



MDOT UPDATE

Director, Bradley Wieferich, P.E.

February 27, 2024



Today's Topics

- Program & Budget Status
- Safety Update
- DBE Goal Attainment



Program & Budget Status



Highway Program Accomplishments FY 2023

Total Highway Program Investment
\$2.8 B

Economic Impact
34,176
 Jobs were supported by the Highway Program.

Highway Program Delivery:
2,101 Miles of improved roads (lane miles), along with:
227 Bridges repaired or replaced.

Road Rehabilitation and Reconstruction (R&R)

\$1,413 M
 Preconstruction and construction investment (Includes Non-Freeway Resurfacing Program and Freeway Resurfacing Program)

1,187 Miles
 of improved roads (lane miles).

\$644 M
 Rebuilding Michigan Investment

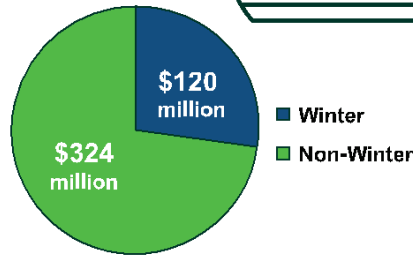
Road Capital Preventive Maintenance (CPM)

\$107 M
 Preconstruction and Construction Activities

914 Miles
 of improved roads (lane miles).

Routine Maintenance

\$444 M
 Includes winter, surface, structure/bridge, sign, signal, shoulder, and roadside maintenance.



Bridges

\$476 M
 Preconstruction and Construction Activities

96 Bridge replacement and rehabilitation.
131 Preventive maintenance, scheduled maintenance, and modernization.

Trunkline Modernization

\$7 M
 Preconstruction and Construction Activities

System Operations

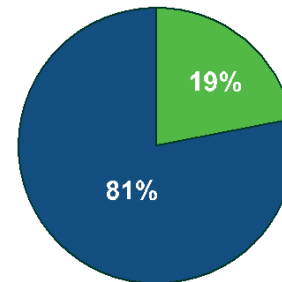
\$89 M
 Includes intelligent transportation systems, traffic signals, commercial vehicle enforcement, traffic operation centers, Michivan, and Freeway Courtesy Patrol.

Other Programs
\$201 M
 Includes miscellaneous programs (see back page for full list).

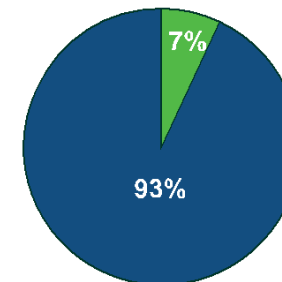
Traffic and Safety
\$72 M
 Includes signs, pavement markings, safety programs, traffic signals, and delineators.

System Condition

■ Good or Fair ■ Poor
2022 Trunkline Pavement Condition
 (Based on RSL*)



2022 Freeway and Non-Freeway Bridge Condition
 (Based on NBI*)



*Remaining Service Life

*National Bridge Inventory

Five-Year Transportation Program

Webpage Link

<https://www.michigan.gov/mdot/programs/planning/five-year-transportation-program>

MICHIGAN DEPARTMENT OF TRANSPORTATION



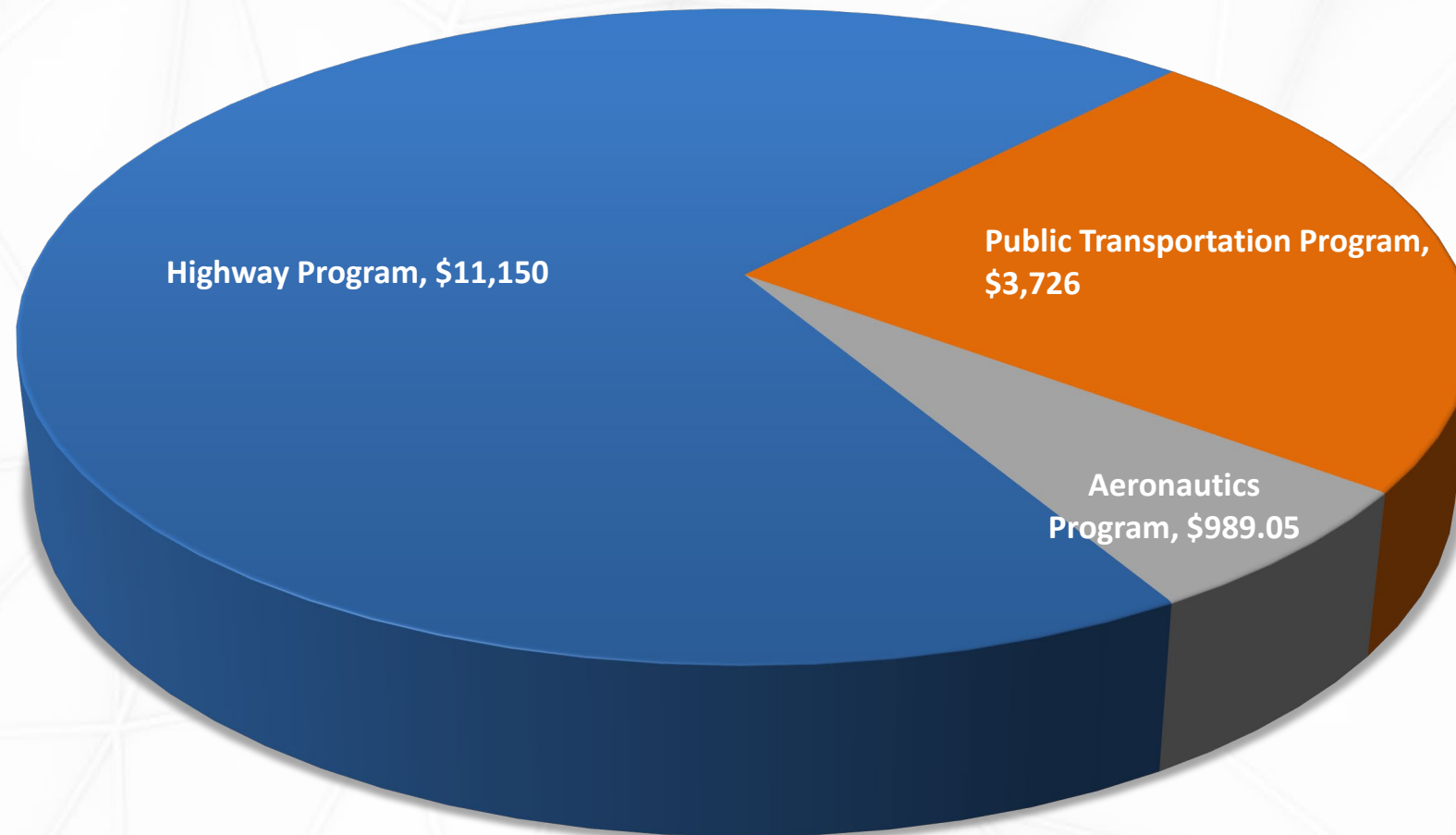
2024-2028 FIVE-YEAR TRANSPORTATION PROGRAM

Final draft presented to the State Transportation Commission on Nov. 9, 2023



Five-Year Transportation Program (5YTP) 2024-2028

FY 2024-2028 MDOT Multimodal Transportation Program
\$15.86 Billion (in millions)



Five-Year Transportation Program (5YTP) 2024-2028

FY 2024-2028 MDOT Highway Program (in millions)
\$11.15 Billion Total

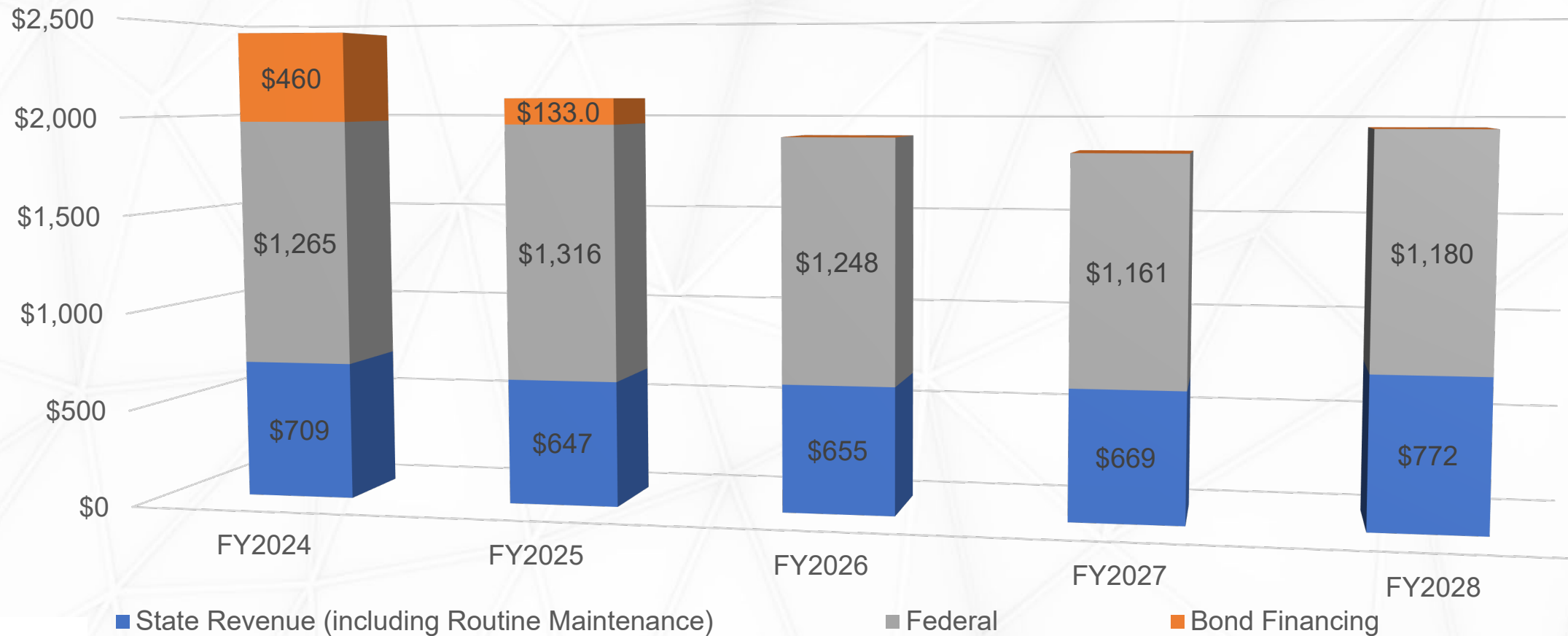
Program	FY 2024	Five-Year Total	Annual Avg.
Repair and Rebuild Roads*	\$1,577	\$5,192	\$1,038
Repair and Rebuild Bridges**	\$558	\$1,963	\$393
Routine Maintenance	\$476	\$2,499	\$500
Safety and System Operations	\$239	\$949	\$190
Additional State and Federally Funded Programs	\$111	\$547	\$109
Total Five-Year Trunkline Program	\$2,961	\$11,150	\$2,230

*Including Trunkline Modernization

**Includes \$40 million in FY24 and \$600 million total from FY24 to 2028 for ongoing Blue Water Bridge (BWB) Plaza work accounted for in previous years.

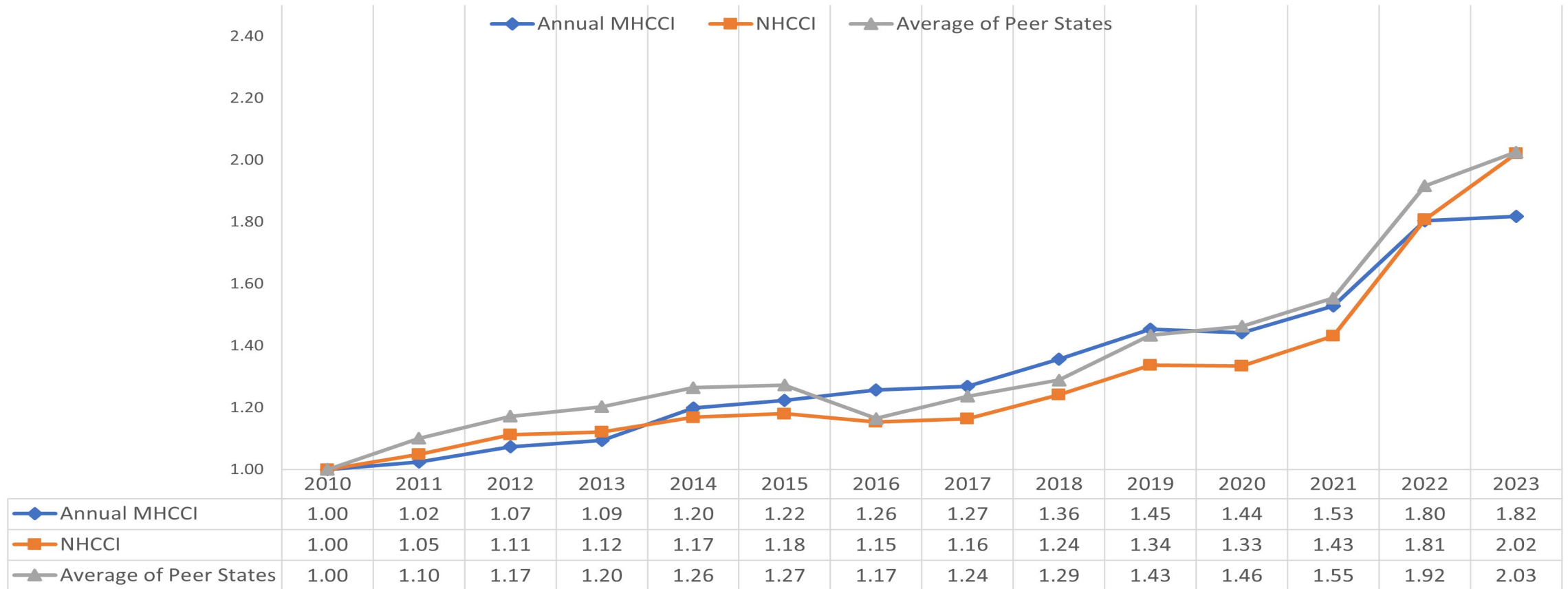
Five-Year Transportation Program (5YTP) 2024-2028

Estimated Highway Program Revenue for 2024-2028 After Pre-Capital Uses
\$10.2 billion



■ State Revenue (including Routine Maintenance) ■ Federal ■ Bond Financing

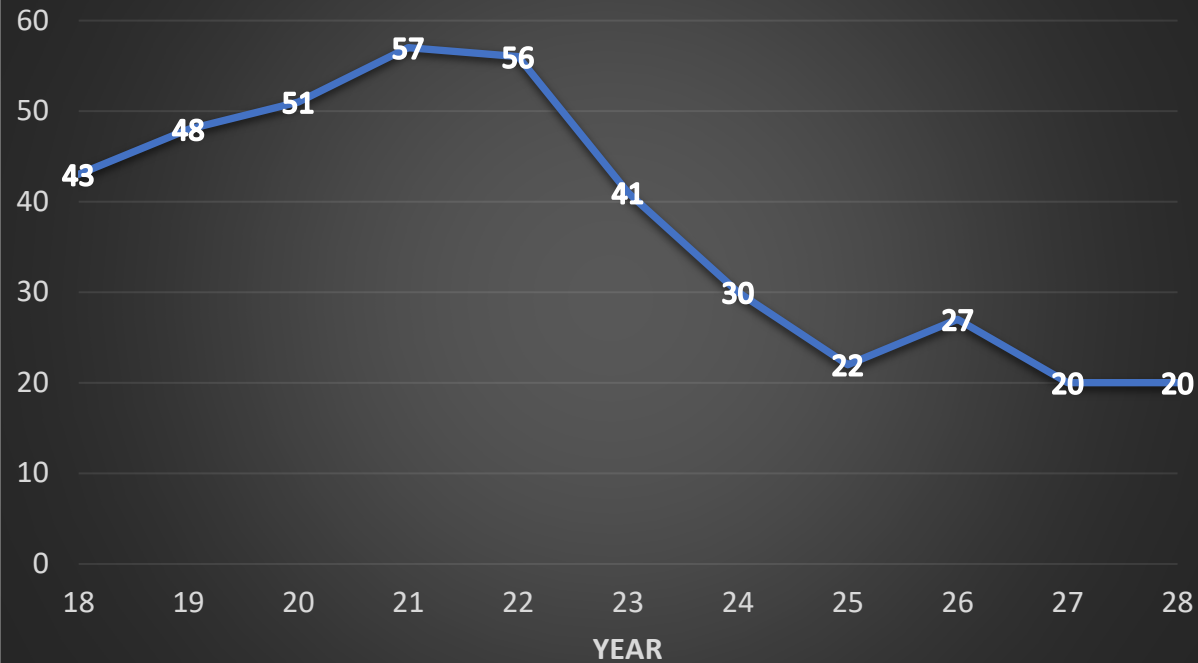
Michigan Highway Construction Cost Index (MHCCI) Comparison with Peer States & National Highway Index 2010-2023



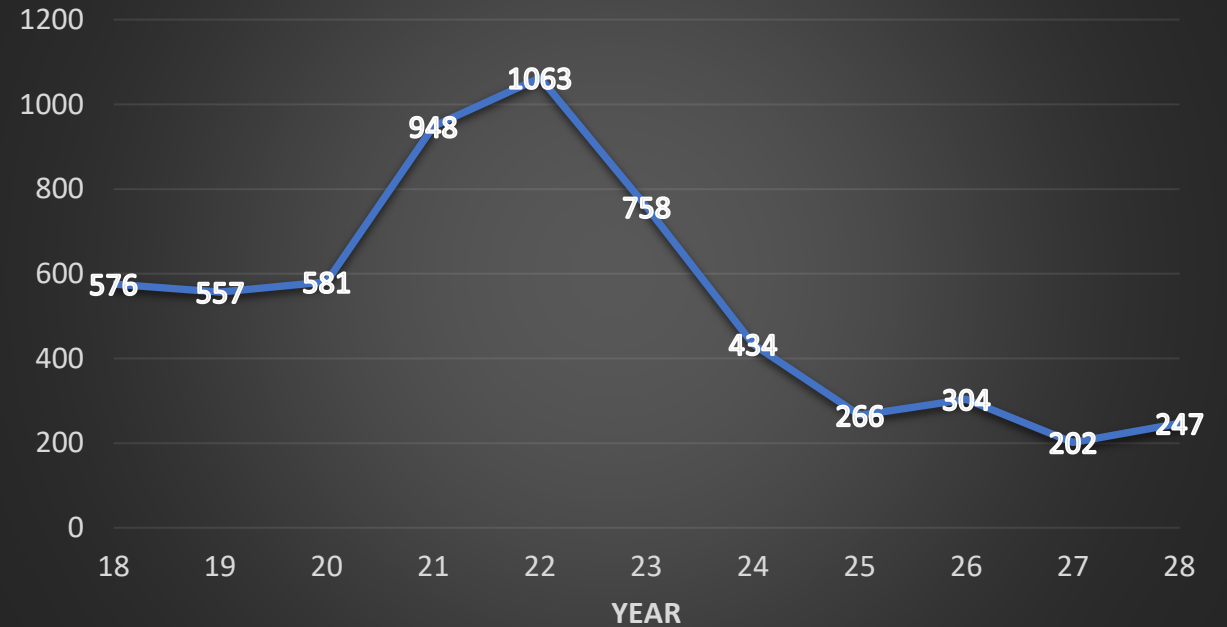
*2023 NHCCI calculations based on Qtr. 1 & 2 data only (calendar year).

Rehab & Reconstruct

of Projects by Year



Combined Projects Lane Miles



Rebuilding Michigan Program Status

Authorized - \$3.5 Billion

Issued @ Par - \$2.8 Billion

Cash Proceeds from Issuance - \$3.3 Billion

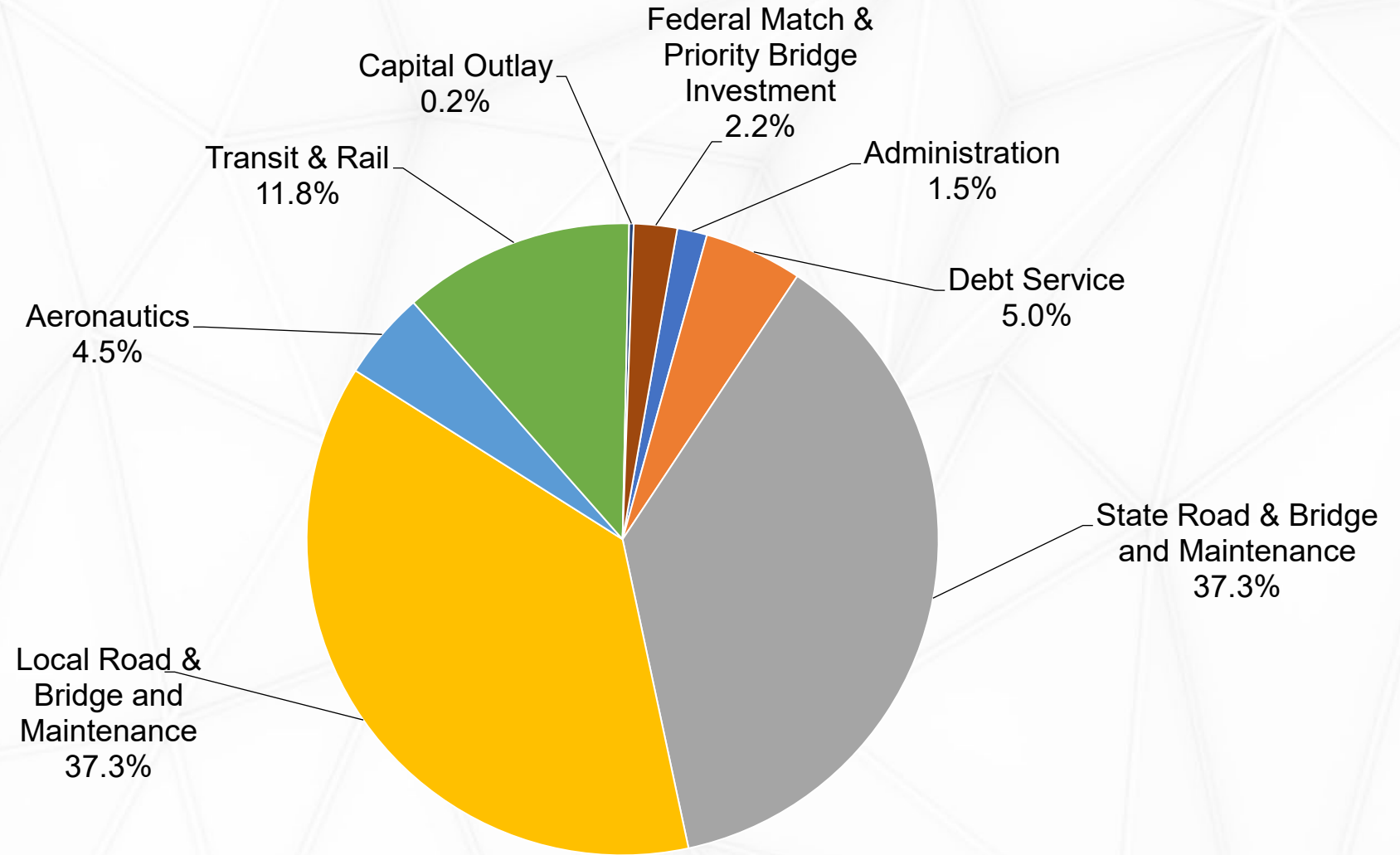
Obligated for Construction - \$3.0 Billion

7 Projects remaining to be awarded in 2024 and 2025



FY 2025 Governor's Recommended Budget

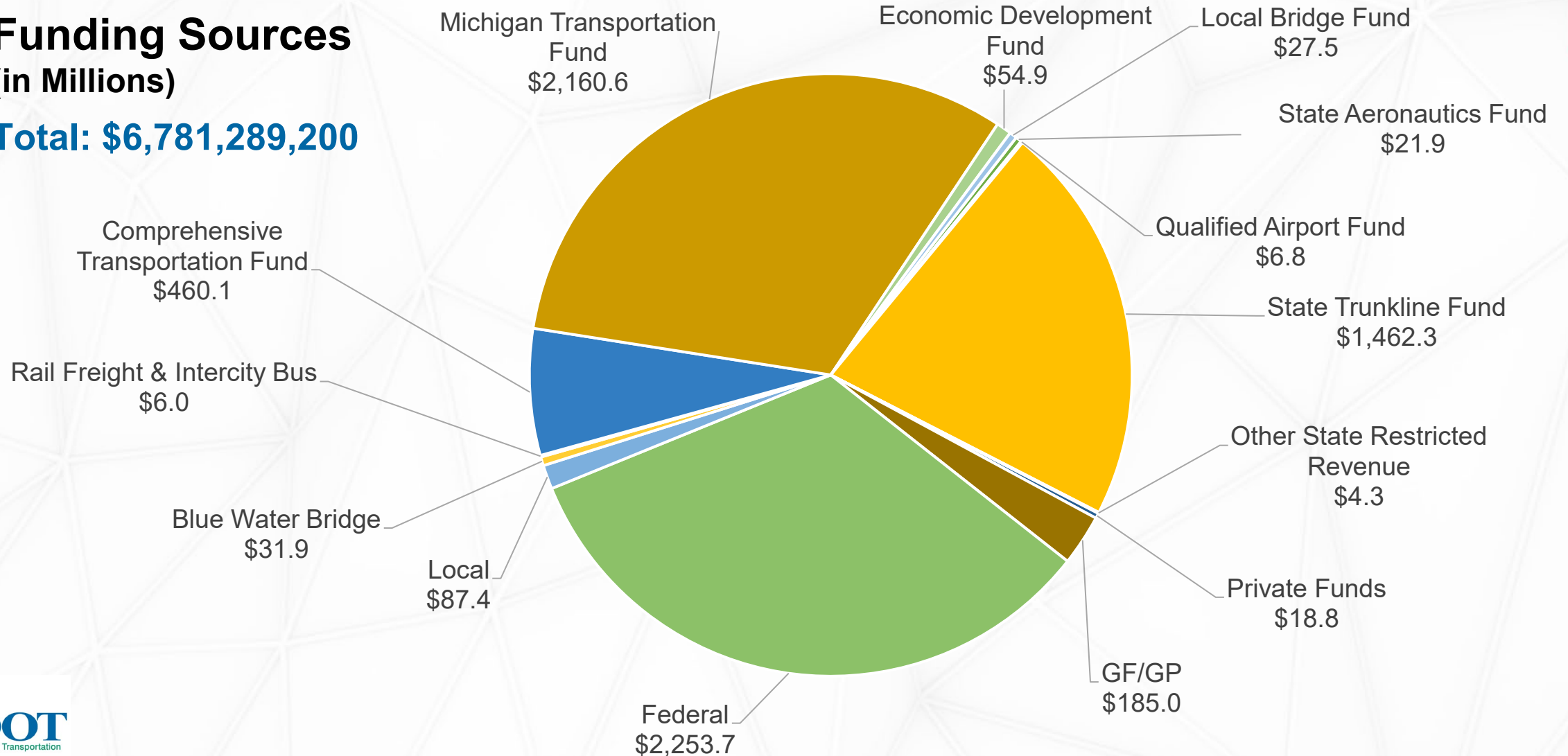
Appropriations
Total: \$6,781,289,200



FY 2025 Governor's Recommended Budget

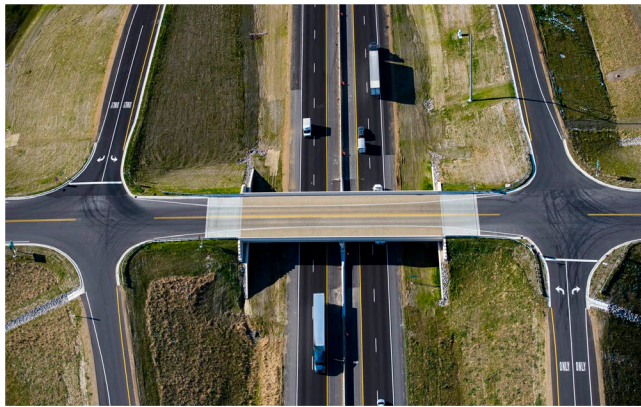
Funding Sources (in Millions)

Total: \$6,781,289,200



FY 2025 Governor's Recommended Budget

Road and Bridge Program Highlights



Road and Bridge Programs increased by \$250.2 million

- State R&B increase by \$123.4 million (Federal & STF increases)
 - Counties increased by \$64.8 million
 - Cities and Villages increased by \$36.2 million
- Local Bridge Fund decreased by \$483,800
- Moveable Bridge Program increased by \$150,500 (inflation)
- Blue Water Bridge decreased by \$1.6 million

FY 2025 Governor's Recommended Budget

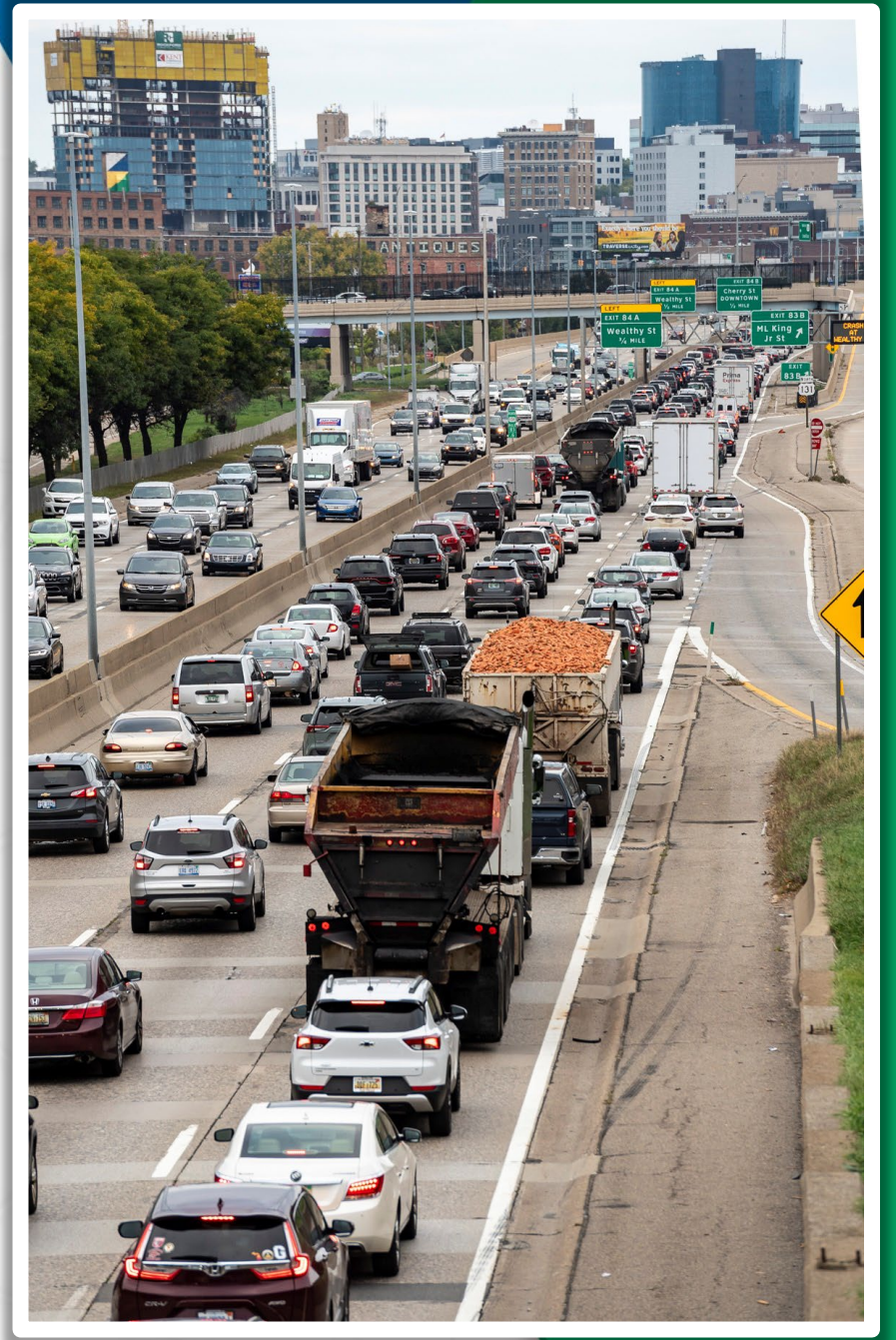
Other Budget Highlights

- Recreational Marijuana excise tax - \$113.6 million
- One-Time Appropriations - \$185.99 million
 - One-Time General Funds - \$185.0 million
 - Federal Match & Priority Bridge Investments - \$150.0 million
 - MI Contracting Opportunity - \$5.0 million
 - Transit Innovation Grants - \$30.0 million
 - One-Time BWB Funds - \$990,000
 - BWB Equipment & Facilities



Future Funding

- Statewide Tolling Study
- Vehicle Miles Traveled (VMT) Report
- Road Usage Charging (RUC) Pilot





Safety Updates

Work Zone Safety Task Force

New Focus of Task Force

- Focus on a few key topics
 - New Positive Protection Team
 - Work Zone Enforcement/Presence
 - Implement New Technology
- Continued use of Special Provisions
 - Work Zone Safety Contingency Fund
 - Work Zone Collaboration



WORKZONE
SAFETY
— TASK FORCE —

Governor Signs Freeway Barrier Requirements Into Law

Michigan Public Act 164 of 2023

- If a freeway is partially closed at night, this requires barrier to be used between workers and traffic.
- Not required if less than three days for an emergency repair, utility crossing, maintenance, or other short-duration operation.
- Allows MDOT to exercise engineering judgement for safety of road users and workers



Governor Signs Freeway Barrier Requirements Into Law

Michigan Public Act 164 of 2023

- Updating Work Zone Safety and Mobility Manual and Work Zone Decision Tree
- Final Language will go to EOC for approval

After EOC approval, additional updates to the following:

- Maintenance of Traffic Typicals
- Special Provision for Maintaining Traffic Boilerplate
- Supplemental Guidance for definitions of sunrise and sunset



Automated Work Zone Enforcement

House Bill 4132

- Vehicle Code Revisions
- Defines Automated Speed Enforcement System
- Requires Posted Signage
- Locations (MSP and MDOT Coordination)

Violations

- First offense: Written Warning.
- Second offense: \$150 fine
- Third or subsequent offense: \$300 fine

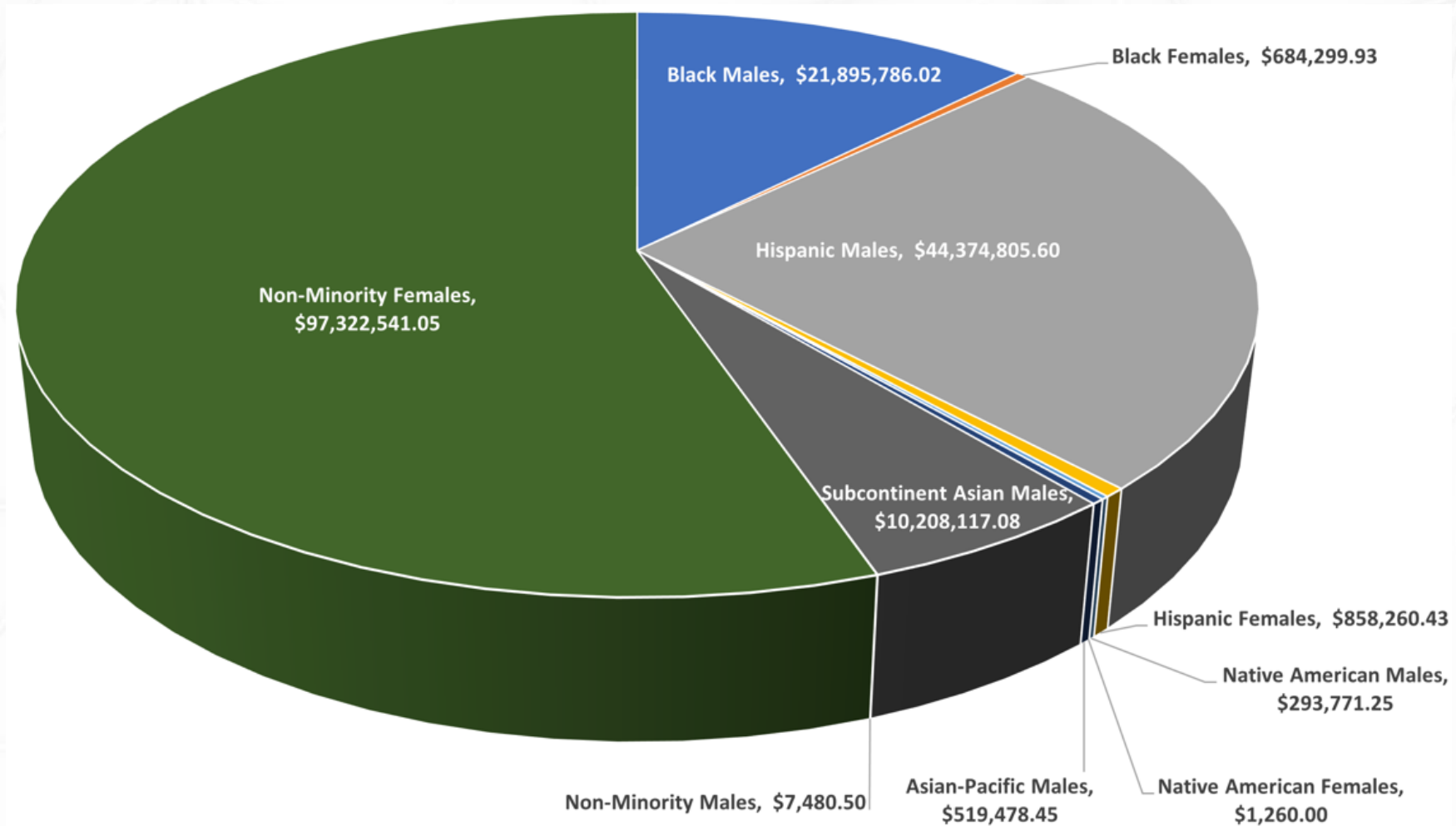


DBE Goal Attainment



FY23 Total DBE Dollars by Ethnicity/Gender

\$176,165,800.31



DBE Goal Attainment

MDOT's DBE goal for FY2023-FY2025 is 9.50%.
FY23 goal attainment was 7.67%, leaving a participation shortfall of 1.83%

	Race Conscious	Race Neutral
Goal Set	6.90%	2.90%
Goal Attained	5.22%	2.45%
Shortfall	1.38%	0.45%

DBE Goal Corrective Action Plan Highlights

Factors contributing the shortfall:

- Major Projects/Design Build Projects with large financial disincentives
- Increase in the number of Good Faith Effort (GFE) received.
- Bond Funds which cannot count towards DBE participation

MDOT Remediation Efforts include:

- Updated DBE goal setting algorithm now includes ALL DBEs in project work categories
- Increases in Office of Business Development staff to provide a greater presence within the regions
- Revised GFE process requiring information from all bidders within 5 days
- Creation of a DBE/Small Business Lending Program
- Creation of a Small Business Incubator program, which will serve as small businesses development program to grow the capacity of Michigan based DBEs and small businesses through training and construction mentor protégé opportunities.



Good Faith Effort Process Changes

- ALL bidders must provide their GFE information within 5 days of the bid letting.
- DBEs must sign “Commitment Confirmation for DBE Subcontractors” forms for ALL prime bidders within 5 days of the bid letting.
- GFEs are either determined sufficient or insufficient.
- MDOT can no longer contact the prime vendor other than to clarify possible errors or missing information.
- The GFE Reconsideration Committee will not consider information or documentation that was not included in the original GFE submittal.
- Post-Award GFEs must now be submitted within 7 calendar days of the prime vendor being made aware of their inability to meet the DBE participation goal.





THANK YOU!

