



Transportation Asset Management Plans Frequently Asked Questions (FAQ)

The following is a list of anticipated and frequently asked questions related to Transportation Asset Management Plans (TAMP) requirements and TAMC's procedural steps in the administration of compliance with Public Act (PA) 325 of 2018. TAMC assumes more questions about these requirements will be raised throughout time and as changes in public policy occur. Therefore, this FAQ document will be routinely updated.

How do we know if our agency is part of the new TAMP requirements?

1. As per PA 325, starting October 1, 2020, local road agencies certifying at least 100 center line miles of road are required to submit a TAMP to the TAMC using the TAMP Compliance Plan.
2. These specific local road agencies and schedule can be found in this notice which was provided to all local road agencies November of 2018: [PA 325 of 2018 Asset Management Plan Schedule](#)
3. Local road agencies submitting a TAMP for other purposes, such as PA 51 and PA 388 of 2006, will use the submittal procedures and the TAMP Compliance Plan.

How does the TAMP submission process work? Does TAMC review all the plans?

1. Following the TAMC TAMP Submittal and Review Policy, local road agencies will login to the TAMC Investment Reporting Tool (IRT) Asset Management Section and complete the TAMP Compliance Plan Checklist.
2. The IRT will provide confirmation to the user when the file has been successfully uploaded. Users can also refer to the IRT for a status of their TAMP submittal as being received, in process or approved by the TAMC.
3. TAMC will review the TAMP Compliance Plan checklist to ensure the elements are provided. TAMC Support staff will use the IRT application to monitor the TAMP checklist to ensure compliance with the TAMP requirements and provide technical support to local agencies in the submittals of their TAMP materials; Support staff will provide a reporting to TAMC on the status of IRT TAMP submittals.
4. The TAMC will notify local road agencies within 180 days if the TAMP is approved or if any revisions are required.
5. The local road agencies will have 120 days to re-submit the TAMP, if revisions are required.
6. The TAMC will assist local road agencies with revisions, so agencies can become compliant with PA 325.

What does the TAMP submission file include? Does everyone need a Pavement and Bridge plan in the appendix of their Compliance Plan?

1. Local road agencies are required to submit the TAMP Compliance Plan that contains all the required elements of PA 325.
2. Local road agencies are encouraged to use the TAMP templates provided by the TAMC for Pavement and Bridges, however local road agencies may use their own TAMP formats for supporting documentation and appendices.
3. The TAMP Compliance Plan and related appendices is to be uploaded in the IRT as a single Portable Document Format (PDF) file with the TAMP Compliance Plan first.

What is the frequency of updates for these plans? Can a local road agency update their plan before the 3-year cycle?

1. Following the TAMC TAMP Submittal and Review Policy, TAMC established a schedule for TAMP submittals to be consistent with the 3-year cycle established in PA 325 of 2018; TAMC-approved TAMP Compliance Plans will have an expiration date of October 1 of the third consecutive year in order to maintain the established sequence of reviews and approvals.
2. As part of an ongoing asset management process, TAMC encourages local agencies to frequently review their pavement and bridge asset management plans and maintain the information in these plans to stay current with financial and physical changes in the local agency's pavement and bridge networks.
3. Local road agencies may submit pavement and bridge plan updates in earlier years; however, they may not delay submittals of their TAMP Compliance Plans to a later year.

What will our agency's governing body have to approve in order to be compliant?

1. Local road agencies are required to submit the TAMP Compliance Plan that contains all the required elements of PA 325, which includes a proof of acceptance.
2. Proof of acceptance, at a minimum, can be the Board or Council resolution of adoption or meeting minutes from the meeting that contain the Board or Council action of approval or adoption of the local road agency's TAMP.

What if our local road agency doesn't have data for some assets? How much detail does TAMC want for Signals or Culverts?

1. PA 325 outlines that TAMPs need to include an asset inventory in order to be compliant with the act. Specific transportation assets included in this inventory, at a minimum, will include roadway surfaces on the County Primary or City Major system and all bridge structures.
2. Until the TAMC develops guidance on traffic signals and culverts at a statewide level, road agencies are only required to include a short description of the current status of these two assets within the agency.
3. The TAMC Asset Management Plan Template will include a placeholder section for these asset classes; local road agencies with inventories and condition data on these and other asset classes are encouraged to incorporate these into their TAMP.

Does our local road agency's plan need to include Non-Federal Aid eligible/local roads? What about gravel roads?

1. PA 325 outlines that TAMPs need to include an asset inventory in order to be compliant with the act. Specific transportation assets included in this inventory, at a minimum, will include roadway surfaces on the Federal Aid eligible County Primary or City Major system and all bridge structures.
2. Local road agencies that certify Non-Federal Aid eligible County Primary or City Major system will need to include these roads and streets in their TAMPs.
3. County Primary and City Major system need to be included in the TAMP regardless of surface type; the TAMC has developed the Inventory-based Rating (IBR) System for inventory and condition assessment of unpaved surfaces and these segments are included as part of the annual TAMC Federal Aid data collection effort.
4. Local road agencies with inventories and condition data for their Non-Federal Aid eligible/local system are encouraged to incorporate these into their TAMP for a complete road inventory much like bridges.

Should our local road agency set goals to be aspirational or achievable? What if our local road agency can't achieve our goals? What happens 3 years after the TAMC has approved the local agency's TAMP?

1. Goals are to be aspirational, and local road agencies should be encouraged to set them as challenging, but realistically achievable. Demonstrated progress means that the local road agency is making a good faith effort to conform to the conditions of its' TAMP through management and planning.
2. Beginning October 1, 2025, if the TAMC determines, and the Michigan Department of Transportation (MDOT) concurs, that a local road agency has not demonstrated progress toward achieving the condition goals described in its TAMP for its Federal-Aid eligible County Primary or City Major system, , the TAMC shall provide notice to the local road agency of the reasons that it has determined progress is not being made.
3. Starting in 2024, TAMC will notify local road agencies if they are not striving toward their condition goals.
4. Where appropriate, the MDOT will work with local road agencies to become compliant in 6 months per PA 325.
5. Local road agencies that are compliant, repeat the TAMP submission process to update and submit a new TAMP Compliance Plan to begin a new 3-year cycle.

Are there minimum goals for Pavement or Bridges? Can we have different goals for different assets or networks of our system?

1. Performance goals, including the desired condition and performance of the assets, which shall be set by the local road agency; performance goals may vary among asset classes under the local road agency's jurisdiction.
2. If a local road agency has jurisdiction over roads or bridges that are designated as part of the Federal National Highway System (NHS), performance goals for that portion of the system shall be consistent with established Federal performance targets.

What if our local road agency already completed a Pavement and/or Bridge plan?

1. Local road agencies are required to submit the TAMP Compliance Plan that contains all the required elements of PA 325, even if they have previously adopted a Pavement and/or Bridge plan.
2. The local road agency's Pavement and Bridge plans should be submitted along with the TAMP Compliance Plan as appendices.

Where do I get additional information?

1. Training and supporting TAMP templates: [Center for Technology and Training \(CTT\)](#).
2. To learn more about the process: [TAMC Policy of Submittal & Review Asset Management Plans](#).
3. For background on the legislation: [PA 325 legislation](#).
4. For any other questions please contact TAMC Support:

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