



MIDOT UPDATE

Michigan Department of Transportation

Acting Director, Brad Wieferich, P.E.

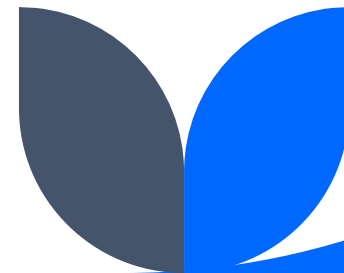
February 21, 2023



ANNUAL CONFERENCE

Today's Topics

- Program & Accomplishments
- Work Zone Safety Task Force Initiatives
- IJA Impact and Plans



Highway Program Accomplishments FY 2022

Total Highway Program Investment
\$3.0 B

Economic Impact
36,829
 Jobs were supported by the Highway Program.

Road Rehabilitation and Reconstruction (R&R)

\$1,737 M
 Preconstruction and construction investment (Includes Non-Freeway Resurfacing Program and Freeway Resurfacing Program)

1,469 Miles
 of improved roads (lane miles).

\$1,131 M
 Rebuilding Michigan Investment

Planned Highway Program Delivery: R&R, Non-Freeway Resurfacing Program, Freeway Resurfacing Program, and Bridge Replacement and Preservation Program

73% of planned projects delivered resulted in:

- 1,155 Miles** of improved roads (lane miles), along with:
- 116 Bridges** repaired or replaced:
- 314 Miles** of improved roads (lane miles) from additional work opportunities, and:
- 22 Bridges** repaired or replaced from additional work opportunities.

Road Capital Preventive Maintenance (CPM)

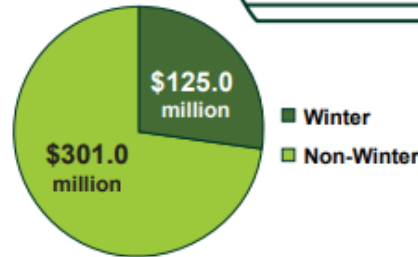
\$107 M
 Preconstruction and Construction Activities

637 Miles
 of improved roads (lane miles).

Routine Maintenance

\$426 M

Includes winter, surface, structure/bridge, sign, signal, shoulder, and roadside maintenance.



Bridges

\$428 M

Preconstruction and Construction Activities

260 Repaired or Replaced Bridges

139 Bridge replacement and rehabilitation.
 121 Preventive maintenance, scheduled maintenance, and modernization.

Trunkline Modernization

\$21 M

Preconstruction and Construction Activities

System Operations

\$111 M

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

Other Programs

\$150 M

Includes miscellaneous programs (see back page for full list).

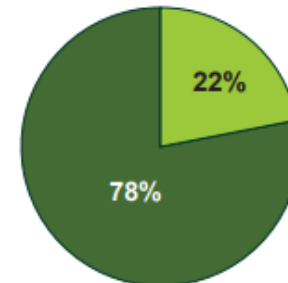
Traffic and Safety

\$64 M

Includes signs, pavement markings, safety programs, traffic signals, and delineators.

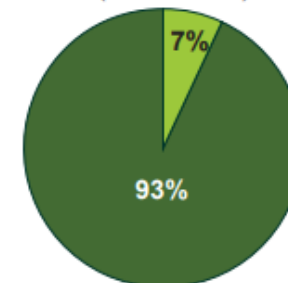
System Condition

2022 Trunkline Pavement Condition (Based on RSL*)



*Remaining Service Life

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



*National Bridge Inventory

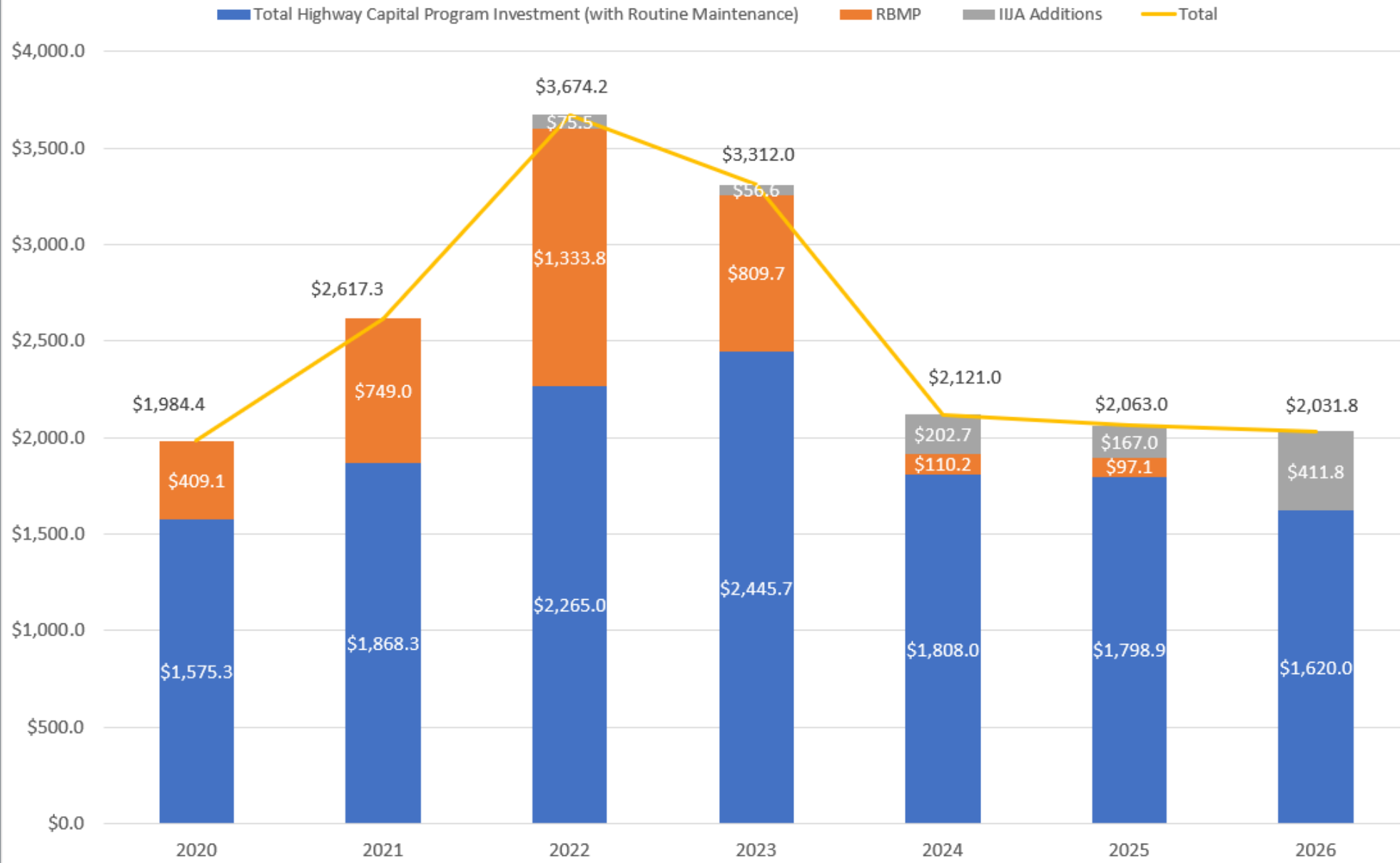
2023 Construction Program (Trunkline Only)

*This information represents the total number of projects and dollars scheduled to be let in a given month. Therefore, the sum of values will not directly correlate to program year budgets, and this information is always subject to change.

Report Date: Jan. 3, 2023

Letting Month	Projects*	Construction Costs (\$ Millions)*
July, 2022	4	\$11.86
August, 2022	30	\$439.85
September, 2022	28	\$275.56
October, 2022	25	\$85.76
November, 2022	59	\$189.97
December, 2022	56	\$232.57
January, 2023	31	\$85.93
February, 2023	36	\$122.12
March, 2023	46	\$377.30
April, 2023	22	\$73.54
May, 2023	14	\$161.08
June, 2023	13	\$205.19
Total	364	\$2,260.72

Highway Program Investment FY 2020-2026 (in millions)*



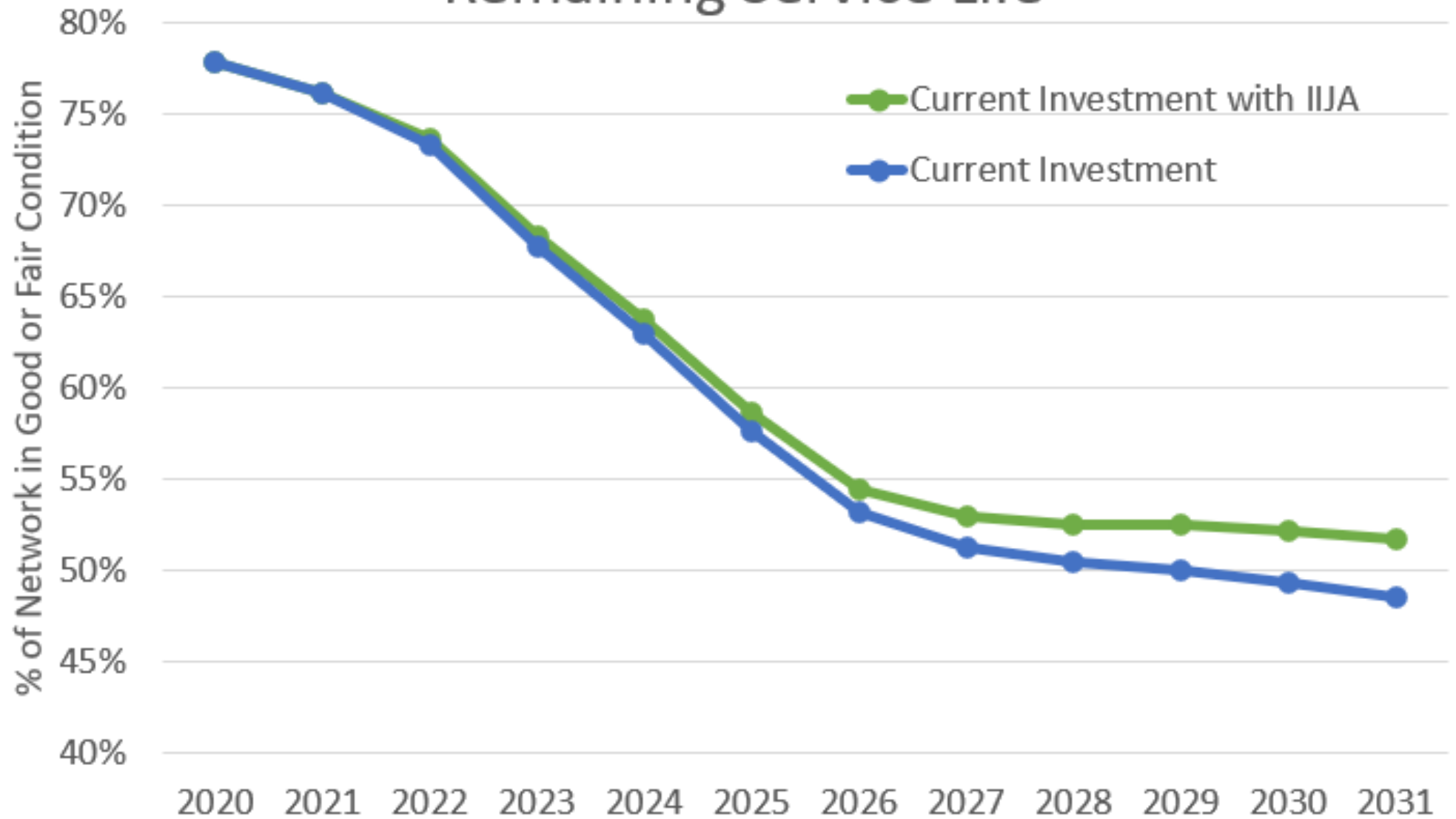
*FY 2020 & 2021 values obligated; FY 2022-2026 programmed

Quantity Values

Item	2023	2024
HMA (Tons)	4,184,981	1,559,522
Concrete (SYDs)	2,459,060	1,035,952
\$ of Bridge Work (Millions)	\$479.97	\$342.34
Aggregate (Tons)	150,511	130,029
Aggregate (SYDs)	2,774,155	1,436,643
Aggregate (CYDs)	753,042	384,126
Subbase (CYDs)	1,358,454	955,756

This information is draft and may change as the program is developed.

Michigan Trunkline Pavement Condition by Remaining Service Life



*Working together, MDOT and the heavy construction industry are advancing our culture and practices to put **SAFETY FIRST** in Michigan's work zones.*





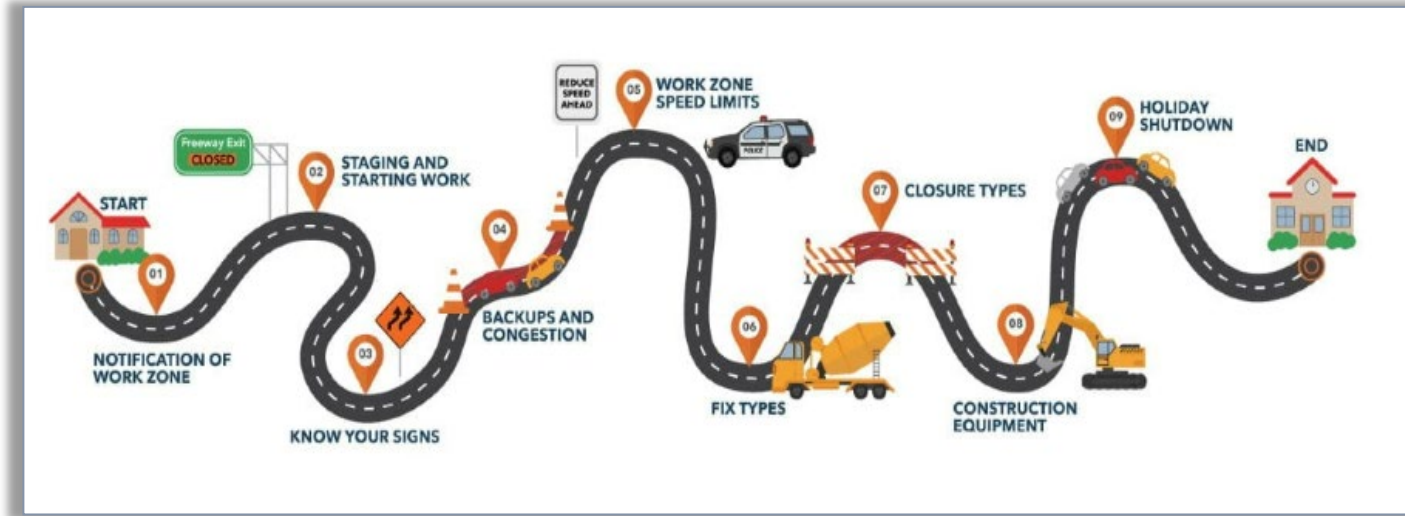
Automated Work Zone Enforcement Pilots

House Bill 5750 introduces the definition of an Automated Speed Enforcement System to MI Vehicle Code

Piloted Automated WZ Enforcement in 2 locations this summer

Supported by a joint effort of industry, MDOT and Michigan State Police

Education via Work Zones 101-page



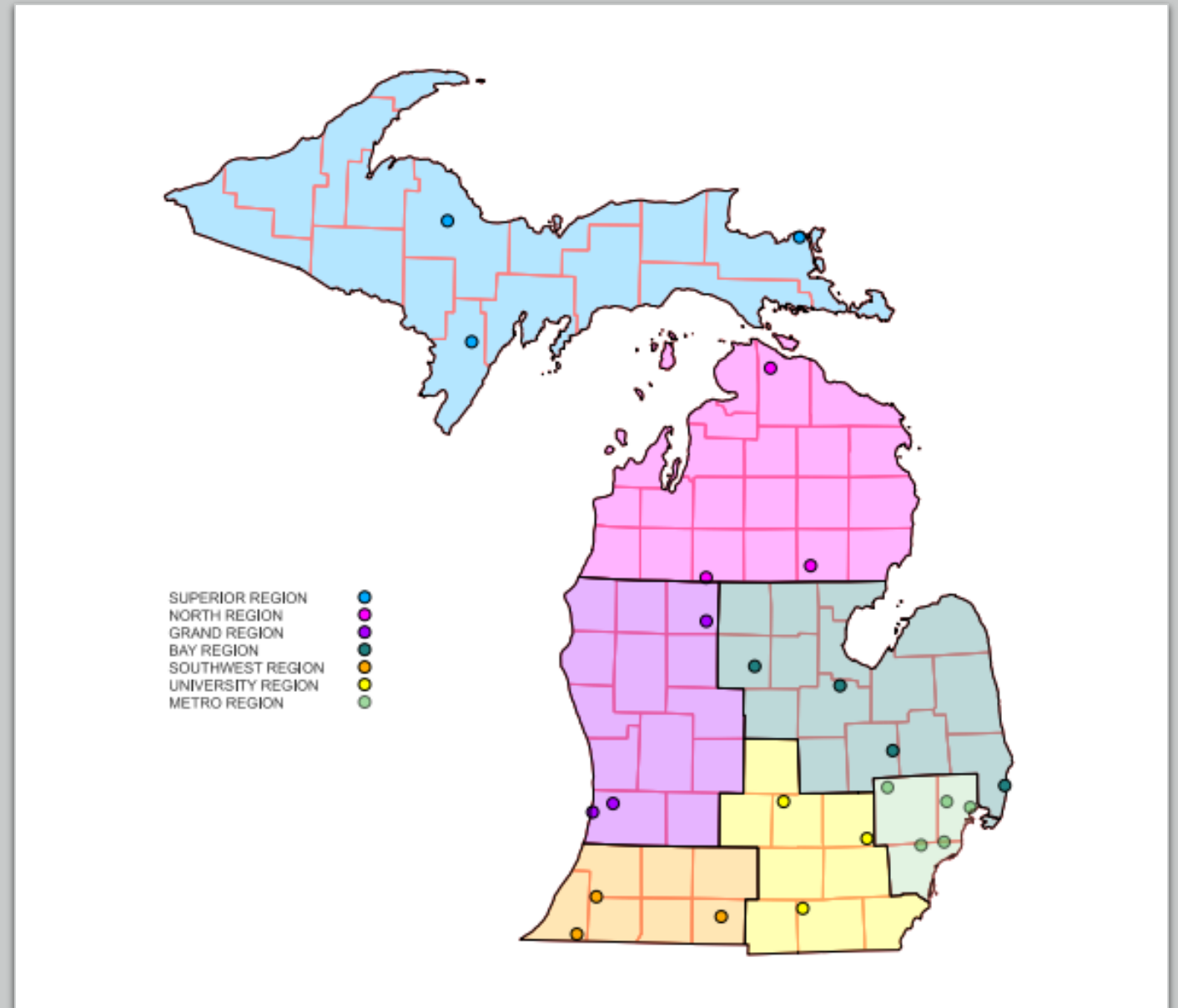
Users can take themselves on a self paced Intro to Work Zones. This includes knowing your signs, your equipment, the process, speed limits and closure types



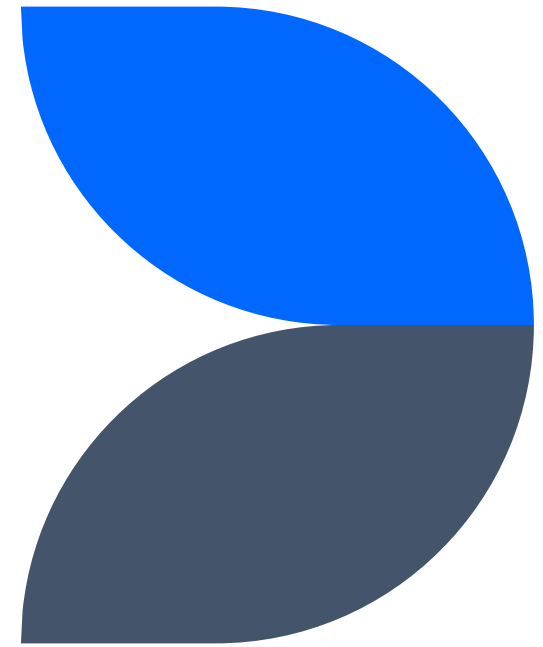
Safety Collaboration Special Provision

Previously approved Special Provision may be destined to be a Frequently Used Special Provision in 2024

Honors commitment to collaborate on necessary safety improvements



IIJA Impact & Plans



IIJA Funding Overview

\$1.2 Trillion in Total Infrastructure Investment

\$550 Billion in new federal money

- **Road, Bridges, & Major Projects - \$110 Billion**
- Passenger and Freight Rail - \$66 Billion
- Power and Grid - \$65 Billion
- Broadband - \$65 Billion
- Water Infrastructure - \$55 Billion
- **Resiliency - \$47.2 Billion**
- Public Transit - \$39.2 Billion
- Airports - \$25 Billion
- Addressing Legacy Pollution - \$21 Billion
- Ports and Waterways - \$17 Billion
- **Safety - \$11 Billion**
- Western Water Infrastructure - \$8.3 Billion
- Clean School Buses and Ferries - \$7.5 Billion
- **Electric Vehicle Charging - \$7.5 Billion**
- **Reconnecting Communities - \$1 Billion**

** Sectors with new Highway Program Funding Bolded*

High Points of IJA Highway Provisions

Funds highway programs for five years (FY22-26)

\$350.8 B (FY22-26) for highway programs

- \$303.5 B in Contract Authority (CA) from the Highway Trust Fund (HTF)
- +\$47.3 B in advance appropriations from the General Fund (GF)

More than a dozen new highway programs, including:

- **Formula:** resilience, carbon reduction, bridges and electric vehicle (EV) charging infrastructure
- **Discretionary:** bridges, EV charging infrastructure, rural projects, resilience, wildlife crossings, and reconnecting communities

Focus on safety, bridges, climate change, resilience, and project delivery

More opportunities for local governments and other non-traditional entities to access new funding

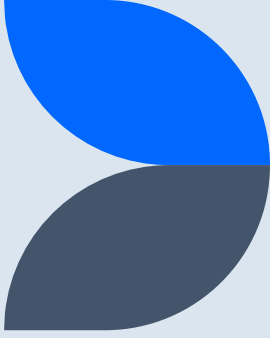
\$90 B transfer (GF->HTF) to keep the HTF Highway Account solvent for years

Michigan Main Streets Approach

- Safety and Access for All Users
- Dig Once Approach
- Drinking Water Systems
- Storm Water/Climate Change Resiliency
- Broadband
- Electrification
- Leverage IIJA Discretionary Grants & Other Infrastructure Funding Categories



Funding Available to a Range of Recipients



Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

▶ **Note:** This table does not include all IIJA programs or eligible entities, and there are additional nuances not represented in this table.

▶ * "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

Carbon Reduction Program Purpose



Reduce transportation emissions through the development of state carbon reduction strategies

Funding projects designed to reduce transportation emissions

PROTECT Program Purpose

1

Enhance the resiliency of infrastructure assets, including projects to improve the resilience of surface transportation assets and evacuation routes

2

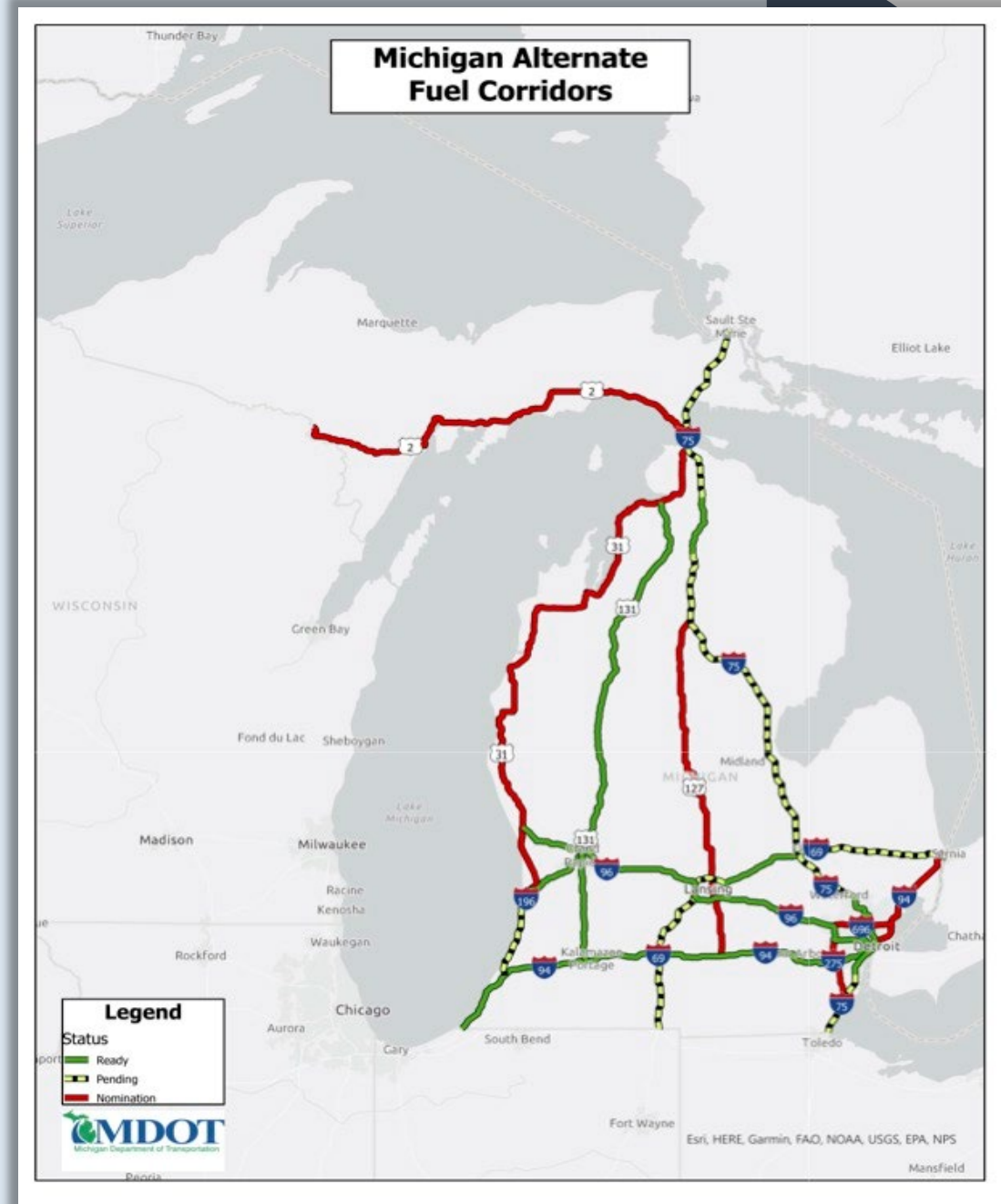
Ensure continuity of operations and/or rapid recovery of communities where a natural disaster has occurred

3

Utilize and improve natural coastal infrastructure

MI NEVI Plan

- Completed and Approved
- Requires substantial Stakeholder Engagement
- Includes AFC nominations
- Initial funding focused on AFC Corridors
- Remaining funds could be used for communities
- Partnership with MDOT/EGLE/OFME



Thank You

Questions?

