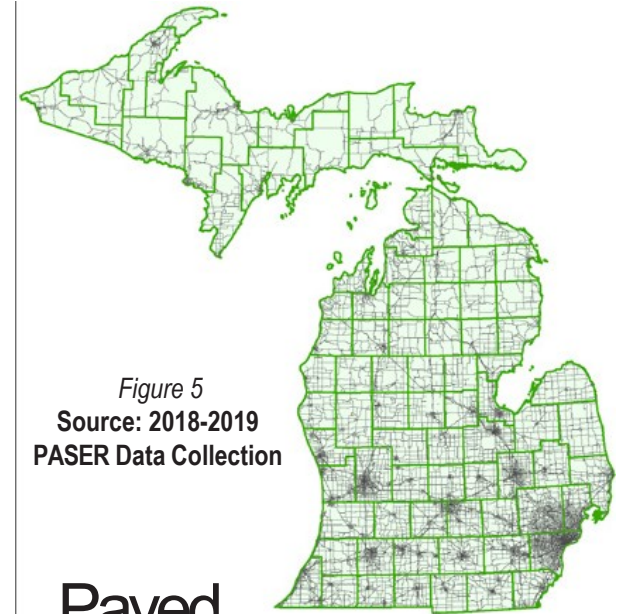


Figure 5  
Source: 2018-2019  
PASER Data Collection

## Paved Federal-Aid Roads

Road agencies report on the condition of all paved federal-aid roads over the course of two years. Figure 5 is a map showing roads rated in 2018 and 2019. About 60% of the 88,000 lane miles were collected in 2019 and the remaining 40% were collected in 2018.

Figure 4 shows a composite of those lane miles. 39% of Michigan's lane miles are now in poor condition. In 2019, close to 900 lane miles (2 percent) transitioned from poor to a fair condition. However, the majority of these improvements can be attributed to short term fixes rather than long term solutions.

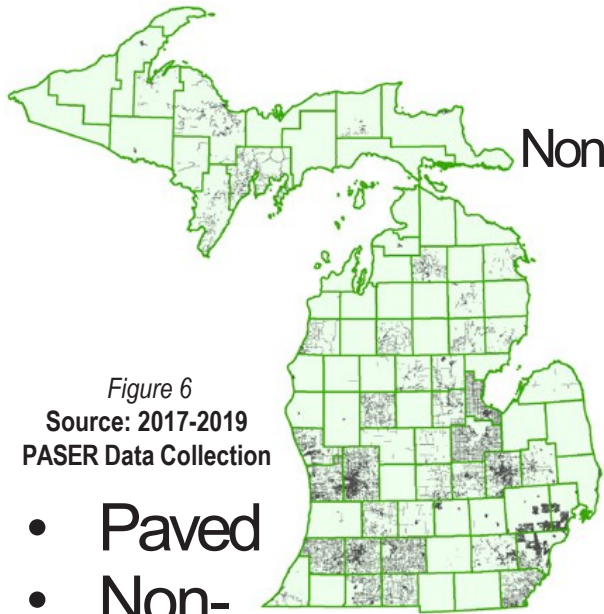


Figure 6

Source: 2017-2019  
PASER Data Collection

## • Paved • Non-Federal-Aid Roads

- There are over 165,000 lane miles of non-federal-aid roads in Michigan. The
- federal government classifies these roads as being “Local Roads.” Each year, many road agencies choose to rate some or all their paved non-federal-aid roads.
- The ratings are typically done on a 3-year cycle. Figure 6 shows from 2017-2019, close to 300 agencies reported ratings on 45,329 miles. Over 50% of these roads were found to be in poor condition as seen in Figure 7. Agencies use ratings on both federal-aid and non-federal-aid roads

2017 - 2019

## Non-Federal-Aid Pavement Condition

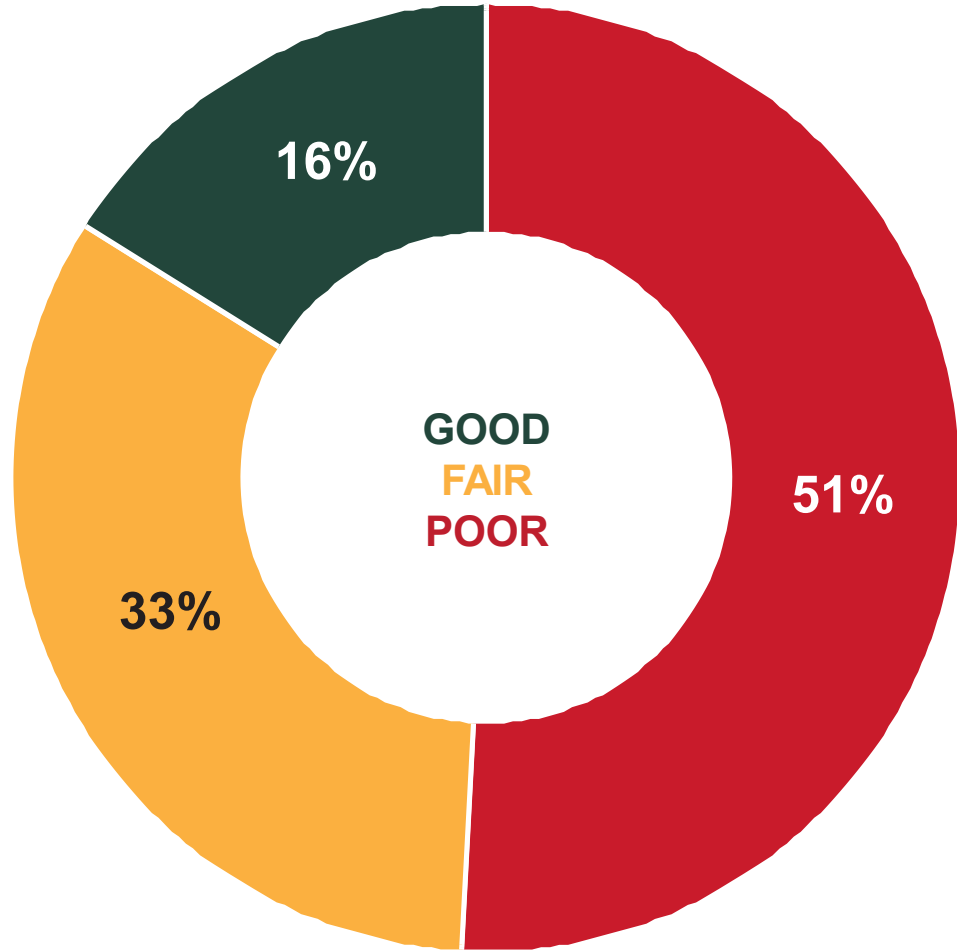


Figure 7

Source: 2017-2019 PASER Data Collection

## 2019 Local Agency Bridge Condition

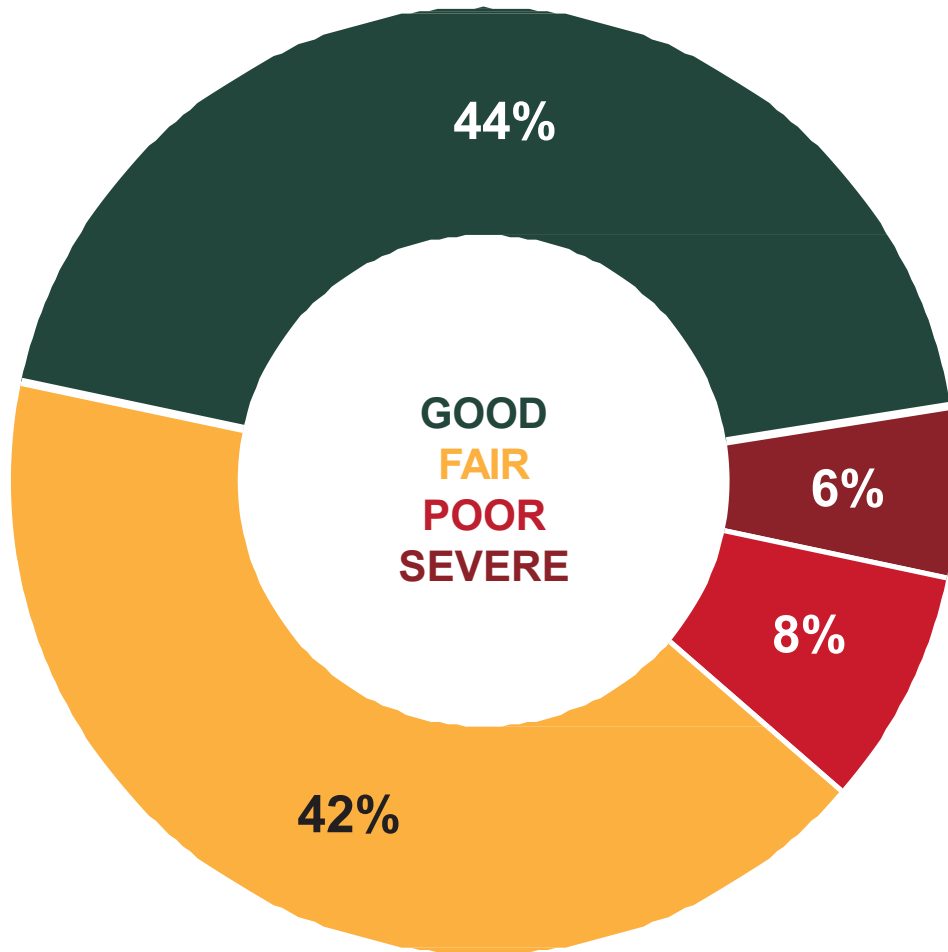


Figure 13

Source: 2019 National Bridge Inventory

## Local Agency Bridges

Figure 13 show that local agencies are managing both a larger percentage of good bridges, while also managing a larger percentage of poor and severe bridges. While many local agencies are working to embrace preservation strategies but are prevented by the overwhelming need of the bridges in the worst conditions.

A bridge in poor condition is a candidate for major rehabilitation or replacement. When the bridge no longer has the strength to bear the loads for which it was designed, the bridge must be posted for lower loads in order to maintain safety. A bridge in severe condition often needs expensive emergency repairs, temporary supports, or shoulder closures. Ultimately, the inability to obtain funding will result in a safety risk to the public and the bridge must be closed.

At the end of 2019, 58 local agency bridges were closed due to their condition.



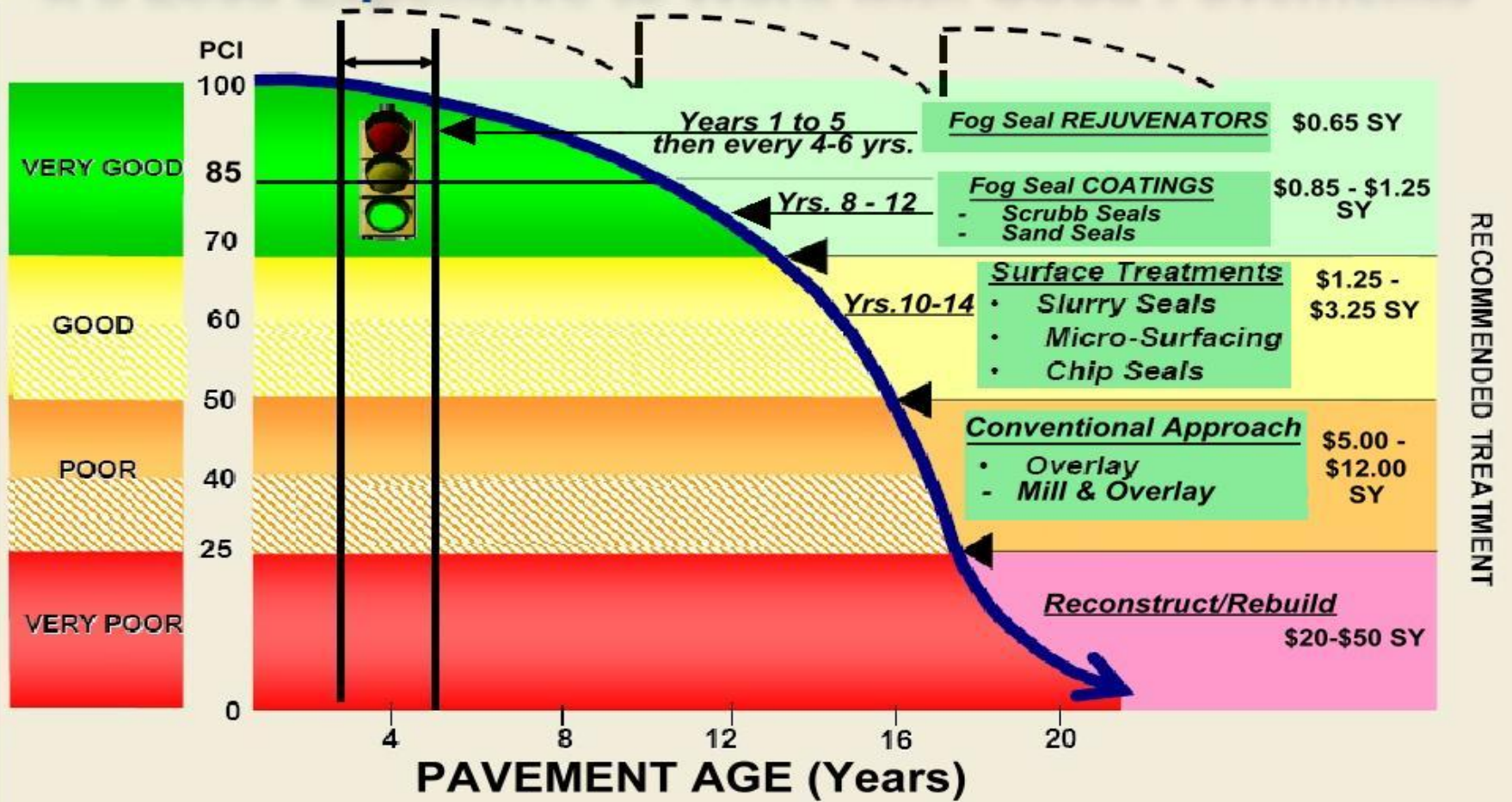
# Infrastructure Asset Management

- **Transportation Asset Management Council:**
  - Established in late 90's to rate our roads and bridges
  - Has been recognized nationwide for its accuracy and innovations.
  - PA 323 of 2018 established the Michigan Infrastructure Council (MIC)
  - MIC oversees the Transportation Asset Management Council and the Water Asset Management Council

# Pay Now or Pay Much More Later

## PAVEMENT PRESERVATION

It's Less Expensive to Work with Good Pavements



# 21<sup>st</sup> Century Infrastructure Commission

- 27 member commission with varying transportation expertise.
- Developed a 188 page report released in late 2016 with over 100 different recommendations involving our state's infrastructure.
- Found a need of over \$2 billion more annually for next 20 years for roads and bridges in MI
- One of many reports showing need

# Workforce Development

- MITA is focused on increasing the heavy construction industry workforce
- Created a position at MITA, Director of Workforce Development (hired Spring 2017)
- MITA involvement:
  - MITA Hiring Fairs (2020 first year, over 30 companies)
  - Access for All: A free 13 – week construction trades training program for adults 18 and older



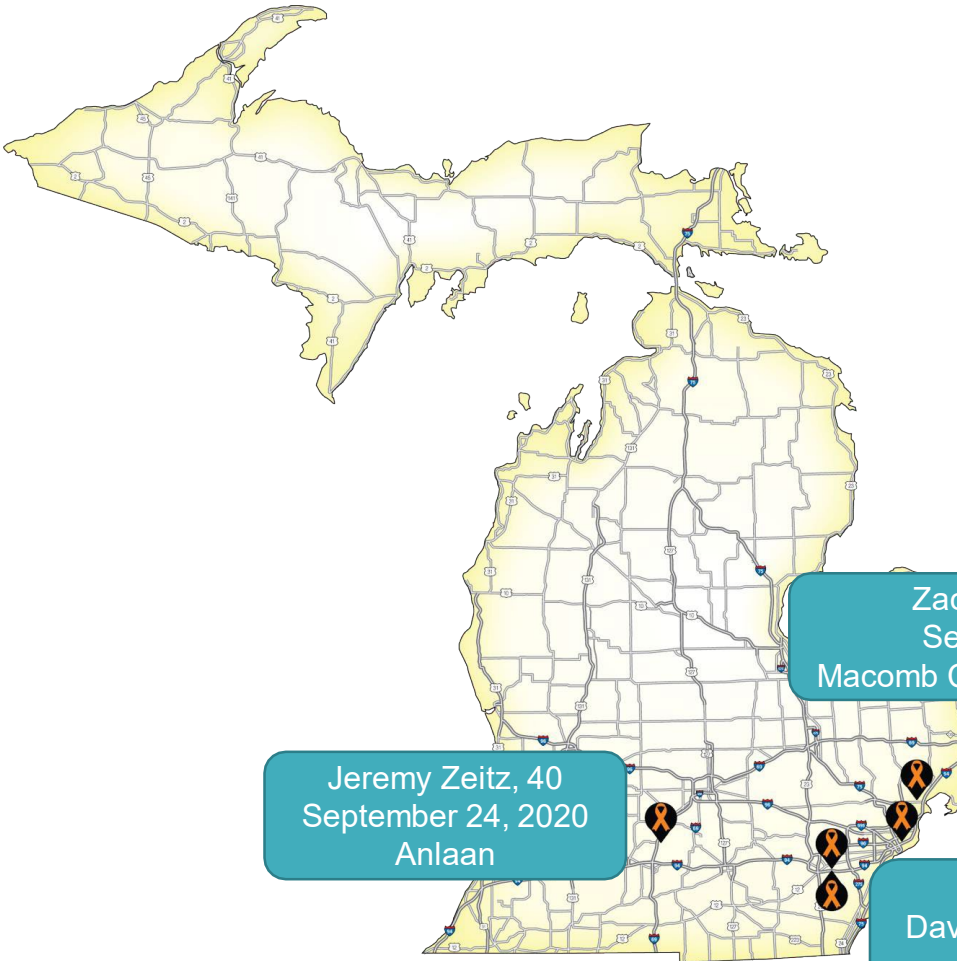
# Workforce Development

- **Detroit Workforce of the Future** (16 week free immersive experience for local Detroit high schools)
- **Gaylord Heavy Equipment Class** (2019 state grant for a heavy-equipment program. Students are provided two-years of classroom and seat time.)
- **ACE Mentor Program of Michigan** (program to introduce high school students to careers in architecture, construction and engineering.)

# Work Zone Safety

- Increase in fatalities have led MITA and MDOT to form a work zone safety taskforce
- Support legislation that attempt to limit distracted driving
- More enforcement within construction zones
- Change driver behavior

# 2020 Work Zone Worker Fatalities





- Ongoing educational campaign.
- Research, polling, focus groups, etc.
- More public engagement in debate.
- Follow us at [www.fixmistate.org](http://www.fixmistate.org).
- Facebook, Twitter, Instagram



QUESTIONS?