



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 local road agency is part of the new TAMP requirements?

1. 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 template found here: [Asset Management Resources | Center for Technology and Training \(mtu.edu\)](#)
2. A list of local road agencies can be found on the schedule on pages 4 - 5 here: [Policy for Submittal and Review of Asset Management Plans Adopted 3-1-23 \(michigan.gov\)](#)
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?

1. Register/Login with MILogin for Third Party here: [MILogin - Create Your Account \(michigan.gov\)](#)
2. Once set up with an MILogin Account, request access to MDOT TAMC – Investment Reporting Tool (IRT)
3. The Center for Shared Solutions will process your request, for assistance you can email them here: CSS-TAMC@michigan.gov .
4. Login to the TAMC Investment Reporting Tool (IRT) Asset Management Section and complete the TAMP Compliance Plan Checklist.
5. The TAMP Compliance Plan and related appendices must be uploaded in the IRT as a single Portable Document Format (PDF) file with the TAMP Compliance Plan first.
6. 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.
7. 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 road agencies in the submittals of their TAMP materials; Support staff will provide a reporting to TAMC on the status of IRT TAMP submittals.
8. The TAMC will notify local road agencies within 180 days if the TAMP is approved or if any revisions are required.
9. The local road agencies will have 120 days to re-submit the TAMP, if revisions are required.
10. The TAMC will assist local road agencies with revisions, so local road 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:
 - Asset Inventory
 - Performance Goals
 - Risk of Failure Analysis
 - Anticipated Revenues and Expenses
 - Performance Outcomes
 - A description of any plans of the asset owner to coordinate with other entities.
 - Proof of Acceptance
 - Multi-Year Program
2. Pavement and Bridge plans are required and should be included as appendices. 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.

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

1. TAMC established a schedule for TAMP submittals to be consistent with the 3-year cycle. TAMC-approved TAMP Compliance Plans will have an expiration date of October 1 of the third consecutive year to maintain the established sequence of reviews and approvals.
2. As part of an ongoing asset management process, TAMC encourages local road agencies to frequently review their pavement, bridge asset management plans, and maintain the information in these plans to stay current with financial and physical changes in the local road 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 local road agency's governing body have to approve to be compliant?

1. 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 does not have data for some assets? How much detail does TAMC want for Signals or Culverts?

1. Specific transportation assets included in the 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 local road agencies are only required to include a short description of the status of signal assets within the agency.
3. TAMC recommends agencies follow the [Policy for Collection of Culvert Inventory and Condition Data](#) and incorporate the information into their asset management plans.
4. The TAMC Asset Management Plan Template includes 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. At a minimum, inventory must 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 cannot 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.

Can we have different goals for different assets or networks of our system?

1. Performance goals may vary among asset classes under the local road agency’s jurisdiction.
2. If a local road agency has authority 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 has 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.

What happens if I do not submit a TAMP or show progress towards achieving the condition goals as described in a submitted TAMP?

1. If an agency does not meet the required scheduled deadline, it will not comply with PA 325 of 2018.
2. Beginning October 1, 2025, if the local road agency has not demonstrated progress toward achieving condition goals as described in the TAMP, or if the agency does not submit a TAMP by the mandated due date, the TAMC will provide notice to the local road agency that they have not achieved non-compliance.
3. The local road agency will be provided with a chance to appear before the TAMC and discuss why they have not met their goals or why they have not submitted a TAMP. The TAMC will provide guidance on how the local agency can become compliant and the TAMC shall allow the local road agency to become compliant within 6 months after receiving the notification.
4. If the local road agency does not provide a TAMP that meets the requirements of PA 325 of 2018, within 6 months after receiving the notification or if they do not show progress on condition goals in a submitted TAMP after receiving the notification, the local road agency shall not shift funds distributed to it by Act 51 from a county primary road system to a county local road system or from a city major street system to a city local street system, as applicable.
5. Upon determination of progress toward achieving its condition goals or the local road agency submits a TAMP that meets the requirements of PA 325, a local road agency may shift funds distributed to it under this Act from a county primary road system to a county local road system or from a city's major street system to a city local street system, as applicable.

What about MDOT; what is the requirement for their TAMP vs. that of local road agencies?

The MDOT is not subject to the asset management plan submittal requirement within PA 325 as the Federal Highway Administration (FHWA) provides oversight of asset management plans coming from state transportation departments.

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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