

# Transportation Asset Management Plans (TAMP)

## Revisiting the Requirements



# Public Act 325 of 2018



**Ryan Buck**  
TAMC Chair,  
*Michigan  
Transportation  
Planning  
Association  
Representative*



# What will be covered in this session:

- **TAMP Legislation**
- **TAMP Requirements**
- **How to put together a TAMP**
- **How to submit and what happens next.**
- **MDOT's TAMP**
- **Q&A**

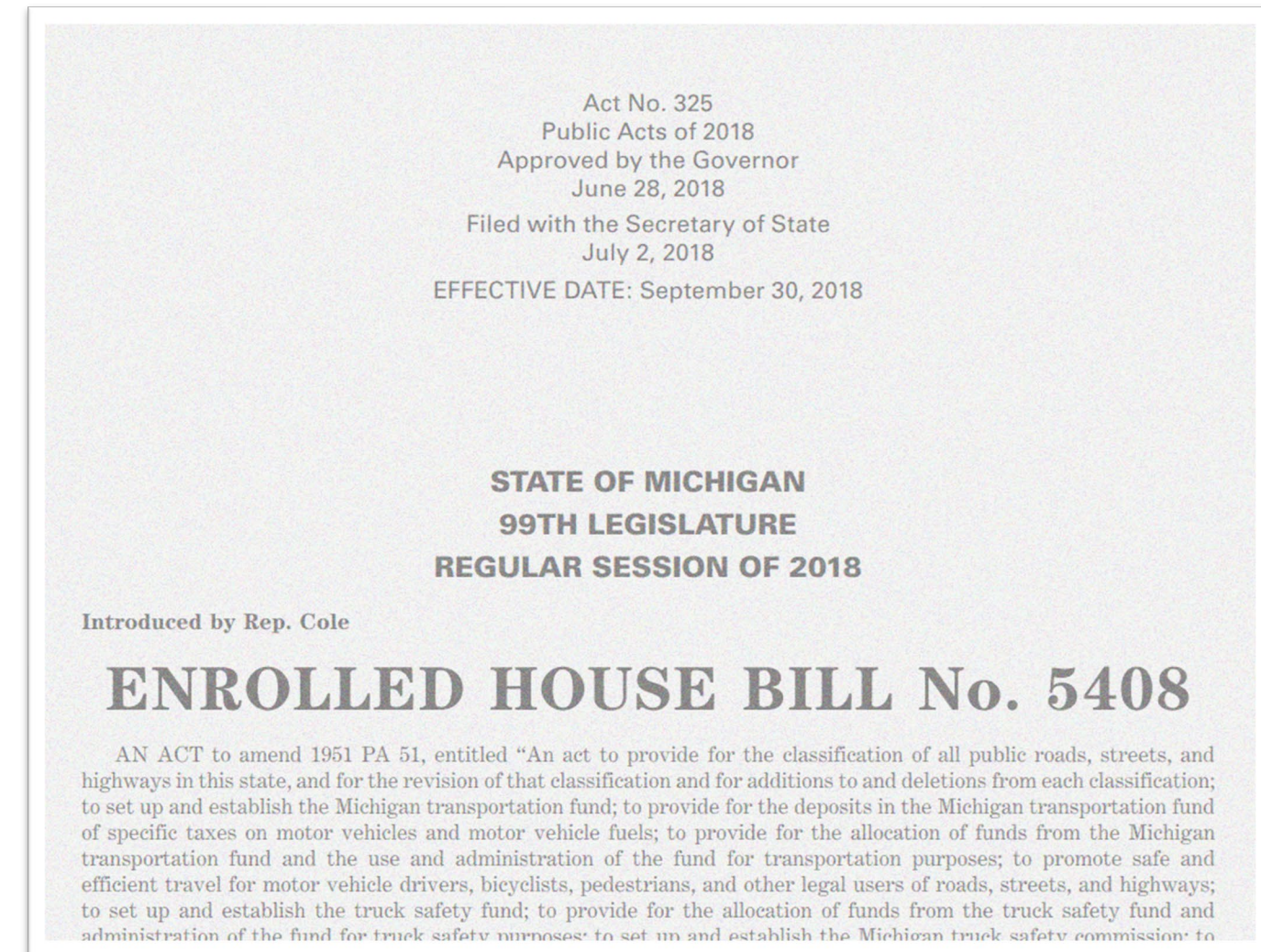


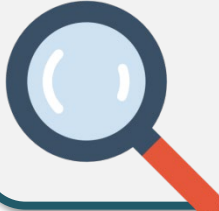
# Public Act 325 of 2018



## Requires the TAMC to:

- ✓ TAMC will provide a coordinated, unified effort by the various road agencies within the state.
- ✓ TAMC will advise the Michigan Infrastructure Council (MIC) on a statewide transportation asset management strategy.
- ✓ Develop and Submit Annual Report of activities by May 2<sup>nd</sup>.
- ✓ Establish a schedule for road agencies to report a multiyear investment program to the TAMC.



 **PA325 of 2018 can be found:**  
[2018-PA-0325.pdf](#)





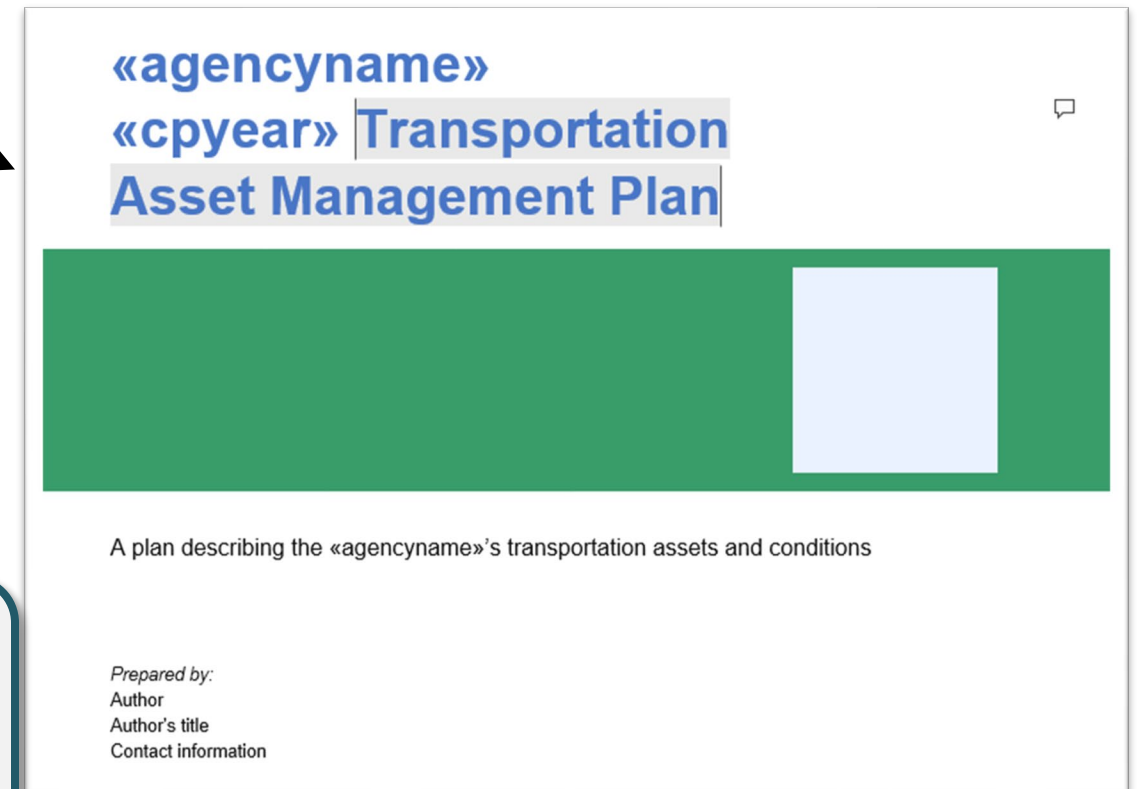
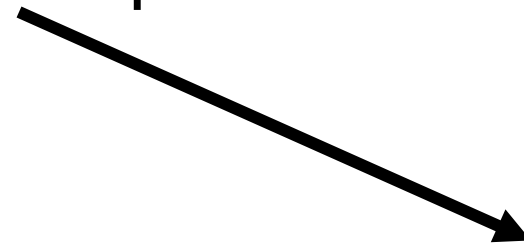
# Public Act 325 of 2018



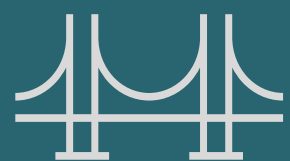
## Transportation Asset Management Plan Templates

*The TAMC will:*

- ✓ Develop an Asset Management Plan Template  
No later than October 1, 2019



 **Templates can be found:**  
[Asset Management Resources | Center for Technology and Training](#)





# Public Act 325 of 2018



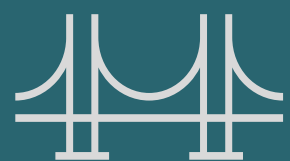
## Transportation Asset Management Plans

### The TAMC will:

- ✓ Develop an Asset Management Plan Template
- ✓ Establish a schedule for the submission of plans by local road agencies that ensures 1/3 submit each year.

Transportation Asset Management Plan (TAMP) Submittal Schedule		
Group A Next TAMP Due 10/1/2026	Group B Next TAMP Due 10/1/2027	Group C Next TAMP Due 10/1/2025
Alger County	Alcona County	Allegan County
Ann Arbor (City)	Alpena County	Antrim County
Baraga County	Arenac County	Barry County
Bay County	Battle Creek (City)	Bay City
Berrien County	Benzie County	Branch County
Calhoun County	Burton (City)	Cass County
Cheboygan County	Charlevoix County	Chippewa County
Clinton County	Clare County	Crawford County
Dearborn Heights (City)	Dearborn (City)	Delta County
Dickinson County	Detroit (City)	Eaton County
Farmington Hills (City)	Emmet County	Flint (City)
Genesee County	Garden City	Gladwin County
Grand Rapids (City)	Gogebic County	Grand Traverse County
Hillsdale County	Gratiot County	Holland (City)
Huron County	Houghton County	Ingham County
Iosco County	Ionia County	Iron County
Jackson (City)	Isabella County	Jackson County
Kalamazoo County	Kalamazoo (City)	Kalkaska County
Kentwood (City)	Kent County	Keweenaw County
Lansing (City)	Lake County	Lapeer County
Lenawee County	Leelanau County	Lincoln Park (City)
Livonia (City)	Livingston County	Luce County
Macomb County	Mackinac County	Manistee County
Mason County	Marquette County	Mecosta County
Midland County	Menominee County	Midland (City)
Monroe County	Missaukee County	Montcalm County
Muskegon County	Montmorency County	Muskegon (City)
Norton Shores (City)	Newaygo County	Muskegon (City)
Oceana County	Oakland County	Novi (City)
Osceola County	Ontonagon County	Ogemaw County
Ottawa County	Otsego County	Oscoda County
Portage (City)	Port Huron (City)	Pontiac (City)
Romulus (City)	Rochester Hills (City)	Presque Isle County
Royal Oak (City)	Roseville (City)	Roscommon County
Sanilac County	Saginaw (City)	Saginaw County
Southfield (City)	Shiawassee County	Schoolcraft County
St. Joseph County	St. Clair Shores (City)	St. Clair County
Troy (City)	Taylor (City)	Sterling Heights (City)
Walker (City)	Van Buren County	Tuscola County
Wayne County	Washtenaw County	Warren (City)
	Wexford County	Westland (City)

 **Schedule can be found:**  
[Asset Management & Public Act 325](#)





# Public Act 325 of 2018




## Transportation Asset Management Plan Administration

### The TAMC will:

- ✓ Develop an Asset Management Plan Template
- ✓ Establish a schedule for the submission of plans by local road agencies that ensures 1/3 submit each year.
- ✓ Review Asset Management Plans for Compliance

 **TAMPS are submitted and reviewed in the Investment Reporting Tool**  
[MiLogin - Login](#)

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**MDOT TAMC - Investment Reporting Tool (IRT)**

TAMC is a web application that convey the efforts of the transportation asset management council and houses the IRT (Investment Reporting Tool) that provides a means for local agencies to meet their annual reporting requirements on their road and bridge investment projects.

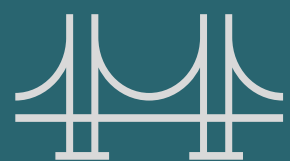
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# Public Act 325 of 2018

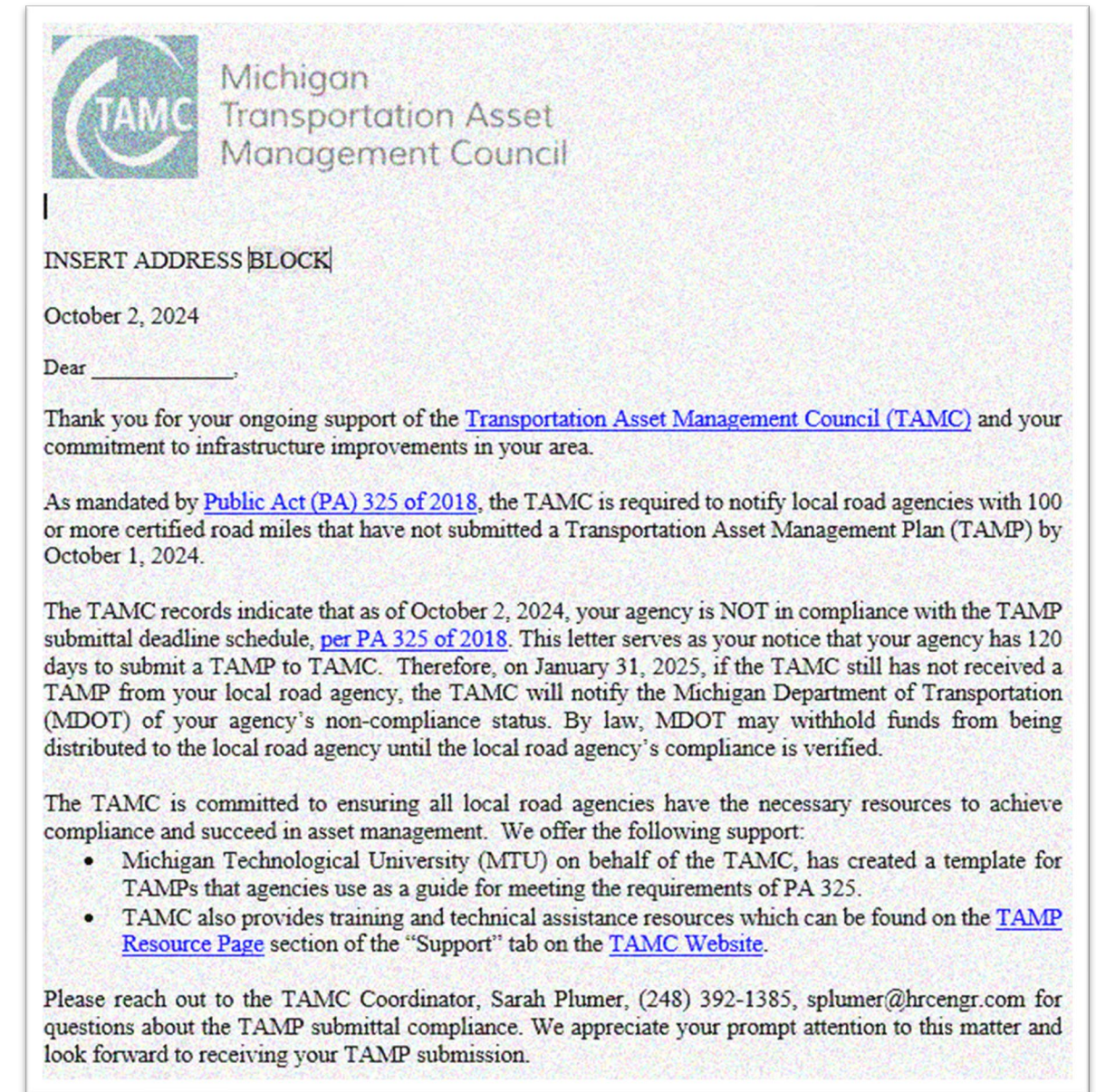


## Transportation Asset Management Plans Administration Continued

### The TAMC will:

- ✓ Develop an Asset Management Plan Template
- ✓ Establish a schedule for the submission of plans by local road agencies that ensures 1/3 submit each year.
- ✓ Review Asset Management Plans for Compliance
- ✓ Notify Agency and Michigan Department of Transportation of Non-Compliance

 Letters come from TAMC Support Staff





# Compliance Requirements



**Sarah Plumer, PTP**  
TAMC Coordinator  
[splumer@hrcengr.com](mailto:splumer@hrcengr.com)  
*Planning Manager*  
*Hubbell, Roth & Clark*



# Public Act 325 of 2018



## Who is require to submit?

- Agencies with 100 + certified road miles
- Agencies with less than 100 + certified road miles can submit. A submitted TAMP allows these agencies to transfer funds between major and local networks.

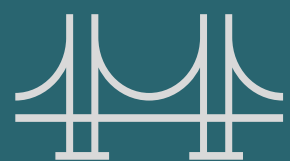


**Submittal schedule can be found here:**

[Transportation Asset Management Plan \(TAMP\) Submittal](#)

### Transportation Asset Management Plan (TAMP) Submittal Schedule

Group A Next TAMP Due 10/1/2026	Group B Next TAMP Due 10/1/2027	Group C Next TAMP Due 10/1/2025
Alger County	Alcona County	Allegan County
Ann Arbor (City)	Alpena County	Antrim County
Baraga County	Arenac County	Barry County
Bay County	Battle Creek (City)	Bay City
Berrien County	Benzie County	Branch County
Calhoun County	Burton (City)	Cass County
Cheboygan County	Charlevoix County	Chippewa County
Clinton County	Clare County	Crawford County





# Public Act 325 of 2018



## Transportation Asset Management Plans

### Submittal Deadline

- October 1, 2020 – TAMP submittals begin on a 3-year schedule.
- October 1, 2024 – Agencies that have not submitted are considered non-compliant and given 120 days to submit a compliant plan.
- 120 days later – List of agencies still not in compliance given to MDOT for potential withholding of funds.

Your TAMP can be submitted anytime between January 1 and October 1 the year you are required to submit.

#### Transportation Asset Management Plan (TAMP) Submittal Schedule

**Group A**  
Next TAMP Due  
10/1/2026

Alger County  
Ann Arbor (City)  
Baraga County  
Bay County  
Berrien County  
Calhoun County  
Cheboygan County  
Clinton County

**Group B**  
Next TAMP Due  
10/1/2027

Alcona County  
Alpena County  
Arenac County  
Battle Creek (City)  
Benzie County  
Burton (City)  
Charlevoix County  
Clare County

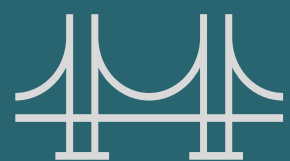
**Group C**  
Next TAMP Due  
10/1/2025

Allegan County  
Antrim County  
Barry County  
Bay City  
Branch County  
Cass County  
Chippewa County  
Crawford County



**Submittal schedule can be found here:**

[Transportation Asset Management Plan \(TAMP\) Submittal](#)





# Public Act 325 of 2018



## *Transportation Asset Management Plans*

### *Performance Goals*

- Beginning October 1, 2025 TAMC begins process to determine if local agencies are demonstrating progress towards condition goals set in TAMP.
- The TAMC shall provide notice to the local road agencies if it has been determined no progress has been made with recommendations.
- The local road agency has 6 months to make adjustments to meet compliance.
- Compliance means a local road agency may shift funds between road networks.





# Public Act 325 of 2018



## Transportation Asset Management Plans Performance Goals Continued

- Too early to make determination
- New Self-Assessment form in the IRT that allows a local agency submitting their plan to enter in their network condition goals.
- Review will begin the next time that agency submits (in 3 years).

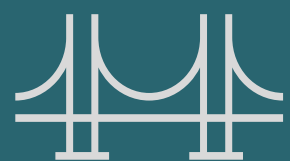
1. Do you establish road network condition goals based upon percentages of good, fair, and poor conditions?  
 Yes  No  Unanswered

\* Please provide your existing condition percentages and goals.

Asset	Existing Condition	Condition Goal
Paved Major/Primary	6 % Good	60 % Good
	18 % Fair	20 % Fair
	76 % Poor	20 % Poor
Paved Local	13 % Good	65 % Good
	24 % Fair	25 % Fair
	63 % Poor	10 % Poor
Unpaved/Gravel	3 % Good	60 % Good
	41 % Fair	20 % Fair
	56 % Poor	20 % Poor



**IRT Training Information**  
[Investment Reporting Tool \(IRT\)](#)





# Public Act 325 of 2018



*An opportunity to discuss with the TAMC*

PA325 of 2018 *“The transportation asset management council shall provide an opportunity for a noncompliant local road agency to appear before the transportation asset management council to discuss the reasons the local road agency’s plan is not in compliance and ways for the local road agency to become compliant.”*

How to do this:

- Contact the TAMC Coordinator and request to speak with the TAMC at their next meeting.
- The Coordinator will add you to the next TAMC Agenda and provide meeting location details and the virtual meeting link.
- The TAMC will give you an opportunity to discuss your concerns and any issues you are experiencing.
- The TAMC will work with you to provide guidance, resources or direction.





# Getting Started on your TAMP

- **How long does it take?**
  - *Depends on available data, size of agency, level of dedication and leadership support.*
- **Who can do a TAMP?**
  - *Internal staff, consultants, regional experts.*
- **What information do we need?**
  - Training by CTT - <https://ctt.mtu.edu/training>
  - Data, Plans, Budget, Agency Knowledge and Leadership Support
  - Tools/Templates - [Asset Management Resources | Center for Technology and Training](#)



# TAMP Required Components



- Asset Inventory
- Performance Goals
- Risk of Failure Analysis
- Anticipated Revenues and Expenses
- Multi-Year Program
- Performance Outcomes
- Description of plan coordination with other entities
- Proof of Acceptance

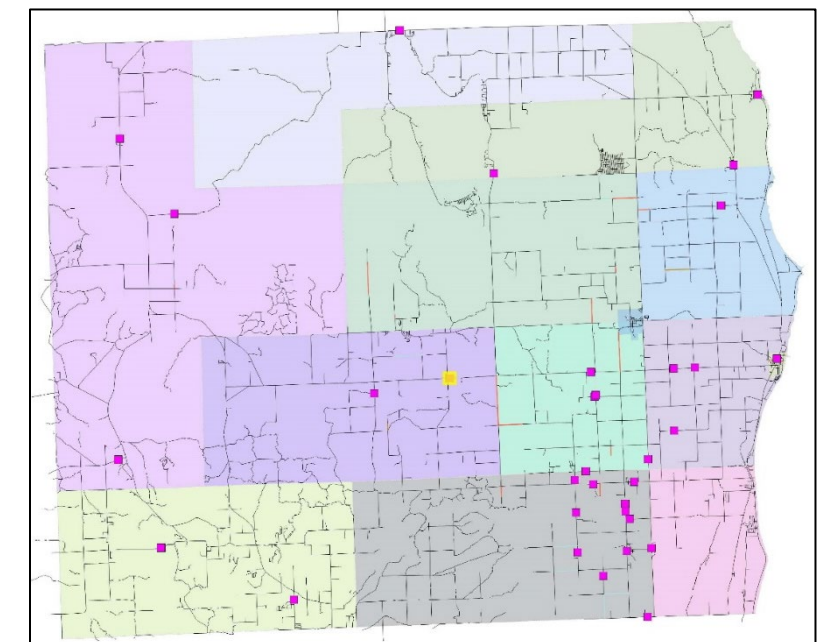
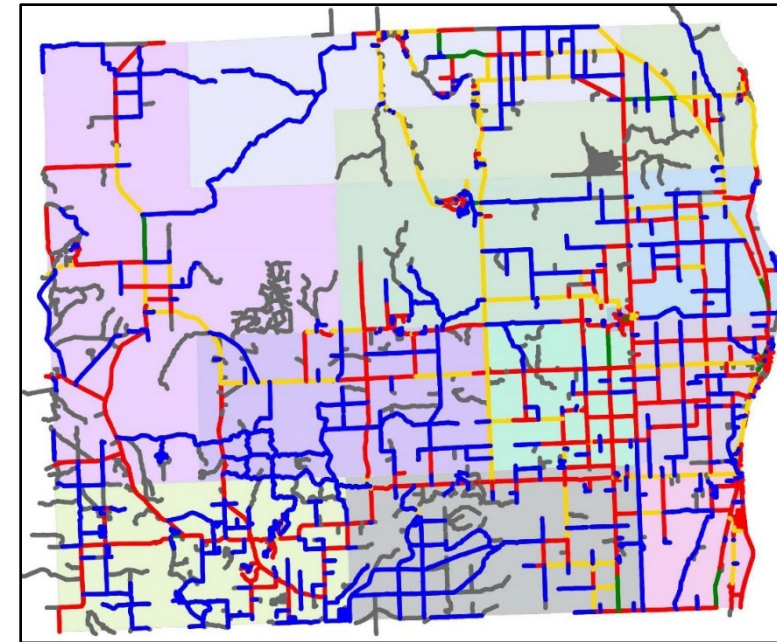




# Asset Inventory



- 4 Required Assets
  - Roads, Bridges, Culverts and Signals (at a minimum County Primary, City Major)
- Location, material, size and condition
- If an agency doesn't maintain bridges, signals or culverts provide acknowledgement or justification. Example: *“RC does not own or maintain signals”*



## Where is our Asset Inventory and Condition Data?

Roads – Roadsoft

Bridges – MiBridge

Culverts – Roadsoft or Agency Database

Signals – Roadsoft/Agency Database





# Performance Goals



- Set by the local agency
- Desired condition and performance of the assets
- Goals for each of your asset networks



## How do we set goals?

Look at your data, where are you now?  
Where do you want to be? What is aspirational but also achievable?

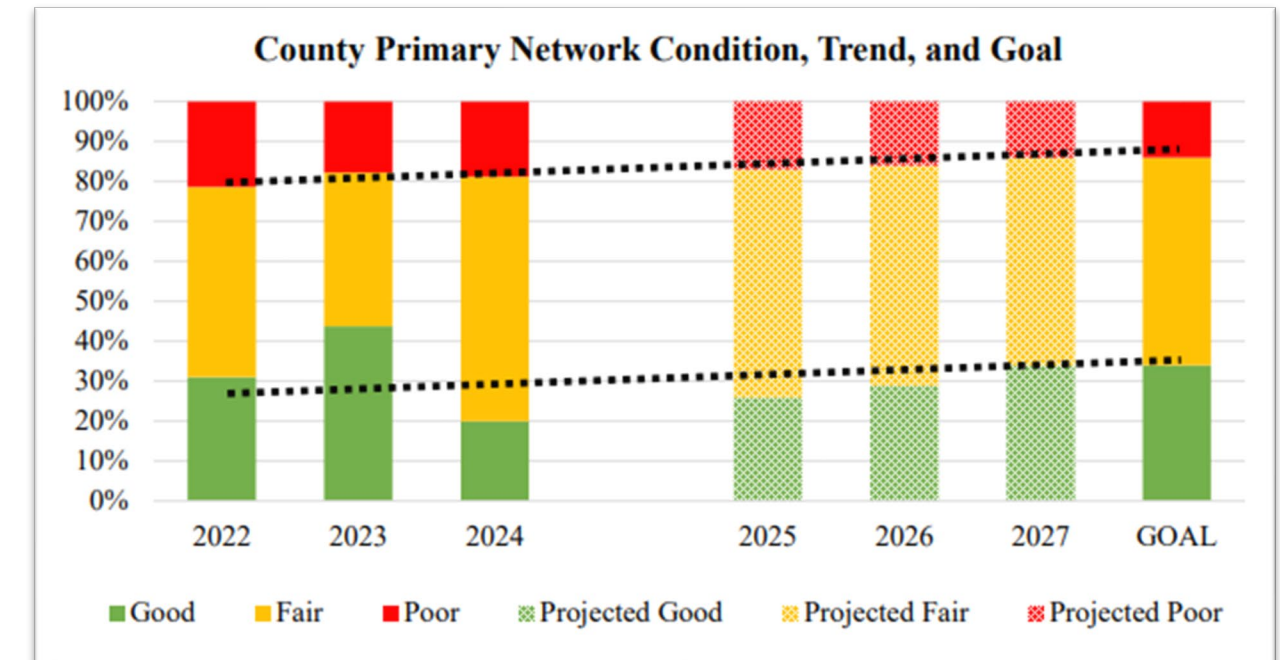
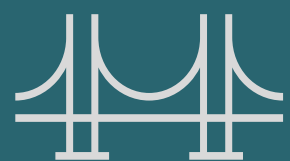
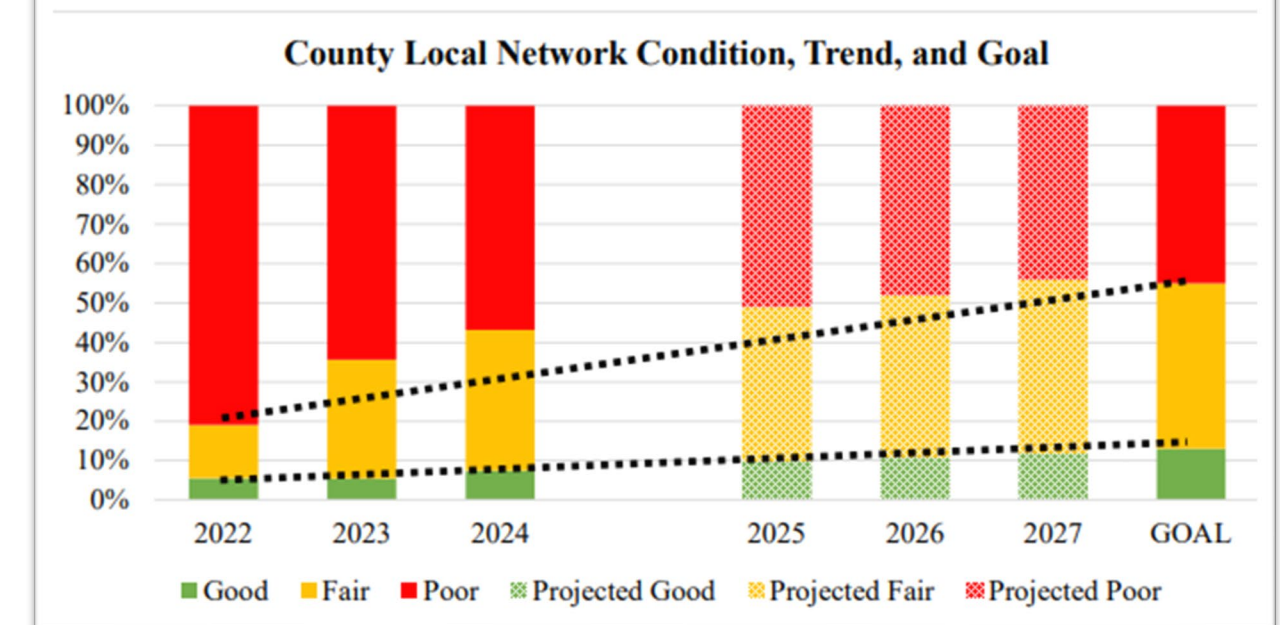


Figure 3: County primary network condition, goals, and trend.



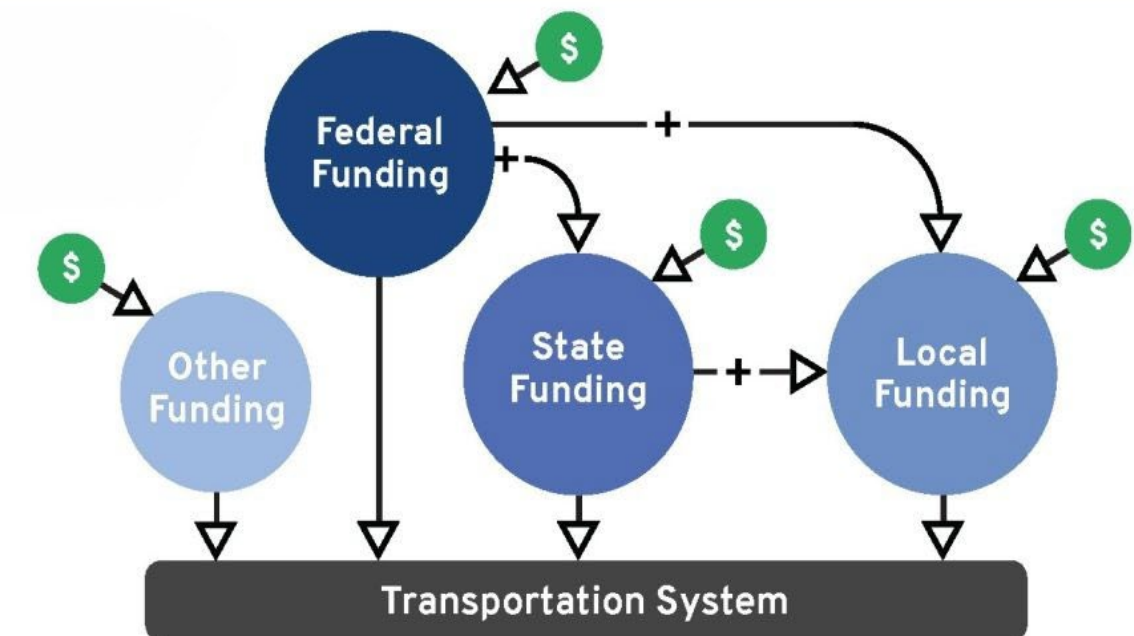


# Anticipated Revenues and Expenses

## Multi- Year Program

- Description of all revenue sources and anticipated receipts for the period covered by the plan
- Expected infrastructure repair and replacement expenditures
- Planned improvements
- Capital reconstruction

### Funding Transportation



### What if we don't know our revenues/expenditures three years out?

Define what you know (ex: MTF Revenue, Federal Funds), what you anticipate (ex: open grant applications, local contributions), and identify what you don't know (ex: new funding package impacts, maintenance projects).





# Performance Outcomes



- Determination of how the local road agency's investment will achieve the desired levels of service
- Steps necessary to ensure asset conditions meet goals
- Explanation of gap between achievable condition and performance



## What tools can we use to do this?

Pavement: National Center for Pavement Preservation (NCPPI) or Roadsoft Pavement Condition Forecast to Forecast Future Trends. Both are explained in the Pavement AMP tools. Bridges: Comparing inspection reports anticipated revenue and future projects.





# Plan Coordination



- Description of any plans to coordinate with other entities
  - Neighboring jurisdictions
  - Utilities
- Minimize duplication of effort regarding infrastructure preservation and maintenance



**What type of information are you looking for?**

What is your process of coordinating projects and/or notifying others of your projects?





# Proof of Acceptance



- Adoption, certification of the plan by the local road agency's governing body.
  - Resolution/Certification
  - Minutes



## Can we turn our plan in without this?

Your plan will not be compliant.

Tip: Plan ahead - determine the last Council/Commission meeting before October 1st and complete your plan prior and add it to the Agenda for that meeting.

## 8. PROOF OF ACCEPTANCE

PUBLIC ACT 325

CERTIFICATION OF TRANSPORTATION ASSET MANAGEMENT PLAN

Certification Year: \_\_\_\_\_

Local Road-owning Agency Name: \_\_\_\_\_

Beginning October 2019 and on a three-year cycle thereafter, certification must be made for compliance to Public Act 325. A local road-owning agency with 100 certified miles or more must certify that it has developed an asset management plan for the road, bridge, culvert, and traffic signal assets. Signing this form certifies that the hitherto referred agency meets with minimum requirements as outlined by Public Act 325 and agency-defined goals and objectives.

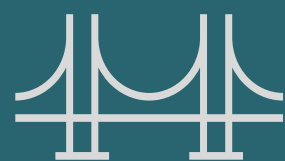
This form must be signed by the chairperson of the local road-owning agency or the county executive and chief financial officer of the local road-owning agency.

Signature		Signature	
Printed Name		Printed Name	
Title	Date	Title	Date

Due every three years based on agency submission schedule

Submittal Date: \_\_\_\_\_

See attached council meeting minutes and/or resolution. |





# TOOLS TO CREATE A TAMP



**Tim Colling**  
Executive Director,  
*Center for Technology  
& Training (CTT) at  
Michigan Tech  
University*  
ctt@mtu.edu



# Plan Files located at:



<https://ctt.mtu.edu/publications-resources/asset-management-resources>

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- Inventory-Based Rating System
- Modeling ESL Treatments
- Thawcaster

## Asset Management Resources

### Asset Management Plan Templates

These templates are flattened Microsoft Word documents that can be simply edited in Word to create a personalized compliance plan or asset management plan.

- PA 325 Compliance Plan Template
- Pavement Asset Management Plan Template
- Bridge Asset Management Plan Template

### Asset Management Plan Tools

The tools are zipped folders consisting of interactive Word documents, macro-enabled Microsoft Excel workbooks, and/or comma-separate-value files that can be used in conjunction with data outputs from Roadsoft and MiBRIDGE (supplied by user) or with manual data entry (by user) into a .csv file to produce a final, flattened Word document. *Tools were last updated in 2024.*

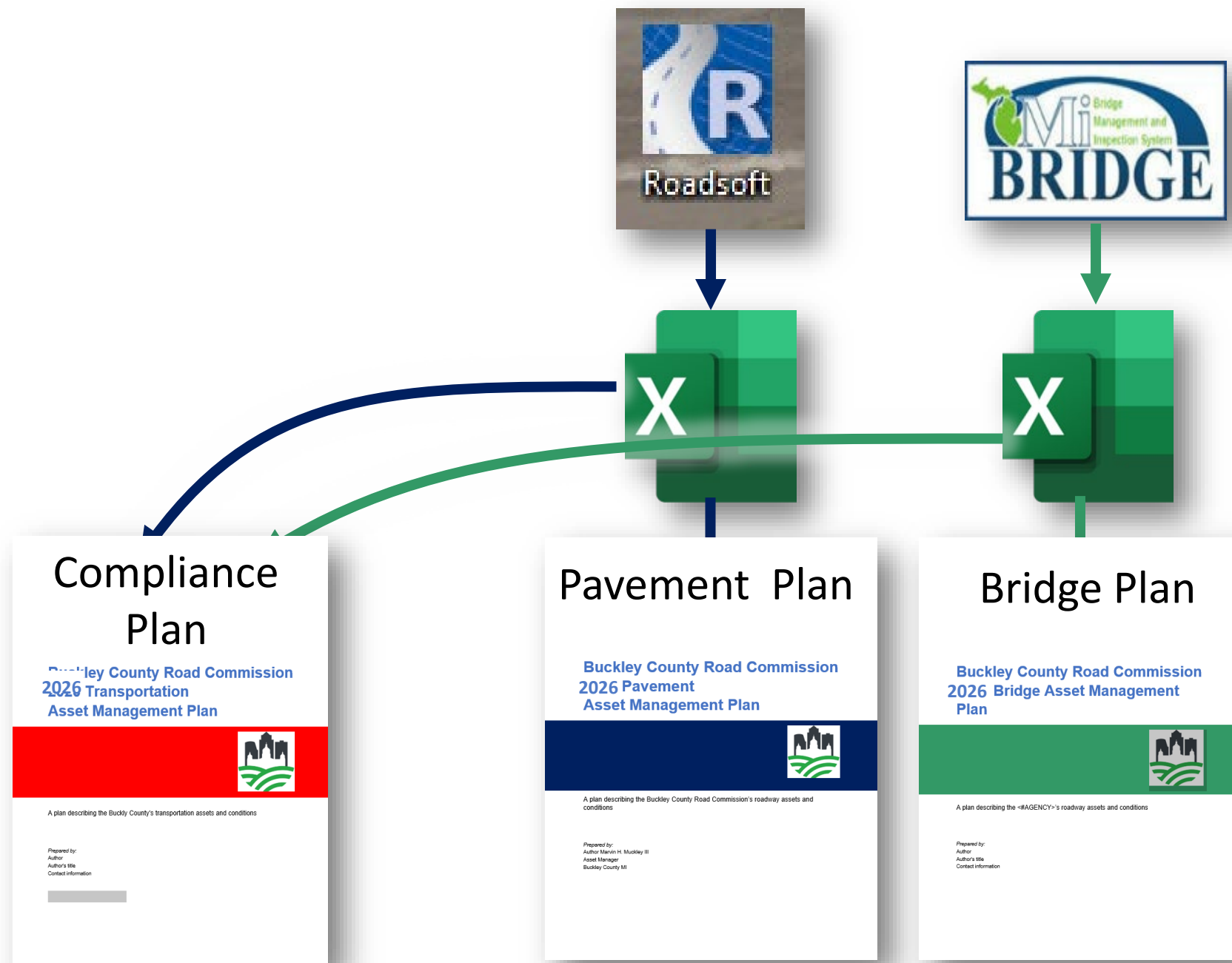
**IMPORTANT:** If your computer system is running with Sharepoint, you will need to copy the tools to a USB drive and run the tools off of the USB drive.

- PA 325 Compliance Plan Tools
- Instruction Guide for the Compliance Plan Template
- Pavement Asset Management Plan Tools
- Instruction Guide for the Pavement Asset Management Plan Template
- Bridge Asset Management Plan Tools
- Instruction Guide for the Bridge Asset Management Plan Template
- Culvert Asset Management Plan Tools
- Instruction Guide for the Culvert Asset Management Plan Tools

“Flat Documents”

“Templates”

# Templates and Tools



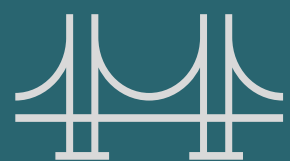
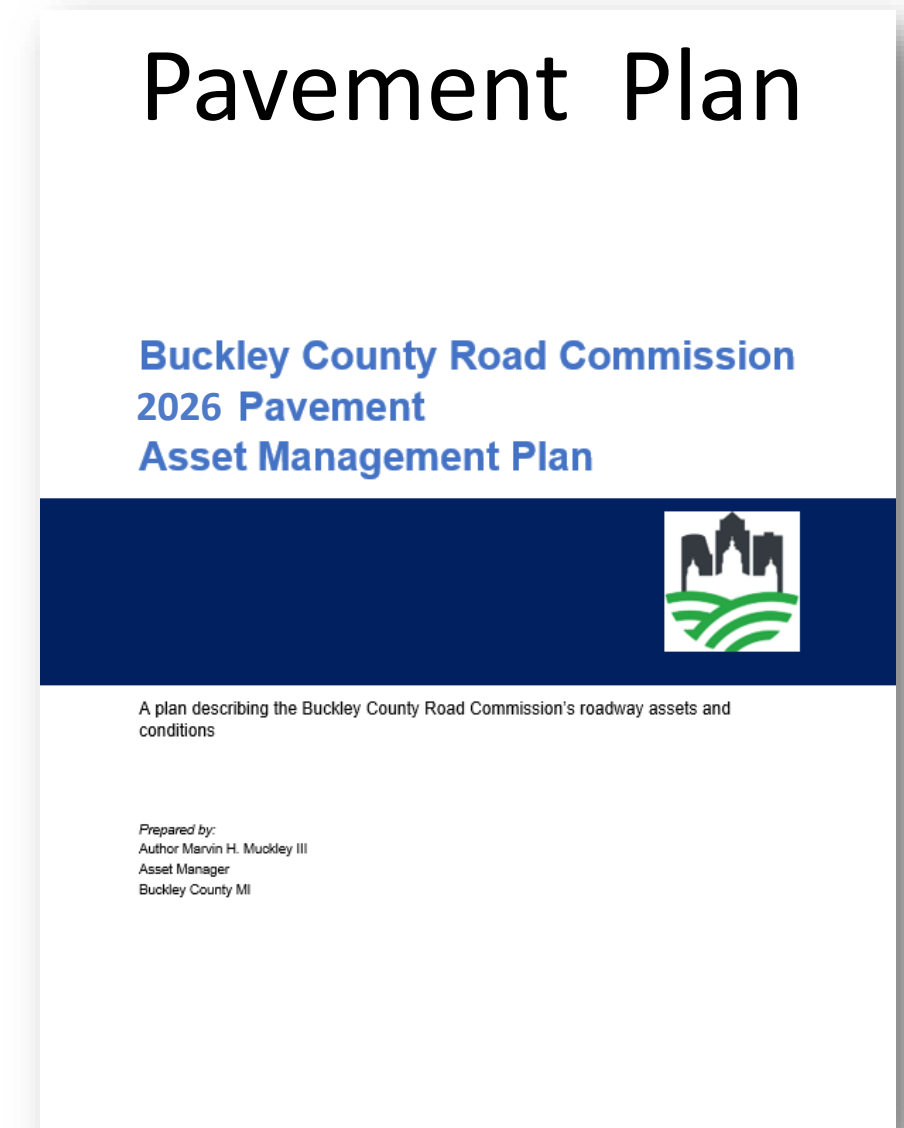
- Manual
  - “Flat” Word document
- Automated
  - Data macros (spreadsheets)
  - Macro enabled Word template
- Other Resources
- Help guides



# Pavement Plan

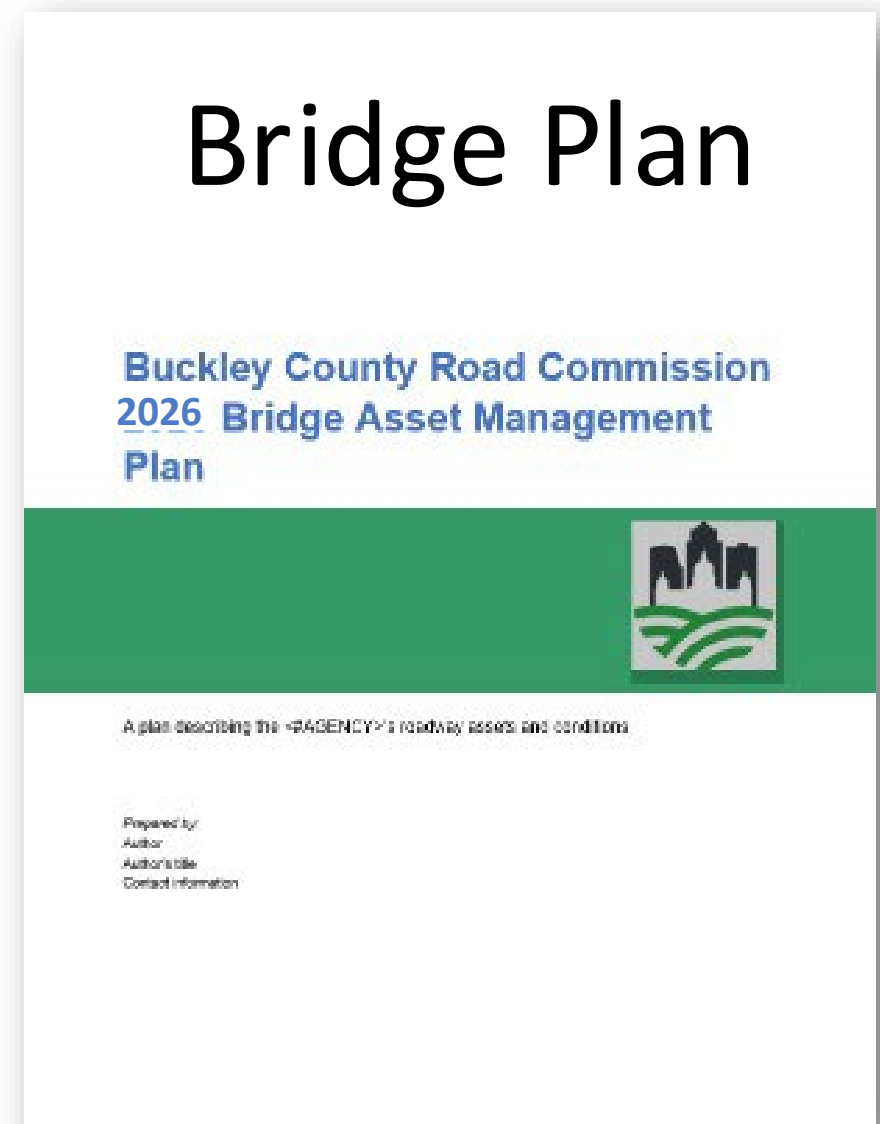


- External user focused
- Network level
- Answers question – what do we get with our money?
- Includes lots of information for lay readers
- Make this your own document
- 63 pages
- Made to cover most options, delete what you don't need
- Only County Primary / City Major paved network required



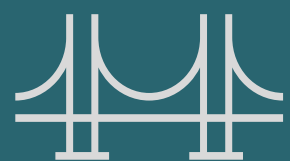
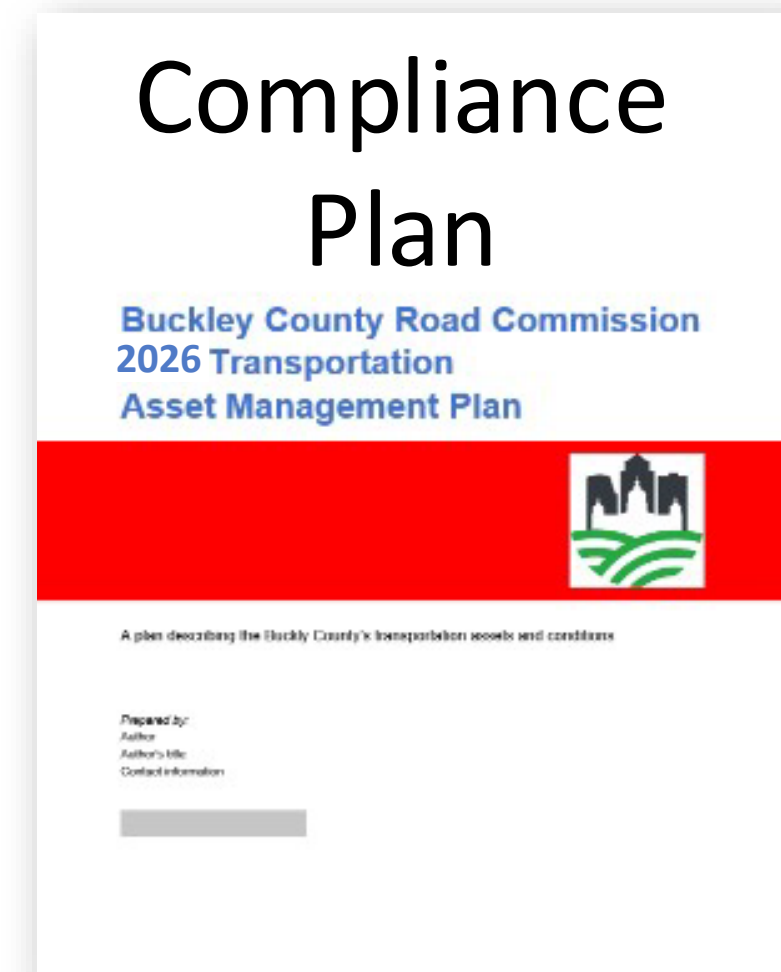
# Bridge Plan

- Internal user focused
- Project level – “Owners manual” for bridges
- Identifies long term risk
- Has primer, but expects reader has knowledge of bridge issues
- Make this your own document
- 35 pages



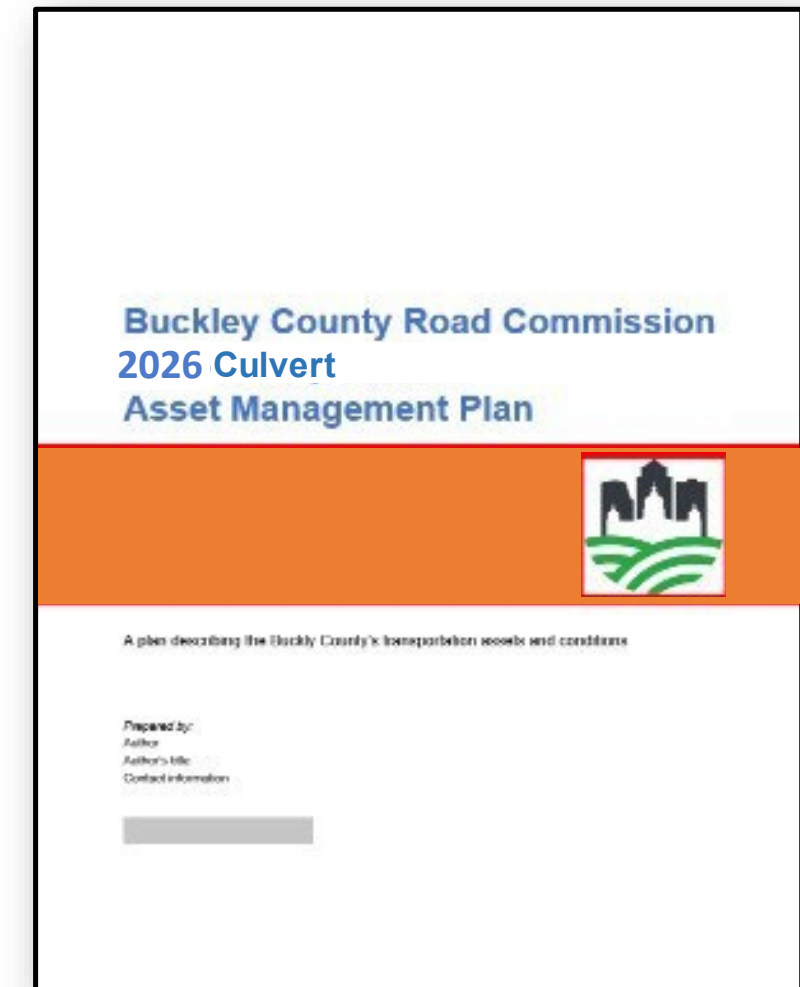
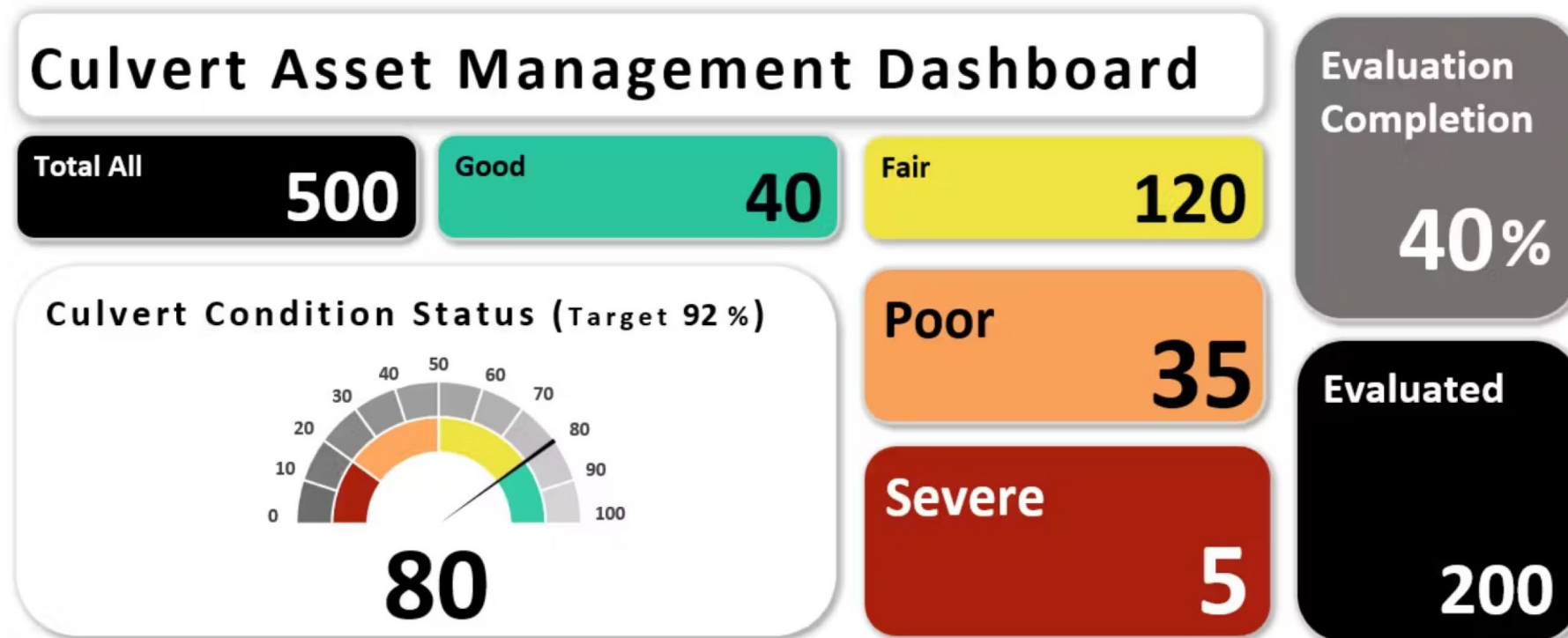
# Compliance Plan

- “Reporting” focused
- Network level
- Only thing you are “judged” on for compliance
- Includes appendixes that have bridge and pavement plan
- Strict format and required data
- 10 pages of printed material
- Just the facts, not much front reader education



# Culvert Insert to Compliance Plan

- Optional enhanced culvert plan



# »» What needs to be updated? ««

## Definitely update

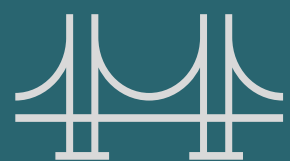
- Road and bridge condition/inventory data
- Planned project list
- Trend analysis/modeling
- Proof of acceptance

## Probably update

- Finance
- New goal if appropriate
- Culvert and signal status

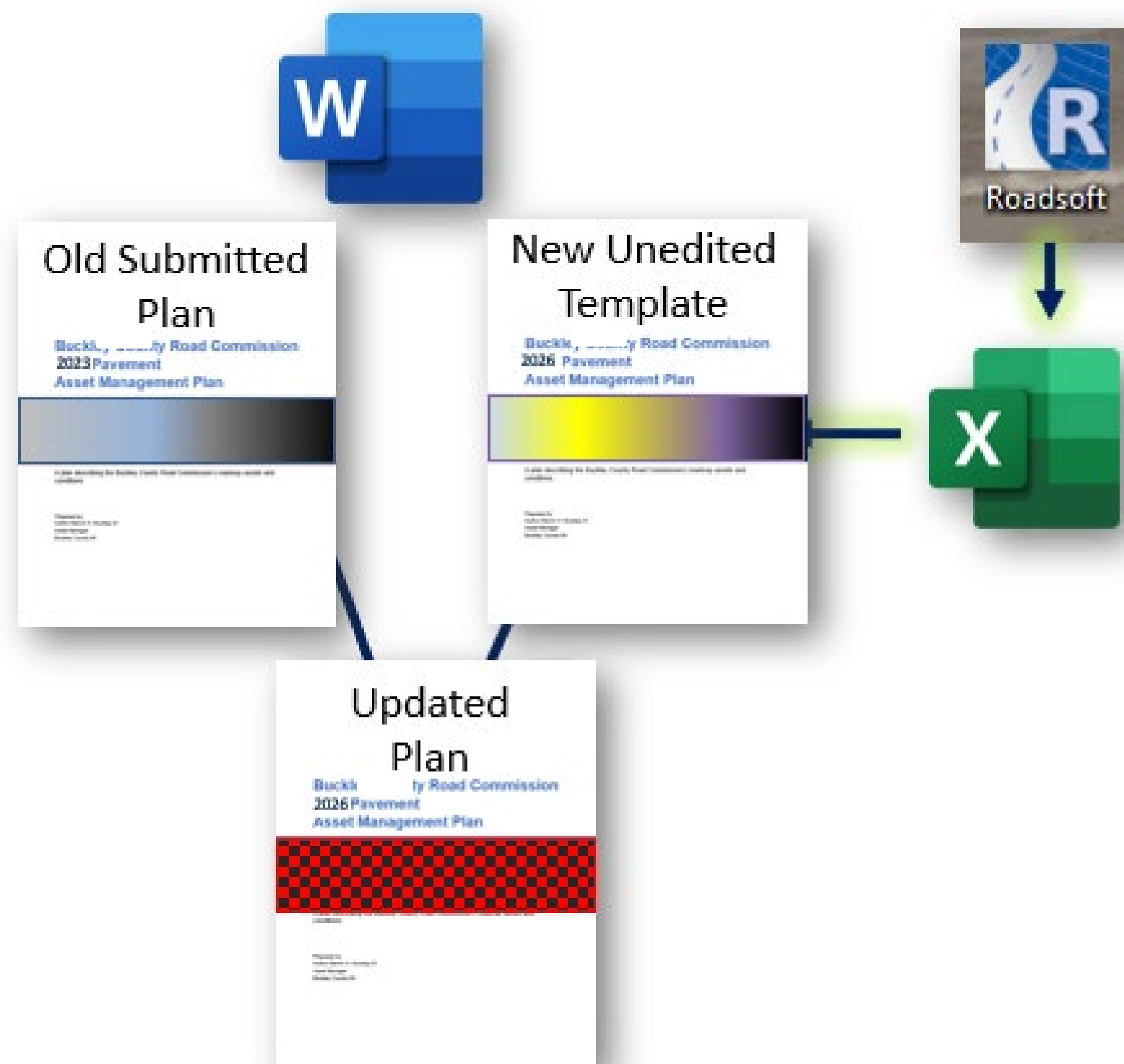
## Unlikely but still should check for an update

- Risk of failure
- Coordination with other assets





# Update Process





# Word Compare Tool



Original Document

ABCDEFGH,  
HIJKLMN,  
OPQRSTU,  
VWXYZ.

Change Log Document

~~ABCDEFGH,~~  
HIJKLMN,  
OPQRSTU,  
~~VWXYZ.~~

Edited Document

GH,  
IJKLMN,  
O

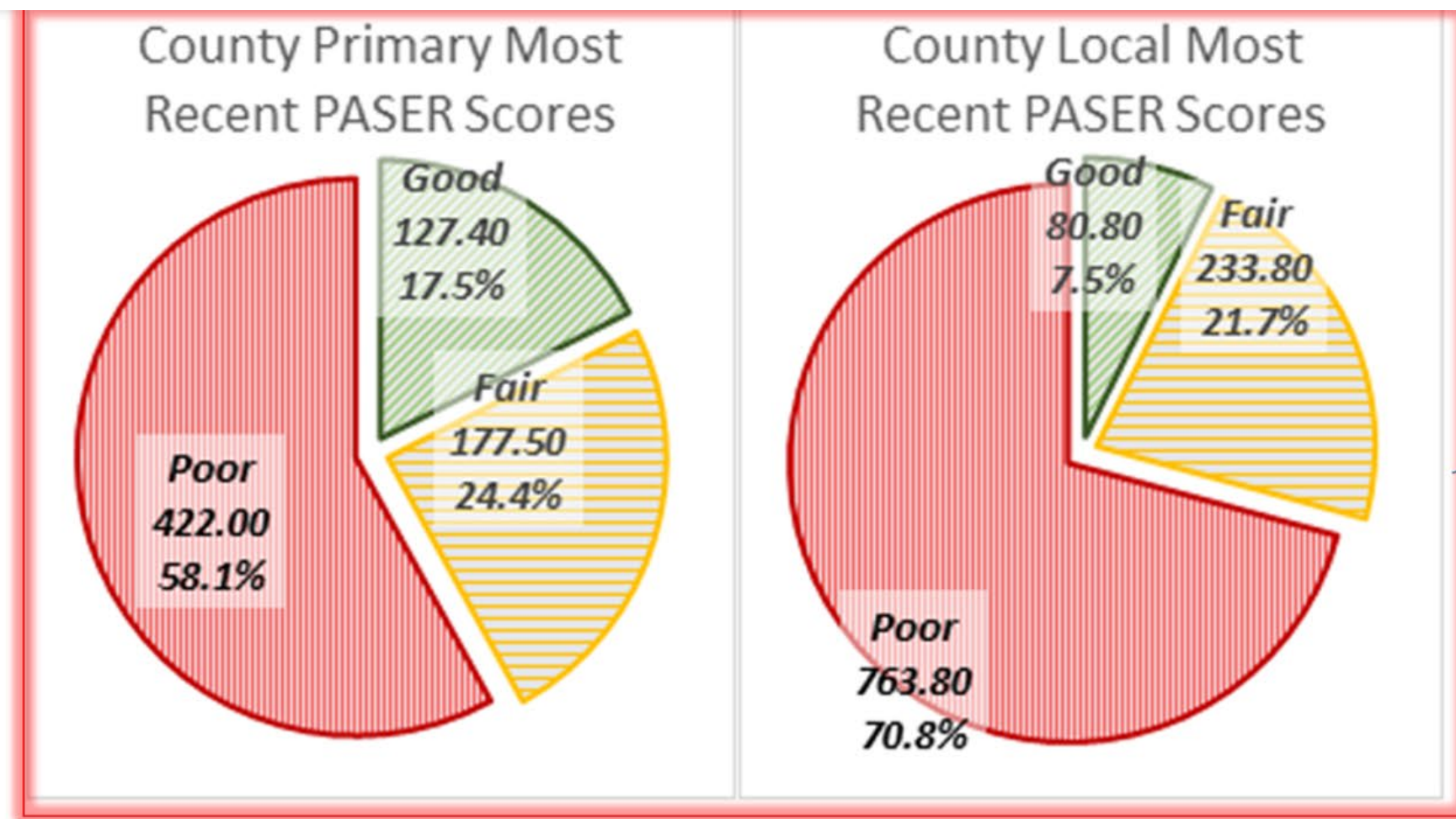


Chart from macro

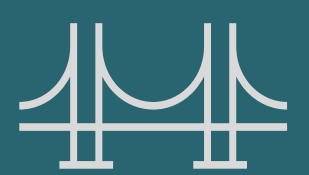
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Figure 13: (A) Left: «AGENCYSHORT» paved «NETWORK1» road network conditions by percentage of good, fair, or poor, and (B) Right: «AGENCYSHORT» paved «NETWORK2» road network conditions by percentage of good, fair, or poor

In comparison, the statewide paved «NETWORK1» road network has «statepctnet1good» percent of roads in the TAMC good condition, «statepctnet1fair» percent in fair, and «statepctnet1poor» percent in poor (Figure 14A). The statewide paved «NETWORK2» road network has «statepctnet2good» percent in good, «statepctnet2fair» percent in fair, and «statepctnet2poor» percent in poor (Figure 14B). Comparing Figure 13A and Figure 14A shows that «AGENCYSHORT»'s paved «NETWORK1» road network is **<#YOUR CONTENT HERE>** Choose an item. than similarly-classified roads in the rest of the state, while Figure 13B and Figure 14B show that «AGENCYSHORT»'s paved «NETWORK2» road network is **<#YOUR CONTENT HERE>** Choose an item. than similarly-classified roads in the rest of the state. Other road condition graphs can be viewed on the TAMC pavement condition dashboard at: <http://www.mcgi.state.mi.us/mitrp/Data/PaserDashboard.aspx>.

Customization Prompt

Drop Down Prompt





# INTRODUCTION

Added text  
(customized text)

Boilerplate text

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~~Tim is great! Tim is awesome! I like Tim!~~

Asset management is defined by Public Act 325 of 2018 as “an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost-effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals”. In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). ~~CTOT~~~~TCRC~~ is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

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**Asset management, in the context of this plan, ensures that public funds are spent as effectively as possible to maximize the condition of the road network. Asset management also provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.**

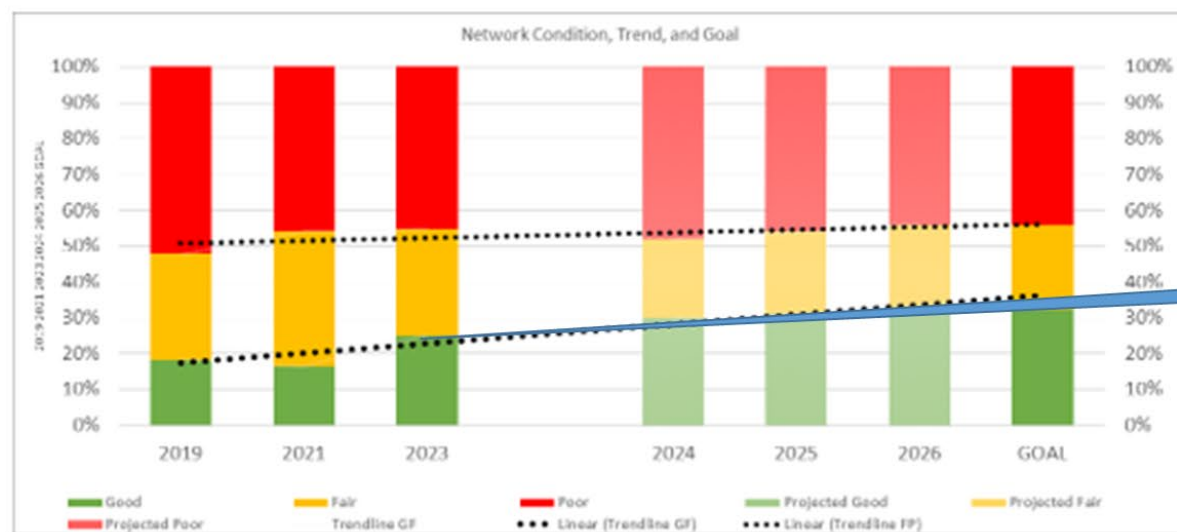
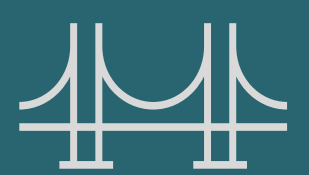


Chart from macro

~~Tim's~~The County Road Commission (CTOT of Tim (TCRC)) has adopted an “asset management” business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users’ expectations. ~~CTOT~~~~TCRC~~ is responsible for maintaining and operating over ~~2233.5~~~~2217.6~~ centerline of roads. ~~The graph below illustrates current conditions and trends.~~

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Compare Result 7 - Word

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Compared Document

## INTRODUCTION

Tim is great! Tim is great! Tim is great! Tim is great! Tim is great!

Asset management is defined by Public Act 325 of 2018 as "an ongoing process of maintaining, preserving, upgrading, and operating physical assets cost effectively, based on a continuous physical inventory and condition assessment and investment to achieve established performance goals". In other words, asset management is a process that uses data to manage and track assets, like roads and bridges, in a cost-effective manner using a combination of engineering and business principles. This process is endorsed by leaders in municipal planning and transportation infrastructure, including the Michigan Municipal League, County Road Association of Michigan, the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA). TCRC is supported in its use of asset management principles and processes by the Michigan Transportation Asset Management Council (TAMC), formed by the State of Michigan.

Asset management, in the context of this plan, provides a transparent decision-making process that allows the public to understand the technical and financial challenges of managing road infrastructure with a limited budget.

The County of Tim (TCRC) has adopted this "asset management" business process to overcome the challenges presented by having limited financial, staffing, and other resources while needing to meet road users' expectations. TCRC is responsible for maintaining over 2214.42233.5 centerline of roads.

This plan outlines how TCRC determines its strategy to maintain and upgrade road asset condition given agency goals, priorities of its road users, and resources provided. An updated plan is to be released approximately every three years to reflect changes in road conditions, finances, and priorities.

Questions regarding the use or content of this plan should be directed to Tim Trisah, Colling at 1400 Townsend Drive 45518 Rabbit Bay Road or at tkcollin@mtu.edu. www.mtu.edu Key terms used in this plan are defined in TCRC's comprehensive transportation asset management plan (also known as the "compliance plan") used for compliance with PA 325 or 2018.

Knowing the basic features of the asset classes themselves is a crucial starting point to understanding the rationale behind an asset management approach. The following primer provides an introduction to pavements.

### Pavement Primer

Roads come in two basic forms—paved and unpaved. Paved roads have hard surfaces. These hard surfaces can be constructed from asphalt, concrete, composite (asphalt and concrete), sealcoat, and brick and block materials. On the other hand, unpaved roads have no hard surfaces. Examples of these surfaces are gravel and unimproved earth.

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The decision to pave with a particular material depends upon purpose, materials available, and budget. Each choice represents a trade-off between budget and costs for construction and maintenance.

Maintenance enables the road to fulfill its particular purpose. To achieve the maximum service for a pavement or an unpaved road, continual monitoring of a road's pavement condition is essential for choosing the right time to apply the right fix in the right place.

Here is a brief overview of the different types of pavements, how condition is assessed, and treatment options that can lengthen a road's service life.

#### Surfacing

Pavement type is influenced by several different factors, such as cost of construction, cost of maintenance, frequency of maintenance, and type of maintenance. These factors can have benefits affecting asset life and road user experience.

#### Paved Surfacing

Typical benefits and tradeoffs for hard surface types include:

- Concrete pavement:** Concrete pavement, which is sometimes called a rigid pavement, is durable and lasts a long time when properly constructed and maintained. Concrete pavement can have longer service periods between maintenance activities, which can help reduce maintenance-related traffic disruptions. However, concrete pavements have a high initial cost and can be challenging to rehabilitate and maintain at the end of their service life. A typical concrete pavement design life will provide service for 30 years before major rehabilitation is necessary.
- Hot-mix asphalt pavement (HMA):** HMA pavement, sometimes known as asphalt or flexible pavement, is currently less expensive to construct than concrete pavement (this is, in some part, due to the closer link between HMA material costs and oil prices that HMA pavements have in comparison with other pavement types). However, they require frequent maintenance activities to maximize their service life. A typical HMA pavement design life will provide service for 18 years before major rehabilitation is necessary. The vast majority of local-agency-owned pavements are HMA pavements.

Original Document (Old 2020 PavementAMP - Timothy Colling)

Tim is great! Tim is great! Tim is great! Tim is great! Tim is great!

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Revised Document (New 2023 Plan PavementAMP\_no comments - Timothy Colling)

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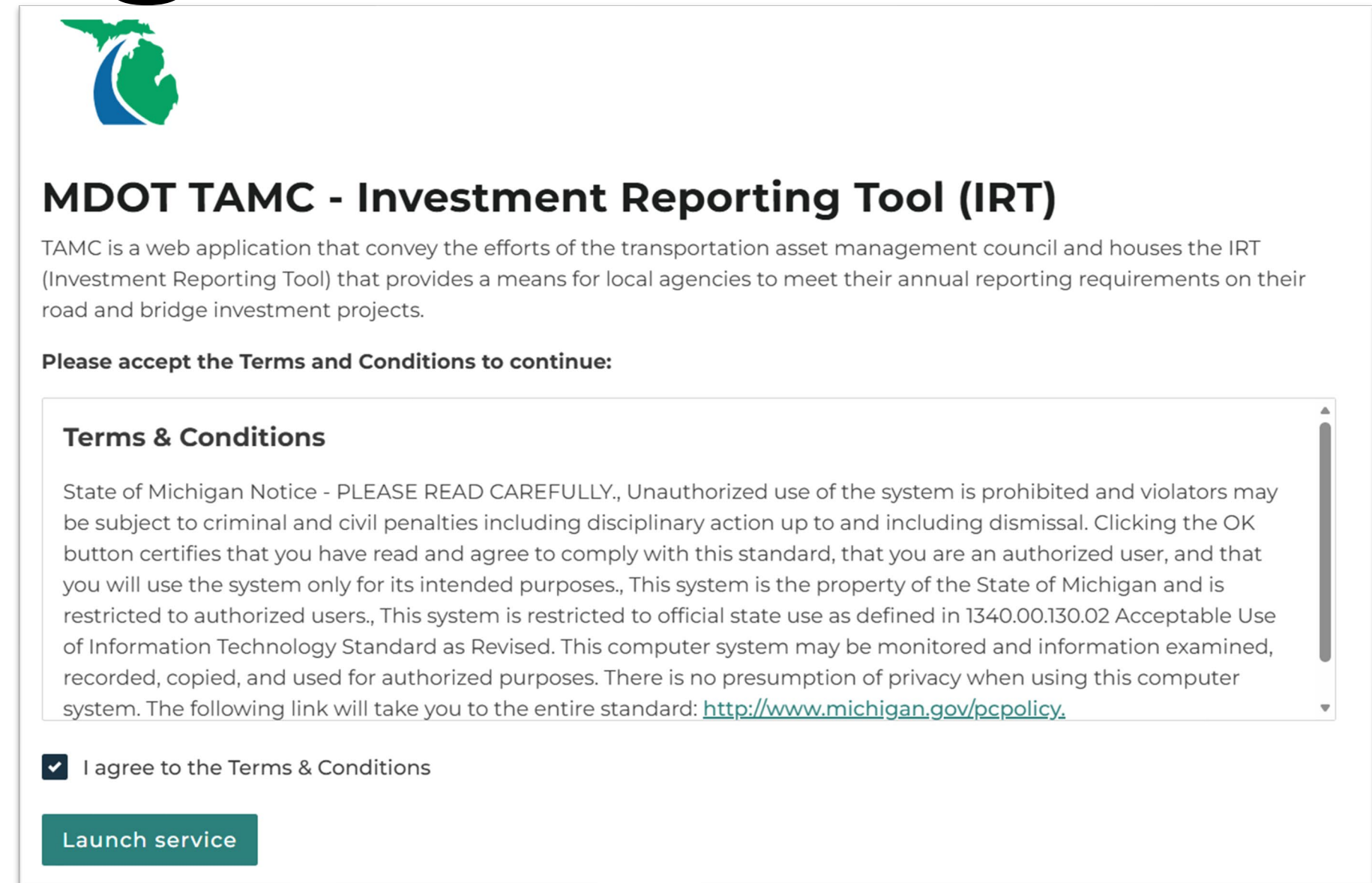
# SUBMITTAL AND REVIEW PROCESS




**Conor Warren,**  
Transportation Planner,  
*Asset Management*  
*Section at*  
*MDOT*  
[warrenc6@michigan.gov](mailto:warrenc6@michigan.gov)

# Access to the Investment Reporting Tool

- Agencies need an account for [MiLogin – Login](#) for business.
- Sign up for the MDOT TAMC – Investment Reporting Tool (IRT)
- Once in the IRT, an agency can submit their TAMP. (The IRT is also where agencies submit their projects annually)

A screenshot of the MDOT TAMC - Investment Reporting Tool (IRT) login page. It features the Michigan state logo at the top left. The main heading is "MDOT TAMC - Investment Reporting Tool (IRT)". Below this, a paragraph explains that TAMC is a web application for local agencies to report on road and bridge investment projects. A section titled "Please accept the Terms and Conditions to continue:" contains a scrollable box with "Terms & Conditions" text. At the bottom, there is a checked checkbox for "I agree to the Terms & Conditions" and a green "Launch service" button.



## MDOT TAMC - Investment Reporting Tool (IRT)

TAMC is a web application that convey the efforts of the transportation asset management council and houses the IRT (Investment Reporting Tool) that provides a means for local agencies to meet their annual reporting requirements on their road and bridge investment projects.

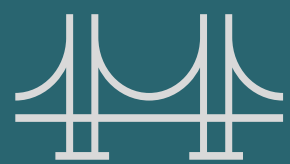
Please accept the Terms and Conditions to continue:

### Terms & Conditions

State of Michigan Notice - PLEASE READ CAREFULLY., Unauthorized use of the system is prohibited and violators may be subject to criminal and civil penalties including disciplinary action up to and including dismissal. Clicking the OK button certifies that you have read and agree to comply with this standard, that you are an authorized user, and that you will use the system only for its intended purposes., This system is the property of the State of Michigan and is restricted to authorized users., This system is restricted to official state use as defined in 1340.00.130.02 Acceptable Use of Information Technology Standard as Revised. This computer system may be monitored and information examined, recorded, copied, and used for authorized purposes. There is no presumption of privacy when using this computer system. The following link will take you to the entire standard: <http://www.michigan.gov/pcpolicy>.

I agree to the Terms & Conditions

[Launch service](#)



# Submitting a TAMP in IRT

Michigan.gov

TAMC Investment Reporting Tool Projects **Add** Map Reports

## Transportation Asset Management Plan (TAMP)

Welcome to the Transportation Asset Management Plan (TAMP) home page. Public Act 325 now alters yo  
**on Public Act 325...**background letter below). Agencies with 100 or more Certified Miles under Public Act :  
required to upload a TAMP Compliance Plan according to the TAMP Submission Policy using the resource  
centralized location to manage your agency's TAMP submissions. To submit your TAMP please click on th  
changes. **If you have any questions**, please see the resources below for references to Public Act 325, the T  
Compliance Plan Template. This template is required for the TAMP submission and is available on the Cen

### Resources

- [TAMP FAQs \(Frequently Asked Questions\)](#)
- [TAMP Templates and Trainings](#)
- [TAMC Update on TAMP Templates, Submittal Policy and Training Program \(9/30/19\)](#)
- [TAMC Introduction Letter on Public Act 325 Updates including WAMC and the MIC \(9/12/2018\)](#)
- [TAMC Policy on Submittal & Review of Asset Management Plans](#)
- [Public Act 325 / Public Act 51 \(MCL 247.659a\)](#)

**+ New TAMP Submission**





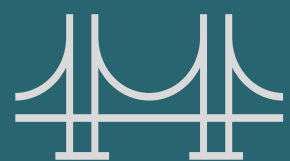
# SELF ASSESSMENT FORM



*Information needed to fill out the form*

- Contact Information
- Secondary Contact Information
- Consultant Name (if applicable)
- TAMP Questions – Check boxes for the 7 components and provide page numbers for each.
- TAMP Goals Self Assessment
  - Existing Condition and Goals for Paved Major/Primary, Paved Local and Unpaved/Gravel
  - Self determination if progress is being made and explanation.
  - Take a moment to identify challenges you are facing.

**Note: Please combine all plans into one pdf for submittal.**





# FROM THE REVIEWER'S SIDE



## \*TAMP Questions

1. Assets: Pavement, Bridge, Culverts, Traffic Signals

2. Performance Goals

3. Performance Outcomes

4. Risk of Failure

5. Revenue/Financial Information

6. Coordination with Other Entities

7. Proof from Governing Board of TAMP acceptance

## \*TAMP File

Current TAMP:

Filename: [2025 Bridge Asset Management Plan.pdf](#)

Size: 9598616 bytes

## Additional Information

\* Confirmation Email Address:

brcrmiller@branchcounty.gov

Comments:

Nothing additional.

TAMP Year:

2025

## Review Status

Status:

Submitted

Review Comments:

Review comments

Review Date First

mm/dd/yyyy

Review Date Final

mm/dd/yyyy

TAMC approved on

mm/dd/yyyy

Is a revision required?





# Checking for Components



- Asset Inventory
- Performance Goals
- Risk of Failure Analysis
- Anticipated Revenues and Expenses
- Multi-Year Program
- Performance Outcomes
- Description of plan coordination with other entities
- Proof of Acceptance

**Your TAMP must cover at a minimum 3 years, from the year of submittal forward.**





# WHAT HAPPENS WHEN YOU ARE COMPLIANT?



Jul 9, 2025	2025	Approved	<p>7/9/2025 Conor Warren - I have found this TAMP to be in compliance and will be recommending it for approval at next council meeting. 8/7/2025 Conor Warren - TAMP approved at 8/6/2025 council meeting</p> <p><b>First Review Date:</b> 07/09/2025</p> <p><b>Final Review Date:</b> 07/09/2025</p> <p><b>TAMC Approved On:</b> 08/06/2025</p>
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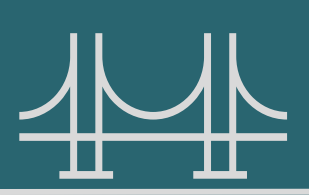


**Mark your calendar to submit in another 3 years.**



# WHAT HAPPENS WHEN YOU ARE NOT COMPLIANT?

May 6, 2025	2025	Approved	<p><b>A Revision is required</b></p> <p>5/6/2025 Conor Warren - Lacking signatures from local road owning agency on proof of acceptance page. Will approve once signatures are added. 8/27/2025 Conor Warren - This TAMP, in combination with the proof of acceptance page submitted on 8/27/2025, is in compliance, and I will be recommending for official approval at the next council meeting. In accordance with a previous request from the council to speed up the returning of TAMC funds to agencies, I am setting this TAMP's status to approved. <a href="#">less...</a></p> <p><b>First Review Date:</b> 05/06/2025</p> <p><b>Final Review Date:</b> 08/27/2025</p> <p><b>TAMC Approved On:</b> 09/03/2025</p> <p><b>Additional Information Requested:</b> 05/06/2025</p> <p><b>Revision Due By:</b> 9/3/2025</p> <p><b>Additional Information Received:</b> 08/27/2025</p>
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# Non-Compliant? Now What?



## Expect Correspondence

- Agencies will receive notifications from IRT when MDOT has added comments or filled out the form.
- Letter and Email from MDOT TAMC Staff notifying you of non-compliance and giving 120 days from the date of the notice to meet compliance.
- After the 120 days, if you are still not compliant, the TAMC will approve a list of non-compliant agencies to be reported to MDOT Finance.

 Michigan Transportation Asset Management Council

December 18<sup>th</sup>, 2025

Thank you for your ongoing support of the [Transportation Asset Management Council \(TAMC\)](#) and your commitment to infrastructure improvements in your area.

As mandated by [Public Act \(PA\) 325 of 2018](#), the TAMC is required to notify local road agencies with 100 or more certified road miles that have not submitted a Transportation Asset Management Plan (TAMP) by October 1, 2025.


The TAMC records indicate that as of December 18<sup>th</sup>, 2025, your agency is NOT in compliance with the TAMP submittal deadline schedule, [per PA 325 of 2018](#). This email serves as your second notice that your agency has 120 days from the initial notification of non-compliance sent on October 17<sup>th</sup>, 2025 to submit a TAMP to TAMC. Therefore, on February 16<sup>th</sup>, 2026, if the TAMC still has not received a TAMP from your local road agency, the TAMC will notify the Michigan Department of Transportation (MDOT) of your agency's non-compliance status. By law, MDOT may withhold funds from being distributed to the local road agency until the local road agency's compliance is verified.

The TAMC is committed to ensuring all local road agencies have the necessary resources to achieve compliance and succeed in asset management. We offer the following support:

- Michigan Technological University (MTU) on behalf of the TAMC, has created a template for TAMPs that agencies use as a guide for meeting the requirements of PA 325.
- TAMC also provides training and technical assistance resources which can be found on the [TAMP Resource Page](#), as well as the [Support](#) tab on the [TAMC Website](#).
- Link to [TAMP Submission Schedule](#) on the TAMC website

Please reach out to MDOT Transportation Planner Conor Warren, (517) 246-8911, [warrenc6@michigan.gov](mailto:warrenc6@michigan.gov) for questions about the TAMP submittal compliance. We appreciate your prompt attention to this matter and look forward to receiving your TAMP submission.

Sincerely,



Ryan Buck, Chair  
Michigan Transportation Asset Management Council





# MDOT Finance Process

**Laura Loomis**

**[Loomis12@michigan.gov](mailto:Loomis12@michigan.gov)**

**and**

**Robin DeBault**

**[debault@michigan.gov](mailto:debault@michigan.gov)**

*Financial Specialists, MDOT*



# MDOT Finance Division Process

- MDOT Finance gets notified by TAMC about TAMP Noncompliance status
- MDOT finance sets noncompliance for agencies who didn't meet TAMP requirement
- If noncompliance status does not change by next distribution date (usually around 20<sup>th</sup> each month), MTF funds would be withheld until the agency becomes compliant for TAMP



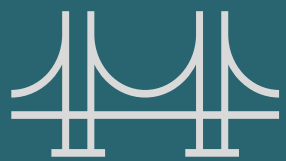
***Funds are never lost – Just held until compliance is achieved.***



# Benefits of a TAMP



- Meet compliance and prevent disruptions to funding
- Agencies with less than 100 certified miles are able transfer funds between networks when submitting a TAMP
- Provides transparency and accountability
- Make informed decisions
- Determine successful strategies over time
- A tool for public education and information





# Local Agency TAMP Example

**Mark Saksewski**  
City Engineer, City of  
Farmington Hills



# City of Farmington Hills Transportation Asset Management Plan

TAMC Webinar

City Engineer Mark Saksewski, P.E.

January 20, 2026

# City of Farmington Hills TAMP

- Data collection and report completed by OHM Advisors
- How we use the TAMP
  - Track performance of pavement network and identify problem areas
  - Comparison to state and other municipalities
  - Informs decisions and guides policy
  - Provide transparency to City Council and the public
- Impacts [Road Millage Renewal Proposal - City of Farmington Hills, MI](#)
  - 2014 Public Roads Millage
  - 2018 Local Roads Millage
  - 2024 Local Roads Millage Renewal

# Benefits of TAMP

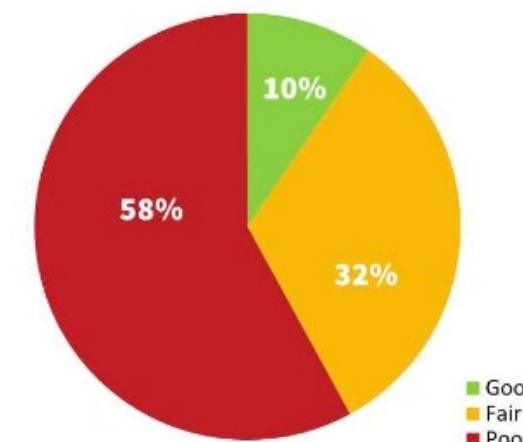
- Industry standard to evaluate pavement conditions based on identified distress and field evaluation
- Maintains solid inventory of road network
- Provides means to compare pavement assets to other municipalities

Network	Miles	Current Average PASER
Livonia**	370	6.7
Novi*	171	6.4
Troy*	335	5.7
Romulus	117	5.6
Farmington*	21	5.5
Royal Oak	161	4.8
Southfield*	247	4.5
<b>Farmington Hills</b>	<b>299</b>	<b>4.3</b>

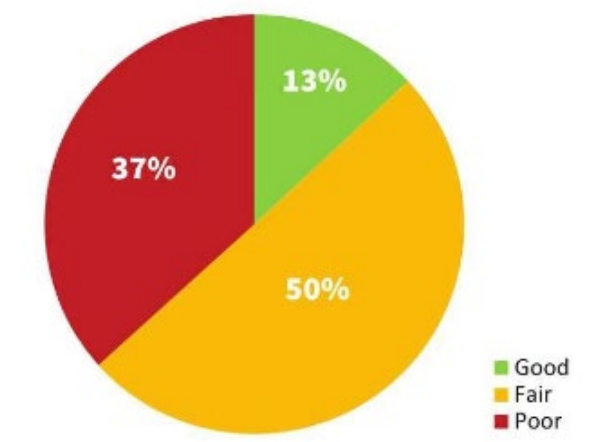
\* Existing Road Millage

\*\* Livonia is 11 years in to a \$4M/yr program. 2002 PASER was 5.5

**Farmington Hills  
Local Road Conditions**



**Statewide  
Local Road Conditions**



# Impacts of TAMP

- Utilized TAMP to summarize need for increased funding
  - 2014 Public Roads Millage
  - 2018 Local Roads Millage
- 2024 Local Roads Millage Renewal
  - Used TAMP information to demonstrate positive impact of increased funding to road network and project benefit of renewed millage

## Funding Need Summary

Based on the Asset Management Plan, the overall City road system requires the following annual funding to improve overall pavement condition:

Major Roads	\$4,000,000
Local & Industrial	\$6,300,000
Match for State & County Projects	<u>\$1,000,000</u>
Total	<b>\$11,300,000</b>

# Impacts of TAMP and Sharing with the Public

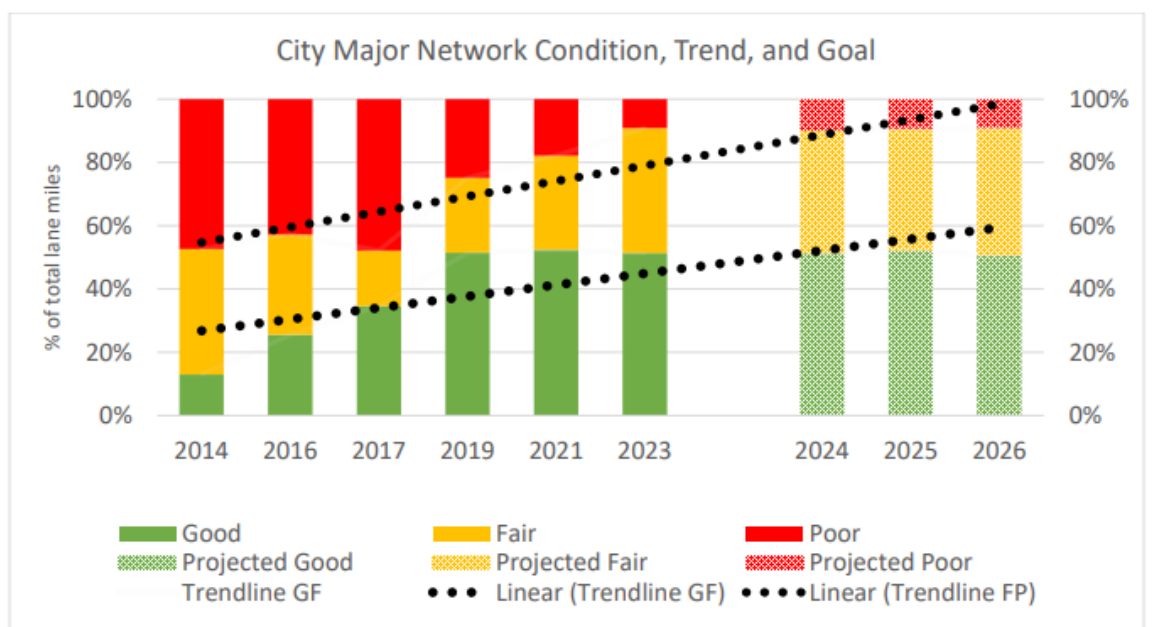


Figure 5: City major network condition, goals, and trend

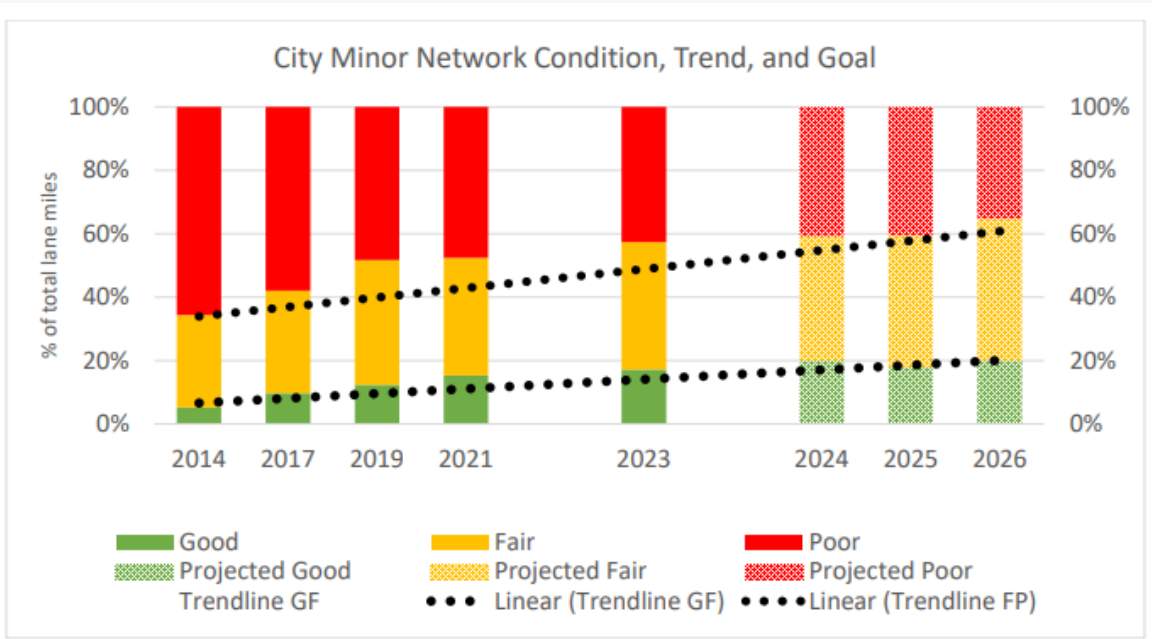


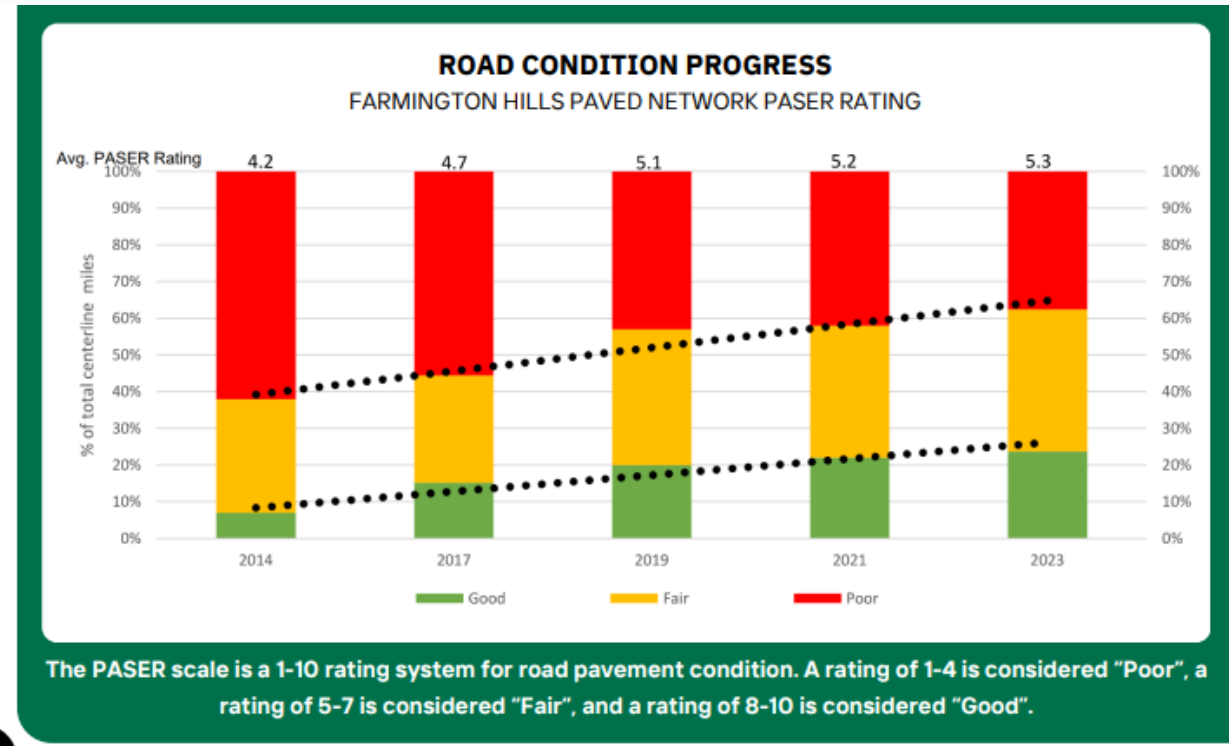
Figure 6: City minor network condition, goals, and trend

**THE MILLAGE RENEWAL WILL GENERATE \$9+ MILLION ANNUALLY FOR 10 YEARS.**

## How will the Money be Used?



**Funding will go towards improved maintenance, rehabilitation, and reconstruction of the City's road network.**



The PASER scale is a 1-10 rating system for road pavement condition. A rating of 1-4 is considered "Poor", a rating of 5-7 is considered "Fair", and a rating of 8-10 is considered "Good".

## Impacts

Overall, City-wide pavement conditions, repairs, and preventative maintenance have improved substantially since the millages were enacted in 2014 and 2018.

The continued funding from this millage renewal will enable the City to continue its pavement preventative maintenance program, resulting in cost effective pavement preservation of our roads.

**CITY OF FARMINGTON HILLS CHARTER AMENDMENT PUBLIC ROADS AND STREETS MILLAGE**

*Shall Section 7.02e of the Farmington Hills City Charter be amended to allow a renewal of the previous voter-approved additional special tax rate for purposes of the improvement, rehabilitation, repair and maintenance of public roads, streets and road drainage within the City by authorizing the City to levy a millage in the amount of 2.0 mills (being \$2 per \$1,000 of taxable value) for a period of ten years, starting with the July 2025 levy and resulting in the authorization to collect an estimated \$9,000,000 in the first year if approved and levied?*

# Results of Increased Funding

## 2014 Paved Road Network Condition

	Major Road (Centerline Miles)	Industrial Road (Centerline Miles)	Local Roads (Centerline Miles)	Total (Centerline Miles)	Total %
Good (PASER 10-6)	20	1	43	64	23%
Fair (PASER 5-4)	26	4	61	91	33%
Poor (PASER 3-1)	4	5	115	124	44%
<b>Total</b>	50	10	219	279	100%
<b>Average</b>	5.2	3.8	4.0	4.2	

## 2025 Paved Road Network Condition

	Major Road (Centerline Miles)	Industrial Road (Centerline Miles)	Local Roads (Centerline Miles)	Total (Centerline Miles)	Total %
Good (PASER 10-6)	44	7	89	140	49%
Fair (PASER 5-4)	5	3	76	84	29%
Poor (PASER 3-1)	1	0	60	61	21%
<b>Total</b>	50	10	225	285	100%
<b>Average</b>	7.3	7.4	5.3	5.8	



# State of Michigan TAMP REQUIREMENTS



**Brad Sharlow,**  
Manager, Intermodal  
Policy Section, *Bureau of  
Transportation Planning*  
*at*  
*MDOT*  
*sharlowb@michigan.gov*



# Federal Requirements for MDOT



## Federal Process

- 23 CFR Part 515
- Originally Part of MAP-21 US U.S.C. 119
- All States required to Develop a TAMP every 4 years
- Pavement and Bridge Infrastructure along National Highway System (NHS) including MDOT and locally-owned roads
- 10 year planning horizon





# Federal Requirements for MDOT



## *continued*

### Federally Required Components

- Asset Management Objectives
- Asset management measures and State DOT targets for asset condition, including those established pursuant to 23 U.S.C. 150, for NHS pavements and bridges
- A summary description of the condition of NHS pavements and bridges, regardless of ownership.
- Performance Gap Analysis Results
- Life Cycle Planning Analysis Results
- Risk Management Analysis Results
- Financial Plan
- Investment Strategies





# Federal Requirements for MDOT

## *Consistency*



### TAMP Consistency Determination

- Demonstrate that investments from past year (June 1 to May 31) are consistent with what was documented in current TAMP document.
- Due to FHWA by June 30th of each year.
- Tables are shown for pavement, bridge and maintenance

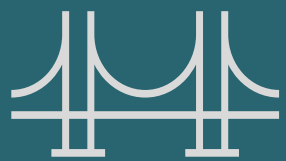




# Michigan TAMP History



- ✓ 2019 – Initial TAMP submitted and approved
- ✓ 2022 – 2nd TAMP was submitted and approved
- ✓ 2026 – 3rd TAMP will be submitted and approved





# TAMC RESOURCES



- [TAMC Website](#)
- [MTU Center for Technology and Training](#)
- [MDOT Asset Management](#)
- [County Road Association \(CRA\)](#)
- [Michigan Municipal League \(MML\)](#)
- [Roadsoft](#)





# Tips and Reminders

We are here to help!  
[LINK: List of Contacts  
for Support](#)

Ensure your Agency  
contact name is up to  
date in the IRT

Ensure compliance with  
your TAMP, but make it a  
working useful  
document

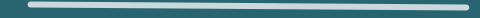
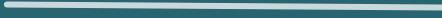
Visit the TAMC's TAMP  
Page for more  
information: [LINK:  
Asset Management &  
Public Act 325](#)

Attend a Training  
[LINK: Events | Center for  
Technology and Training](#)

Your TAMP can be submitted  
between January 1 and  
October 1 of your required  
year.  
[LINK: Transportation Asset  
Management Plan \(TAMP\)  
Submittal Schedule](#)

Submit an updated  
TAMP every 3 years in  
the IRT

Common TAMP  
Frequently Asked  
Questions: [LINK TAMP  
FAQs -9-30-19](#)



# Q & A



Michigan  
Transportation Asset  
Management Council