

Michigan Transportation Asset Management Council

11th Annual Michigan Local Agency Transportation Asset Management Implementation Survey Report

Pete Torola, PE
Center for Technology & Training
Michigan Technological University
1400 Townsend Drive
Houghton, Michigan 49931
pjtorola@mtu.edu
906-487-2102

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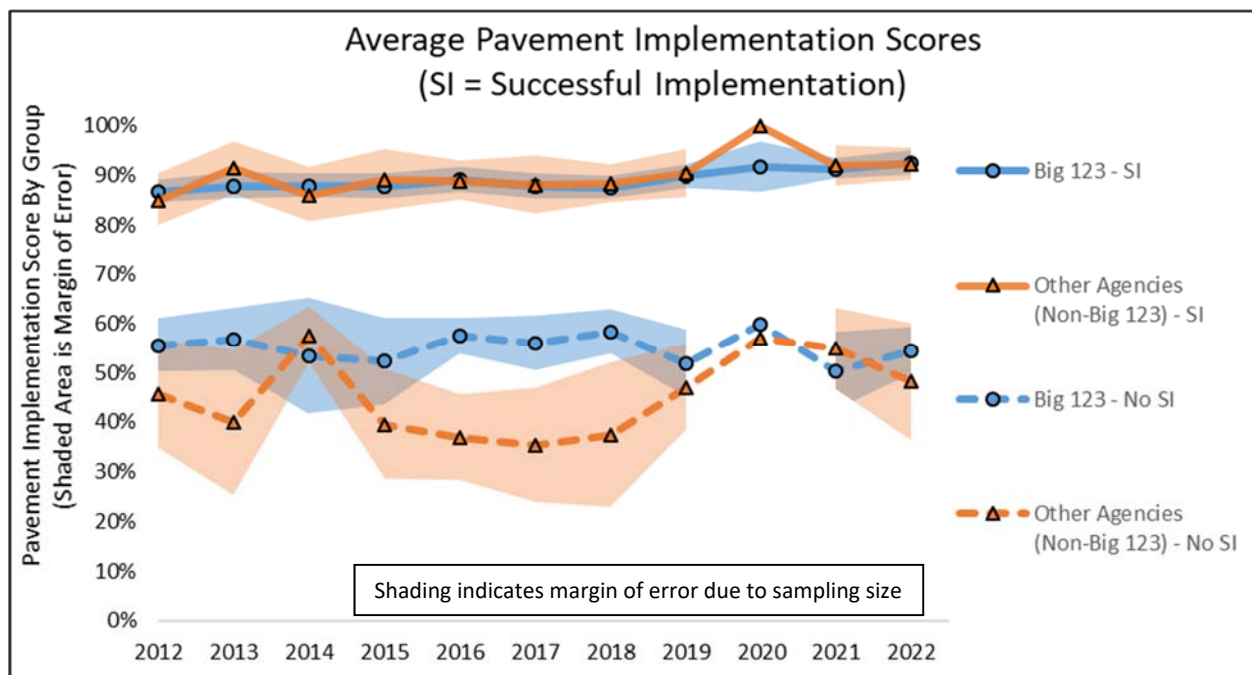
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EXECUTIVE SUMMARY

Each year, the Michigan Transportation Asset Management Council (TAMC) conducts a survey to gauge the success of asset management implementation by Michigan’s local road- and bridge-owning agencies. This survey measures implementation practices on pavements and bridges independently in the following categories: policy decisions, identification of candidate projects and treatments, effective data collection, and use of pavement management results. The TAMC has set a target score for the survey responses of 70% or higher for the respondent to be considered “successfully implementing” asset management principles. This target percentage sets a high bar for local agencies and indicates the across-the-board implementation of best management practices. It should be noted that, of the responding local agencies that did not achieve a 70% score (i.e., considered “successfully implementing”) in 2022, nearly all are engaging in asset management practices to some extent.

Participants receive the implementation survey while attending Pavement Surface Evaluation and Rating (PASER) Training, which local road-owning agencies are required to attend. In 2022, there were four in-person PASER Training sessions and four virtual PASER Training sessions held. Surveys are filtered so data reflects one set of responses per agency with the most knowledgeable person in the survey area (i.e., pavement, bridge) responding.

For the 2022 pavement portion of the survey, 80 surveys provided usable implementation information. These surveys indicate that 89% of responding local agencies were “successfully implementing” asset management principles on pavement assets (according to TAMC’s target). The 89% successful implementation rate for all local agencies represents an increase of 8% from last year. The pavement portion exhibited a margin of error of 3.4%, which is lower than the historical average of 4.1%. In 2022, 53 of the “Big 123” agencies participated in the survey. The “Big 123” local agencies along with the Michigan Department of Transportation own over 92% of the public road system in Michigan and have the greatest influence on the transportation network.



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Historically, the Big 123 agencies that are above the 70% threshold have had very stable and steady average scores while smaller local agencies have been more volatile based on sample size. The chart above compares the historical average of the scores above and below 70% successful implementation for the two agency types.

For the 2022 bridge portion of the survey, 21 surveys provided usable implementation information. These surveys suggested that 90% of responding local agencies were “successfully implementing” asset management principles. This is a 22% increase in the rate of successful implementation from 2021, which had a rate of 68%. The bridge portion exhibited a margin of error of 8.7%, which is lower than the historical average of 9.4%. There was one small agency that participated in the bridge survey.

The results from the survey are proving to provide an insight into the challenges local road- and bridge-owning agencies face in managing their assets. It is recommended to keep the survey questions the same for 2023 so that results are comparable to historical data.

INTRODUCTION

Each year, the Michigan Transportation Asset Management Council (TAMC) conducts an annual survey—the “Local Agency Asset Management Survey”—of Michigan local road- and bridge-owning agencies’ asset management implementation. The survey consists of 21 questions (Appendix E) that measure implementation of pavement and bridge asset management by Michigan local agencies. Survey questions query background information about the participant (1-3, 15, 20), solicit open-ended feedback for the TAMC (14, 21), assess the implementation of asset management on pavements (4-13), and gauge the use of asset management on bridges (16-19). The survey’s design follows guidance from “Asset Management Implementation Survey Recommendation” (Colling & Kueber-Watkins, 2011), a report that recommends using key assessment factors based on the self-assessment chapter of AASHTO’s Transportation Asset Management Guide (AASHTO, 2002). These factors are:

- Policy decisions
- Identification of candidate projects and treatments
- Effective data collection
- Use of pavement management results

The intent of the survey is to measure Michigan’s local road- and bridge-owning agencies’ implementation of asset management principles to provide a year-to-year comparison of results. Over the years, the survey has seen only one change: a new background question, added to the fourth annual survey, that determines whether the person filling out the survey feels qualified to answer the bridge implementation questions. Concerns over varying responses to bridge implementation questions in past years both raised questions over the validity of responses and prompted the addition of this background question. As a result, comparison or trend analyses of the bridge implementation responses between the fourth through eleventh editions should be more comparable (see *Discussion of Bridge Implementation Results* section).

SURVEY DATA COLLECTION AND FILTERING

Participants completed the survey after attending a TAMC-sponsored Pavement Surface Evaluation and Rating (PASER) Training session, held on eight separate occasions in 2022. These PASER Training sessions provide access to an asset-management-aware population and, to a certain extent, a captive audience; thus, completion of the survey is included as part of the class. Attendees of the compulsory PASER Training may vary in occupation, but they possess similar responsibilities for collecting and/or managing pavement condition data (i.e., PASER, Inventory-based Rating System™) for their respective local agencies. They also likely have knowledge of other asset-management-related activities beyond TAMC data collection within their agency. Thus, PASER Training sessions provide the best-known pool for accurately collecting survey data on asset management implementation among represented local agencies. While other options for soliciting survey responses exist, they would not be integrated with a compulsory training event, which ensures a good response rate.

The survey is intended to measure asset management implementation for local road- and bridge-owning agencies. This report does not include data from participants employed at consulting firms, state agencies, or other local agencies that do not own roads (e.g. townships). If the same local agency provided more than one survey, selecting the duplicate surveys for removal relied on a set of criteria for

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the pavement questions and a separate set of criteria for the bridge questions. Applying separate filter criteria to the two pools—pavement and bridge—captured the responses of participants who would be the most knowledgeable in answering the pavement and bridge questions, respectively. Filter criteria are as follows:

Pavement Questions Filter

- 1st - Select the duplicate agency surveys that have the least number of unsure or blank answers to questions 4 through 13.
- 2nd - Select the duplicate agency surveys by the expertise level of the respondent. For example, results from a respondent with the title “County Engineer/Manager” would be used rather than an “Engineering Assistant” from the same agency. This relies on the assumption that the higher-ranking respondent has the best understanding of the use of asset management within their agency.
- 3rd - In cases where there is a tie in the previous criteria, the latest survey is used, assuming it reflects the most recent knowledge.

Bridge Questions Filter

- 1st - Remove the agency surveys if they answered “No” to question 20. Starting with the 2016 survey, question 20 asked if the respondent would consider themselves as a qualified person at their agency to answer the bridge questions. Question 15 then filtered out the local agencies with less than five bridges over twenty feet long.
- 2nd - Select the duplicate agency surveys that have the least number of unsure or blank answers to questions 15 through 20.
- 3rd - Select the duplicate agency surveys by the expertise level of the respondent.

RESULTS

Results of Pavement Filtering

Following data filtering, 80 complete surveys provided usable data for pavements. These surveys represent 35 county agencies and 45 city and village agencies (see Figure 1). The county representation (percentage of the pool) decreased by 12%, from 56% in 2021 to 44% in 2022, while the city and village representation (percentage of the pool) increased by 12%, from 44% in 2021 to 56% in 2022.

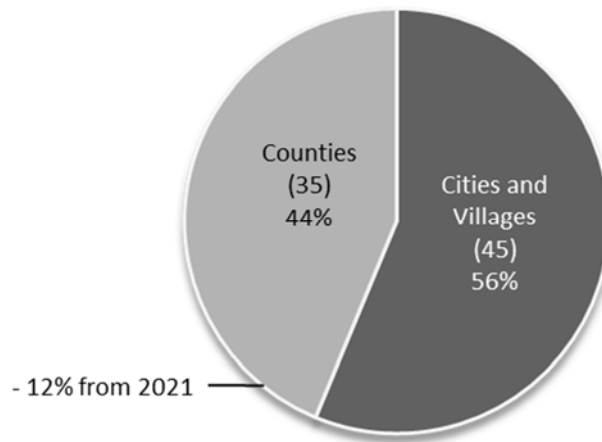


Figure 1: Percentage (and number) of local agencies participating in the 2022 pavement implementation survey data set

The 35 counties and 18 of the cities/villages present in the 2022 pavement response data pool—or 66% of the pavement survey pool—are part of “the Big 123” local road-owning agencies (Figure 2) which, along with the Michigan Department of Transportation, own over 92% of the public road system in Michigan. A full list of the participating Big 123 local agencies is included as Appendix C along with the historical participation rate by agency group. The use of asset management principles by the Big 123 agencies has the greatest impact on the transportation network since they manage the majority of public roads in the state. The high percentage of Big 123 agency respondents indicates that the survey is capturing its intended audience—the major local road-owning agencies in Michigan.

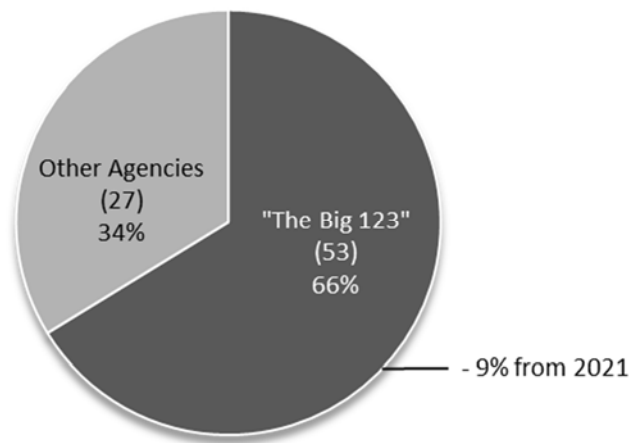


Figure 2: Percentage (and number) of local agencies representing the "Big 123" and "Other Agencies" in the 2022 pavement implementation survey data set. Big 123 representation in the 2022 bridge implementation survey data set was 95%.

Figure 3 charts the participation from counties and from cities and villages (Big 123 and non-Big 123) as well as the Big 123's participation rates for each of the eleven years of the survey. Counties make up the

largest number of the survey responses, which is why the Big 123 participation follows the county participation very closely.

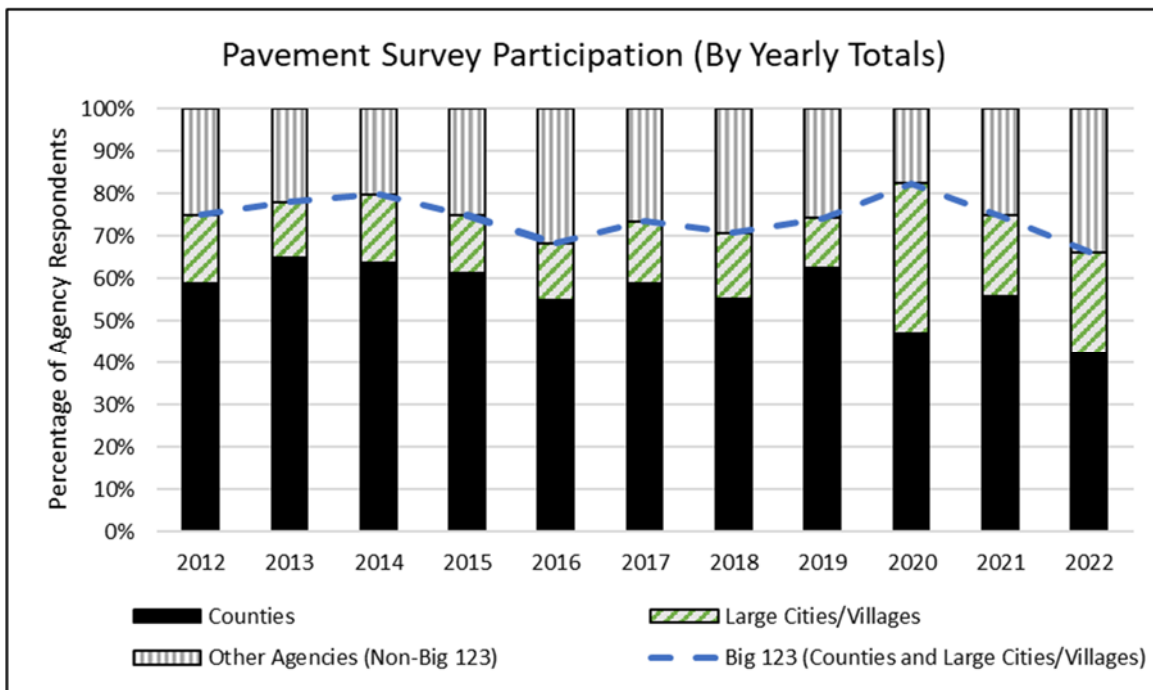


Figure 3: Historical pavement survey responses by agency type

Results of Bridge Filtering

There were 21 complete surveys that provided usable data after applying the bridge data filter. These surveys represent 18 county agencies and 3 city/village agencies. All but one of these local road-owning agencies—or 95% of the bridge survey pool—are part of the Big 123 agencies.

DISCUSSION OF RESULTS

Interpreting the Successful Implementation Results

Based on their survey responses, each responding agency received an overall agency implementation score. Evaluating implementation scores for local agencies as a whole provides a measure of the implementation of asset management principles in Michigan. To calculate each agency's implementation score, the multiple-choice answers from the survey received a designation as positive, negative, or neutral, with unanswered questions having a neutral assignment. By excluding neutral answers from the score calculation (see Equation 1), uncertainty on the part of the survey respondent does not adversely affect scores. Positive designation indicates steps toward asset management implementation, and negative designation responses indicate a lack of implementation.

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Equation 1: Agency Implementation Score Calculation

$$\frac{\#Positive}{\#Totals - (\#Unsure + \#Unanswered)} * 100$$

The TAMC determined that a 70% score is the minimum implementation score for an agency to be considered as “successfully implementing” asset management principles (see “Asset Management Implementation Survey Recommendation”, Colling & Kueber-Watkins, 2011, for details).

Pavement and bridge questions earned separate implementation scores for each agency. Pavement implementation scores reveal that 89% of participating local agencies are successfully implementing asset management on pavement assets (Figure 4), which is an 8% increase from 2021.

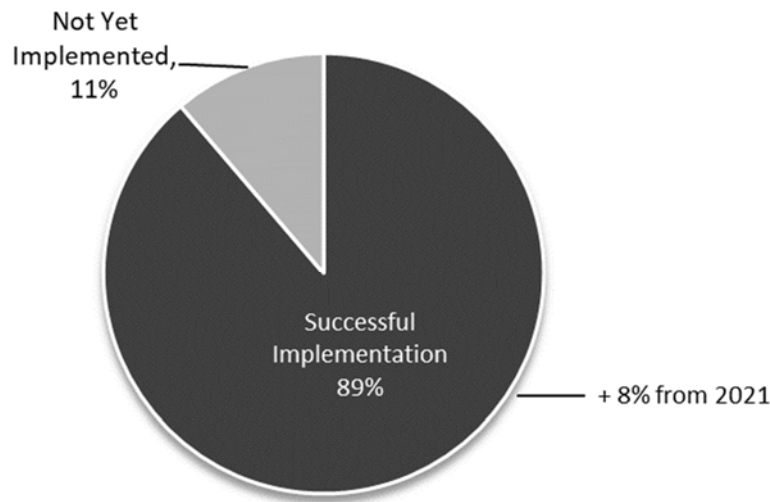


Figure 4: 2022 percentage of agencies surveyed that are implementing pavement asset management

Bridge implementation scores only include local agencies that reported owning more than five bridges (Appendix A-3). Of the 80 responding local agencies, 21 respondents indicated that they own more than five bridges and felt qualified to answer the bridge portion of the survey (the 2016 survey modified the question from “most qualified” to “qualified”). While 37 respondents felt qualified to complete the bridge questions in 2021, 21 respondents identified themselves as qualified in 2022—a decrease in the number of eligible surveys. Overall, the rate of local agencies owning five or more bridges that were considered to be “successfully implementing” asset management principles increased from 68% in 2021 to 90% in 2022 (Figure 5).

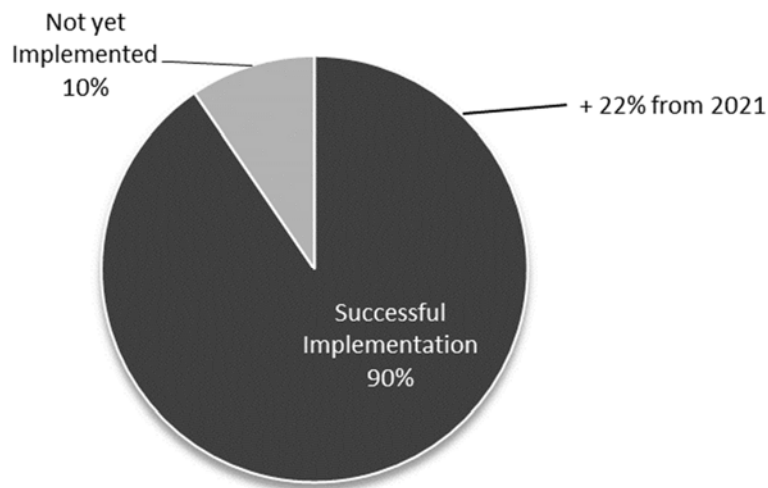


Figure 5: 2022 percentage of agencies surveyed that are implementing bridge asset management

Historical Implementation Score Margin of Error

Margin of error can be used to determine how much a sample size will differ from the total population in statistical analysis. Historically, from 2012 to 2021, the pavement implementation scores have had a margin of error in the range of 3.3% to 6.8%. This is using the sample size and standard deviation for each year along with a 95% confidence interval. The 2022 data set produced a margin of error of 3.4%, which is 0.7% lower than the historical average of 4.1%.

Performing this same analysis for the bridge implementation scores from 2012 to 2021 reveals a margin of error in the range of 7.5% to 18.1%. The 2022 data set produced a margin of error of 8.7%, which is 0.7% lower than the historical average of 9.4%.

There were multiple chances for participants to complete the implementation survey at PASER training events in 2022 due to the format of the classes and survey instruments. There were 121 individuals who completed the implementation survey twice in 2022. The duplicates were removed in the analysis as described in the *Survey Data Collection and Filtering* section; however, the presence of the duplicates also provided an opportunity to analyze how their responses changed during repeated completions of the survey. The time between the surveys ranged from 2 days to 135 days. Only 10 of the 121 duplicate respondents answered all 16 questions for pavement (questions 4 through 13) and bridges (questions 15 through 20) identically from the two times they participated in the survey. Questions which were skipped or responses of “don’t know” that were answered were considered non-identical. Of the 1,520 total repeat questions (i.e., 16 questions for 121 repeat respondents), 1239 (82%) resulted in the same question score, 129 (8%) resulted in a question score increase, and 152 (10%) resulted in a question score decrease. Question score changes were inclusive of “don’t know” responses and unanswered questions that changed between the two surveys. There were only seven respondents that had a time range greater than 2 days between surveys. There was not enough of a data sampling to see any obvious correlation to the days between survey participation and repeat results.

Historical Analysis of Successful Implementation of Pavement Asset Management

Analyzing the historical rate of successfully implementing pavement asset management can enable identification of trends in the survey data. There was an increase in the percentage of “successfully implementing” local agencies in the second (2013) and third (2014) year of the survey; then, the percentage of “successfully implementing” local agencies underwent a steady decline in the fourth and fifth years of the survey (2015 and 2016). The sixth and seventh years (2017 and 2018) exhibited increases in successful implementation of 8% and 2%, respectively. Then, the eighth year (2019) showed a decrease in successful implementation of 5%, the ninth year (2020) showed an increase of 11%, the tenth year (2021) showed a decrease of 7%, and eleventh year (2022) showed an increase of 8%. Figure 6 shows the successful implementation results of the Big 123 agencies and the non-Big 123 agencies.

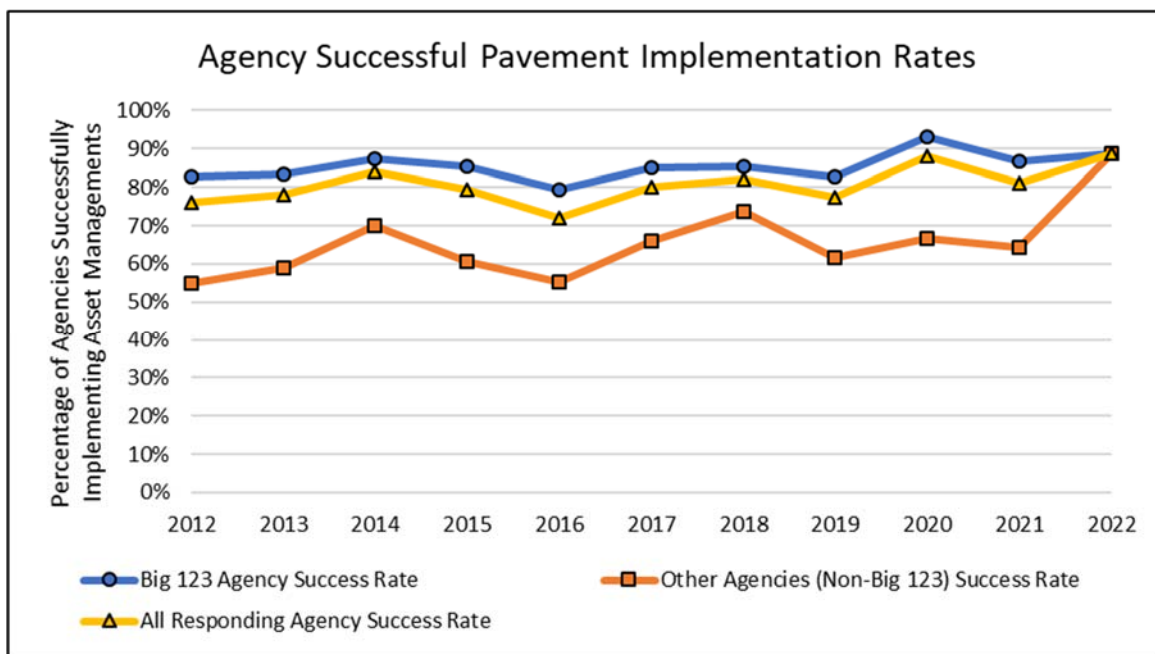


Figure 6: Historical agency successful pavement asset management implementation rates

Figure 7 shows the successful implementation rate of all responding local agencies broken apart by agency type, which includes county agencies, large cities (non-county Big 123 agencies), and small cities and villages (non-Big 123 agencies).

The county agency category’s successful implementation rate has increased every year of the survey with the exception of 2016, 2019, and 2021, where it exhibited decreases. Three of the 35 surveyed county agencies have not passed the TAMC’s target threshold to be considered “successfully implementing” in 2022. However, these “non-passing” county agencies are using pavement asset management principles to some degree with an average score of 55%, even if they have not passed the TAMC’s 70% target. There were 27 less county respondents in 2022 compared to 2021 (35 vs. 62 respondents). The county agencies exhibited decreased volatility in their results from 2012 to 2022 when compared to the large cities agencies and the non-Big 123 agencies (Figure 7). In 2022, 42% (35 respondents) of the 83 county agencies in Michigan participated in the survey.

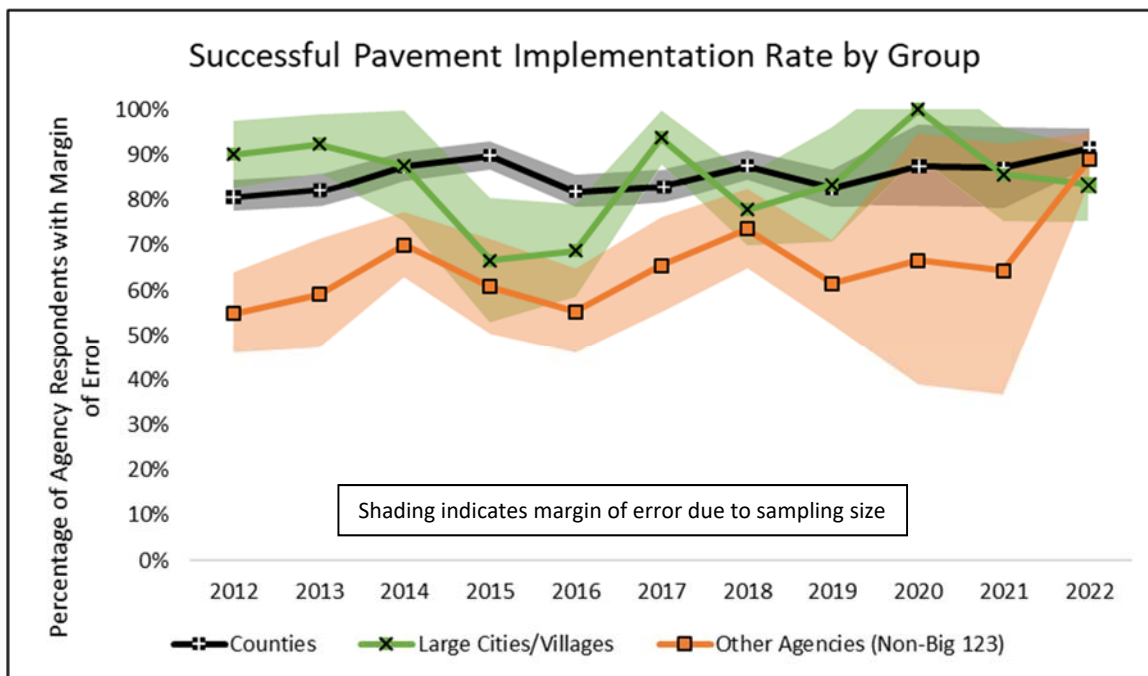


Figure 7: Historical pavement asset management implementation rates of all respondents broken down by agency type

Analyzing the data for large cities (non-county Big 123 agencies) in more detail revealed that large cities exhibited a decrease in successful implementation from 2021 (86%) to 2022 (83%). The historical survey results for large cities are showing higher volatility over the past eight years. This is due partially to the same large cities not participating every year. There was a decrease in the overall number of large-cities respondents from 2021 (21 respondents) to 2022 (18 respondents). Of these respondents, 14 large cities agencies participated in both 2021 and 2022. These 14 agencies included 5 that had a decrease, 4 that had an increase, and 5 that did not have a change in their implementation results from 2021 to 2022. In 2022, 45% (18 respondents) of the 40 large cities agencies participated in the survey.

The remaining category –small cities and villages (non-Big 123 agencies)– exhibited an increase in the rate of successful implementation from 2021 (64%) to 2022 (89%). This category had one less respondent in 2022 (27 respondents) than in 2021 (28 respondents). In 2022, 5.5% (27 respondents) of the 493 small cities and villages (non-Big 123 agencies) participated in the survey. This represents a very small sample size compared to the county and large cities categories and is contributing to some of the volatility of the survey results of these small cities and villages agencies.

Of the non-Big 123 local road-owning agencies, 3 local agencies did not pass the criteria for successful pavement asset management implementation; these 3 local agencies make up 33% of the total “unsuccessfully implementing” local agencies surveyed in 2022 and represent local agencies who appear to be starting out with pavement asset management. Local agency respondents that classify as “unsuccessfully implementing” are starting to use pavement asset management principles as indicated in some of the written responses received (see Appendix F). Lack of successful implementation of pavement asset management principles for these local agencies may appear, at first, to be negative because their inclusion into the survey brings the overall pavement asset management implementation rate down; however, the fact that these local agencies are present at PASER Training and are making the

first steps toward implementing pavement asset management principles should be taken as an extremely positive sign.

Figure 8 displays the average score of local agencies who were “successfully implementing” pavement asset management principles from 2012 to 2022. The average scores are divided into local agencies who are part of the Big 123 and local agencies who are not part of the Big 123, and these are separated by scores above and below the 70% threshold. The average score for “successfully implementing” local agencies (i.e., agencies with scores over the 70% threshold) has been very stable. In fact, the “successfully implementing” Big 123 agencies exhibited an increase from 2012 (87% average score) to 2022 (92% average score), and the “successfully implementing” local agencies that are not part of the Big 123 also exhibited an increase from 2012 (85% average score) to 2022 (92% average score) although with slightly more volatility.

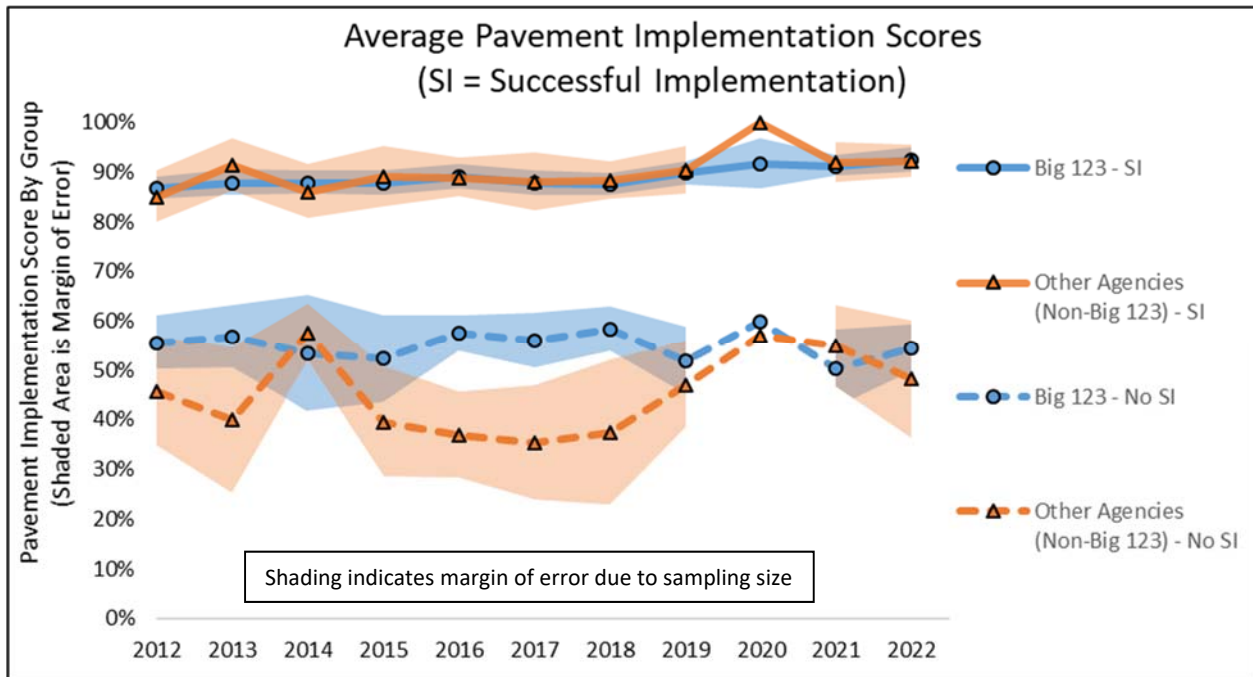


Figure 8: Average pavement asset management implementation scores grouped by successfulness and agency type (there were not enough samples to calculate the margin of error for all agency types in 2020)

Average scores for local agencies that were not “successfully implementing” (i.e., agencies with scores below the 70% threshold) displayed more volatility in the historical trends. The “unsuccessfully implementing” local agencies that are not part of the Big 123 exhibited a 2% increase in their average score from 2012 (46%) to 2022 (48%) with volatility in between, which may partially be due to the same agencies not participating every year. The “unsuccessfully implementing” Big 123 agencies had many minor increases and decreases between each year of the time period being analyzed, but their average score decreased 1% from 2012 (56%) to 2022 (55%). There is also a decrease in the volatility for “unsuccessfully implementing” Big 123 agencies’ average scores from one year to the next when compared to the average scores of the agencies that are not part of the Big 123. Appendix D shows the most recent agency score averaged per year and a count of how many local agencies are included in each year.

Historical Analysis of Successful Implementation of Bridge Asset Management

The historical rate of successfully implementing bridge asset management for all responding agencies can be seen in Figure 9. The percentage of agencies successfully implementing bridge asset management increased every year with the exception of decreases in 2014, 2015 and 2020. The responses grouped according to different agency categories yielded very volatile trends due to the small sample size, limited amount of bridge survey questions, and limited number of respondents that are non-county agencies. Nonetheless, most respondents with five or more bridges were county agencies (see Appendix C-2.4). Due to the modification of the qualifying question (question 20) in 2016, the results prior to 2015 are not closely comparable. Overall, all agencies show a steady increase in successful implementation of bridge asset management from 2015 to 2019. The 2020 successful implementation rate exhibited the largest decrease, mostly due to the very small respondent sample size in the bridge section of the survey. The 2022 successful implementation rate of 90% is the highest in the history of the bridge portion of the survey. Appendix D shows the most recent agency score averaged per year and a count of how many local agencies are included in each year.

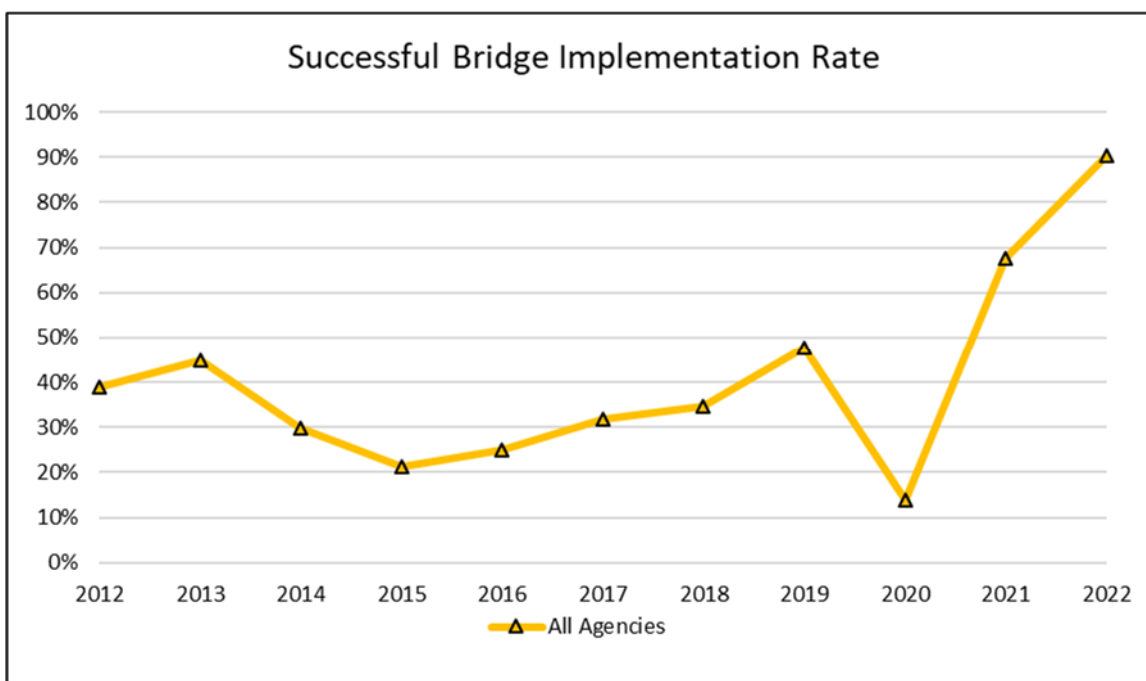


Figure 9: Historical bridge implementation survey results of all responding agencies

Analysis of Individual Pavement Asset Management Implementation Questions

Survey responses from 2022 indicate that 89% of all local agencies were considered to be “successfully implementing” pavement asset management principles based on the TAMC’s criteria; this is a 8% increase from the 2021 survey results (see Figure 4). With the overall increase of pavement asset management implementation scores, 9 out of the 10 pavement-related survey questions had an increase in the percentage of positive answers in 2022 as compared to 2021 (see Appendix A1, which includes graphs showing responses to individual survey questions). Local agencies that have a written pavement asset management plan with a defined goal for pavement quality increased by 10% from 2021 to 2022; this question (question 4) no longer has the lowest rate of positive responses (62%) across

the pavement asset management implementation questions in 2022. The percentage of local agencies that use a computer or paper-based asset management system to guide decisions on their network went from 88% in 2021 to 90% in 2022 (question 9).

Discussion of Bridge Asset Management Implementation Results

The “successfully implementing” local agencies owning five or more bridges increased from 68% in 2021 to 90% in 2022, which is the highest rate in the history of the bridge portion of the survey. Three of the four bridge-related survey questions had an increase in the percentage of positive responses. The question pertaining to using condition data to make decisions regarding maintenance and rehabilitation stayed at 95% from 2021 to 2022 (question 19). The remaining three bridge questions are in Appendix A-3. There was only one non-Big 123 agency (a small agency) that participated in the bridge section of the survey.

Discussion of Written Responses

Written responses for the two open-ended feedback questions (questions 14 and 21) had central themes pertaining to funding and education, which is similar to previous years (see Appendix F). Responses indicated that successful implementation of asset management principles requires more funding. In addition to funding, respondents indicated a need for continued education on asset management principles.

RECOMMENDATIONS

The pavement portion of the implementation survey appears to be producing consistent and stable results for the eleventh consecutive year of the survey. The delivery of the survey at TAMC Training events is collecting responses from a large number of local agencies that are part of the Big 123 agencies. The results of this portion of the survey do not suggest a need for survey changes at this time.

The results from the bridge portion of the survey appear to be producing consistent data by using only the data from respondents who feel qualified to answer the bridge questions (question 21) when there is enough participation from local agencies. It is recommended to keep next year’s bridge implementation survey the same as the 2022 survey so future survey data will be comparable. Further classification questions relating to the bridge portion of the survey may indicate a need for seeking another venue to deliver the bridge portion of the survey. Any increase in the number of survey questions is likely to reduce the number of complete surveys received.

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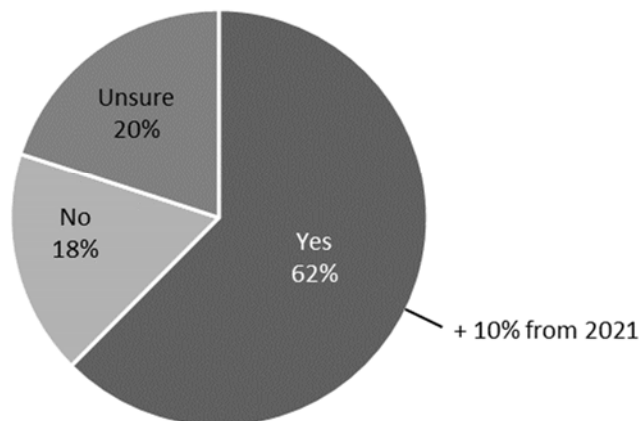
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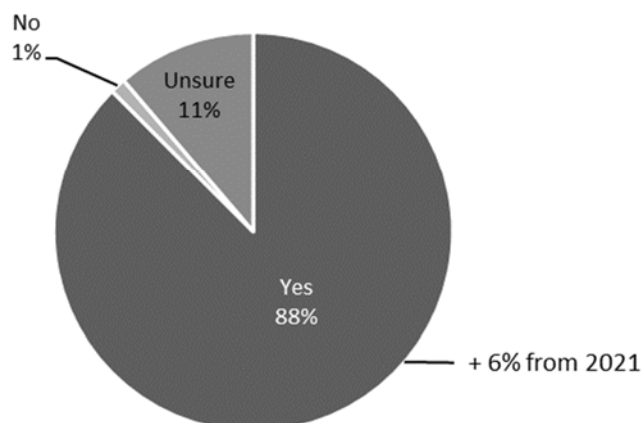
APPENDIX A – SURVEY QUESTION RESULTS

A-1 Pavement Answers (out of 80 responses)

Q4. Does your agency have a written pavement asset management plan with a defined goal for pavement quality?



Q5. Can your agency use its current rating and inventory data to show elected officials and the public the impact of increases or decreases in your agency's budgets on future pavement quality?



Responses

2021 vs. 2022

Q4

Yes:
52% vs. 62%

No:
24% vs. 18%

Unsure:
24% vs. 20%

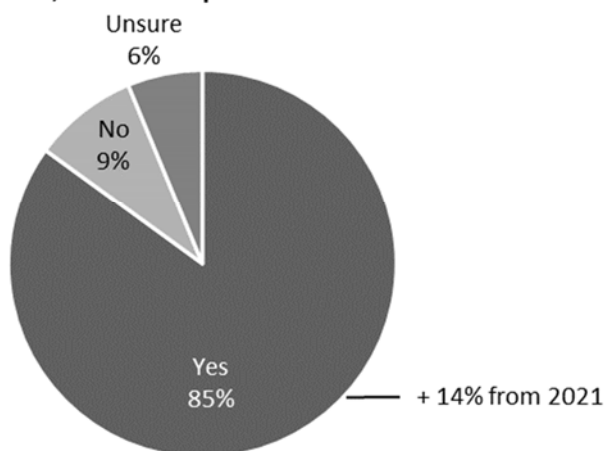
Q5

Yes:
82% vs. 88%

No:
4% vs. 1%

Unsure:
14% vs. 11%

Q6. Does your agency periodically assess the benefit (years of life gained) of pavement treatments such as overlays, chip seals, crack seals, etc. with respect to their cost?



Responses
2021 vs. 2022

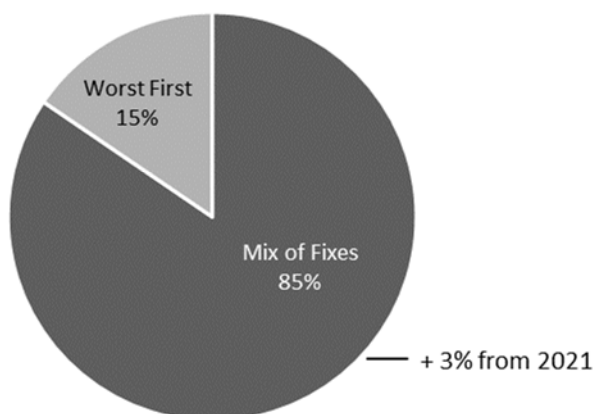
Q6

Yes:
71% vs. 85%

No:
16% vs. 9%

Unsure:
13% vs. 6%

Q7. Which method best describes how your agency selects pavement treatment projects?



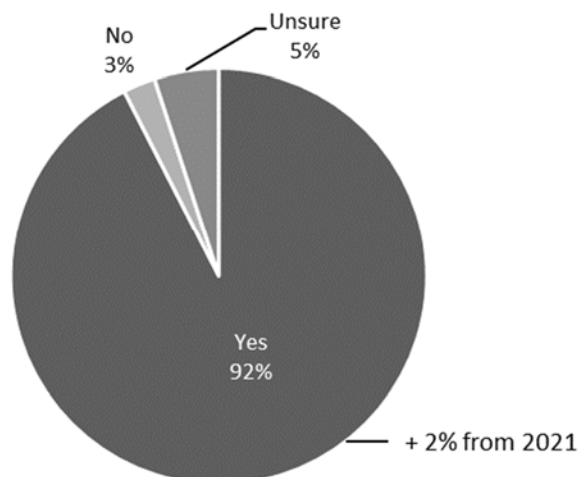
Q7

Mix of Fixes:
82% vs. 85%

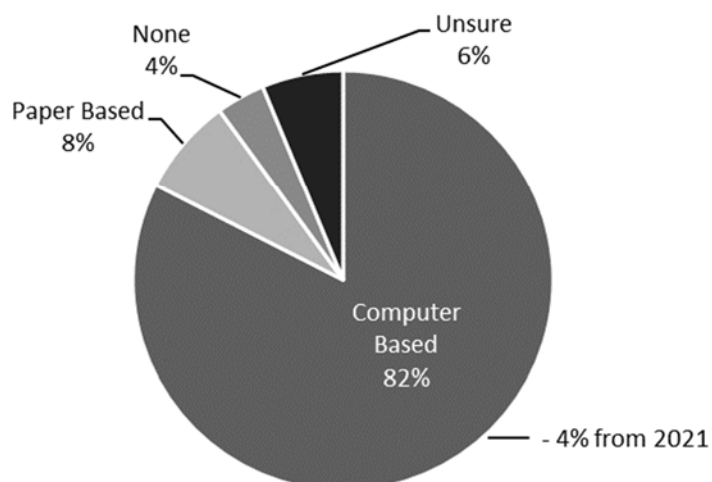
Worst First:
17% vs. 15%

No Answer:
1% vs. 0%

Q8. Does your agency consider PASER or other distress ratings when deciding on an appropriate fix for a specific section of road?



Q9. Does your agency use a computer based asset management system (such as Roadsoft, Micropaver) or a paper based asset management system (such as the National Center for Pavement Preservation's Quick Check, etc.) to guide decisions on your road network?



Responses

2021 vs. 2022

Q8

Yes:
90% vs. 92%

No:
7% vs. 3%

Unsure:
3% vs. 5%

Q9

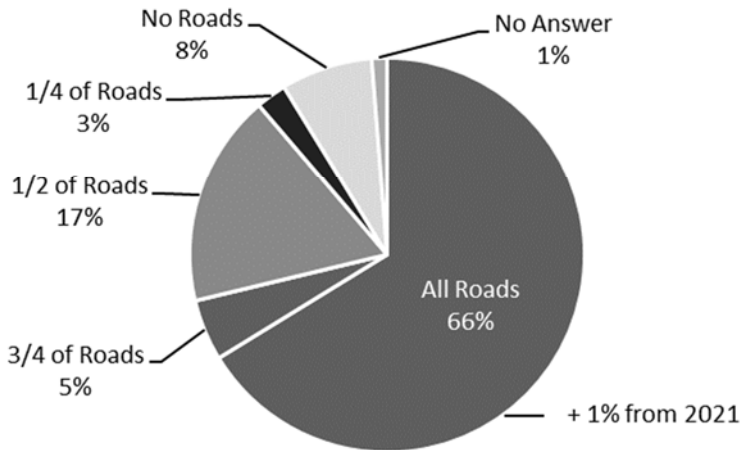
Computer Based:
86% vs. 82%

Paper Based:
2% vs. 8%

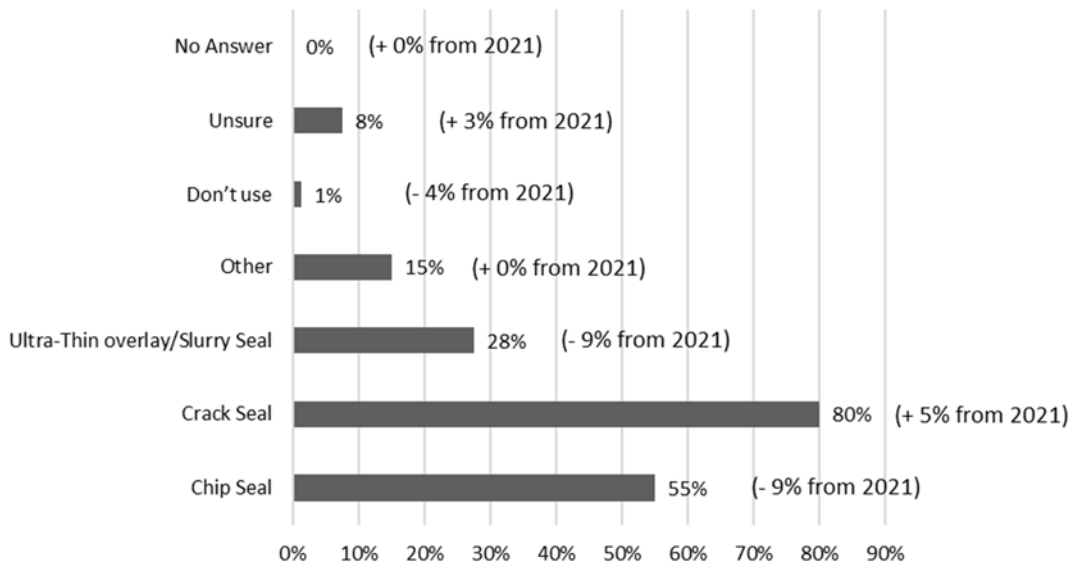
None:
6% vs. 4%

Unsure:
6% vs. 6%

Q10. On how much of your non-federal-aid, paved road network does your agency routinely (at least once every 3 years) collect distress rating data (PASER or other similar system) and inventory data (pavement type, number of lanes etc.)?



Q11. Which preventive maintenance treatments does your agency routinely use as part of their regular pavement management program? (select all that apply)



Responses

2021 vs. 2022

Q10

All roads:
65% vs. 66%

¼ of Roads:
11% vs. 5%

½ of Roads:
12% vs. 17%

¾ of Roads:
3% vs. 3%

No Roads:
9% vs. 8%

No Answer:
0% vs. 1%

Q11

No Answer:
0% vs. 0%

Unsure:
5% vs. 8%

Don't use:
5% vs. 1%

Other:
15% vs. 15%

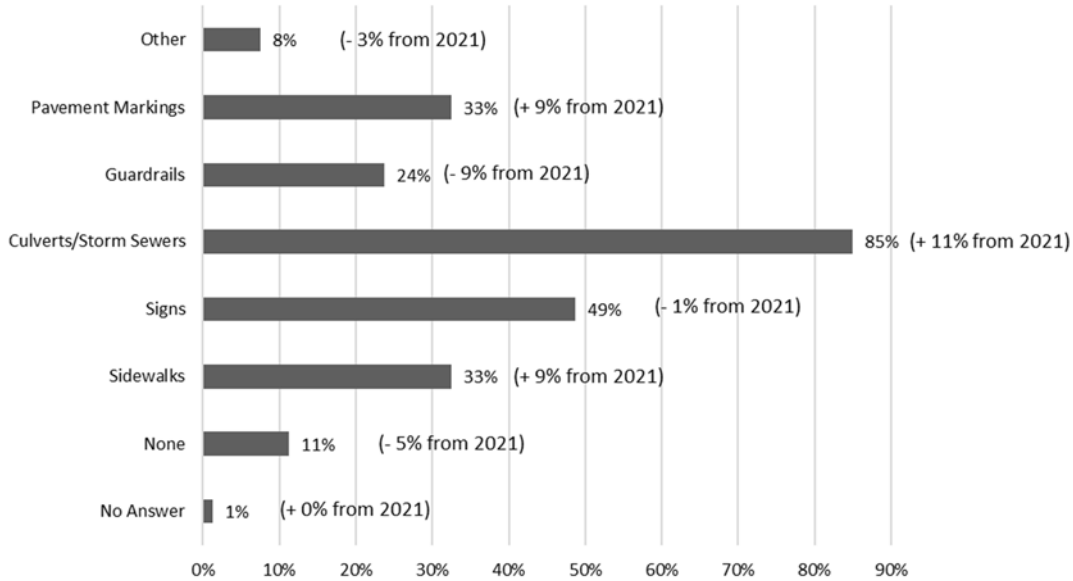
Ultra-Thin overlay/Slurry Seal:
37% vs. 28%

Crack Seal:
75% vs. 80%

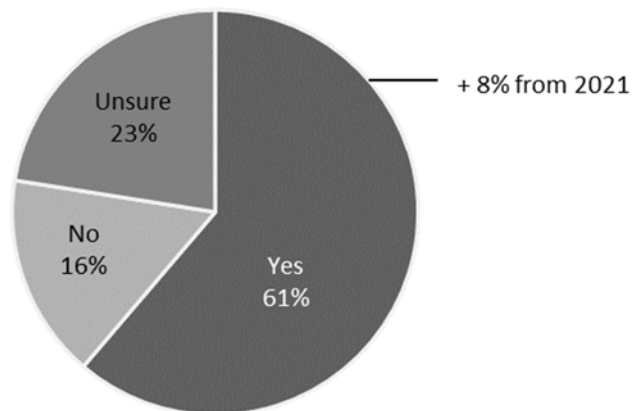
Chip Seal:
64% vs. 55%

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Q12. On what other roadside assets does your agency routinely collect inventory or rating data for asset management? (select all that apply)



Q13. Does your agency have a method in place for ensuring that the quality of your asset management data is sufficient for its intended use?



Responses

2021 vs. 2022

Q12

Other:

11% vs. 8%

Pavement Markings:

24% vs. 33%

Guardrails:

33% vs. 24%

Culverts/Storm Sewers:

74% vs. 85%

Signs:

50% vs. 49%

Sidewalks:

24% vs. 33%

None:

16% vs. 11%

No Answer:

1% vs. 1%

Q13

Yes:

53% vs. 61%

No:

22% vs. 16%

Unsure:

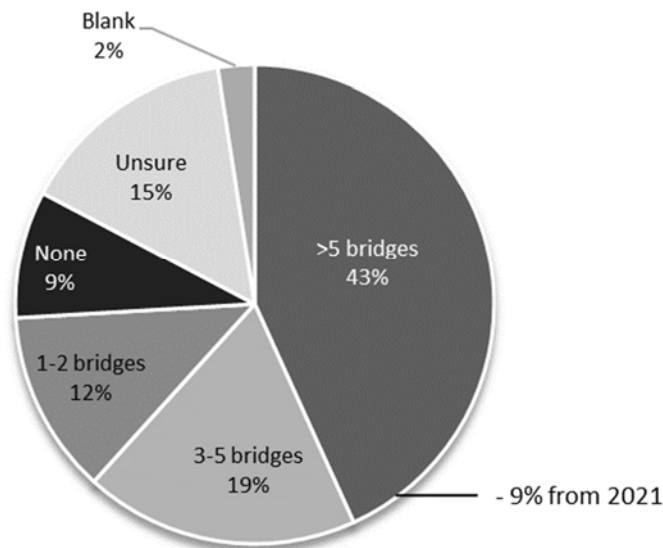
24% vs. 23%

No Answer:

1% vs. 0%

A-2 Local Agencies' Number of Bridges (out of 80 responses)

Q15. How many bridges with a span of over 20 feet does your agency own?



Responses
2021 vs. 2022

Q15

>5:
52% vs. 43%

3-5:
16% vs. 19%

1-2:
9% vs. 12%

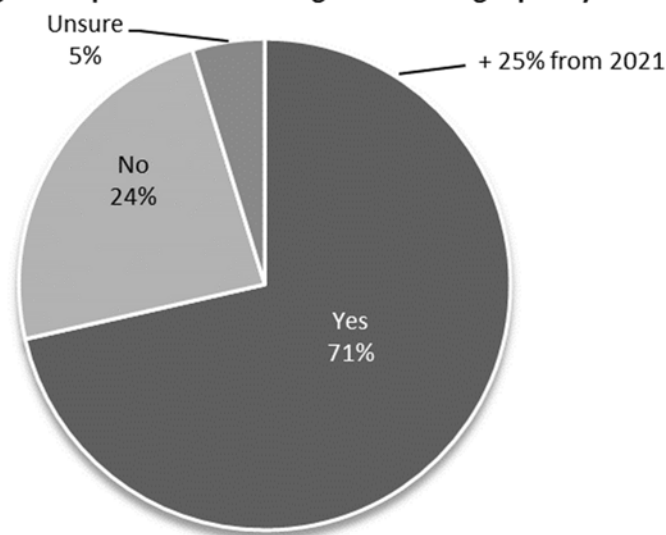
None:
10% vs. 9%

Unsure:
11% vs. 15%

Blank:
2% vs. 2%

A-3 Bridge Answers (out of 21 responses)

Q16. Does your agency have a written bridge asset management plan with defined goals for bridge quality?



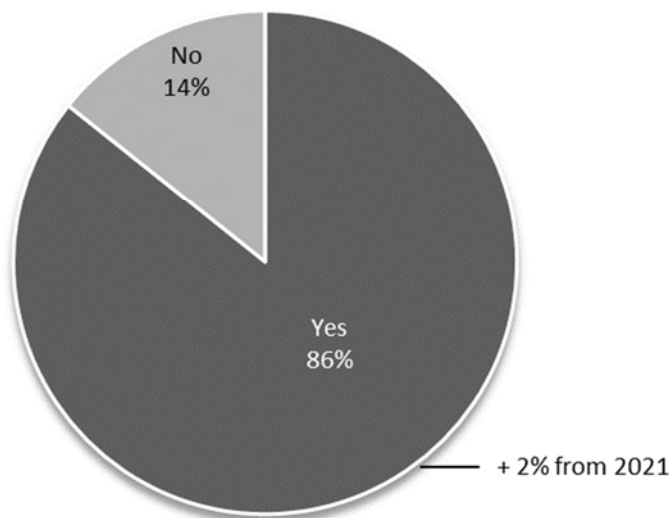
Q16

Yes:
46% vs. 71%

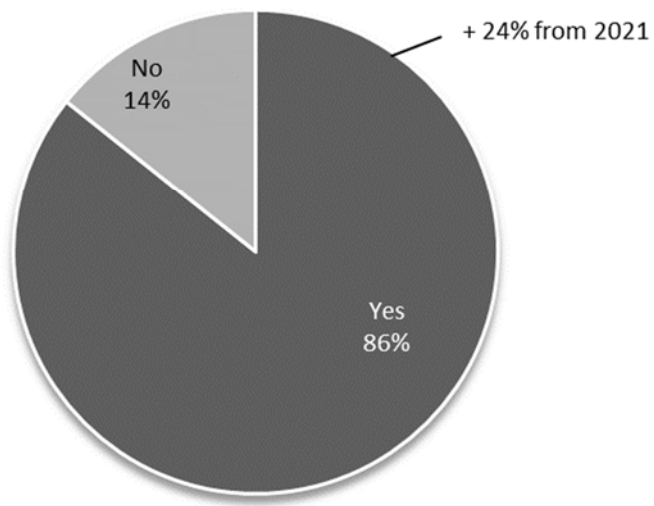
No:
49% vs. 24%

Unsure:
5% vs. 5%

Q17. Does your agency use preventive maintenance treatments such as painting, cleaning expansion joints, cleaning/lubricating bearings, etc., as part of their regular treatment program for bridges?



Q18. Does your agency use a management system like Roadsoft to access NBI data and keep up-to-date bridge maintenance histories for the majority of its bridges over 20 feet?



Responses

2021 vs. 2022

Q17

Yes:
84% vs. 86%

No:
16% vs. 14%

Unsure:
0% vs. 0%

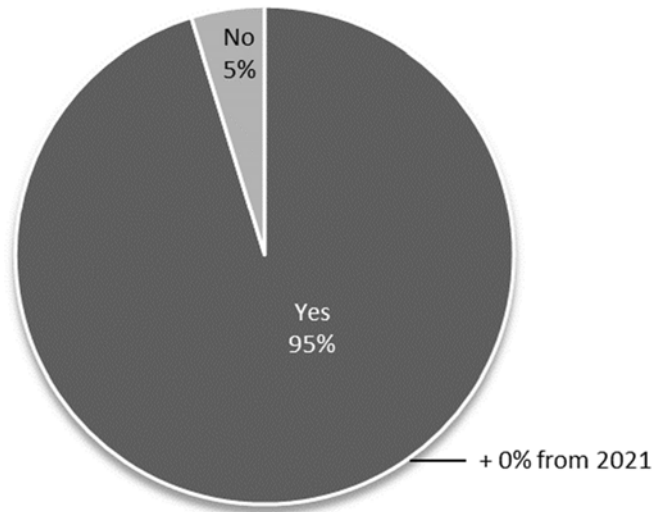
Q18

Yes:
62% vs. 86%

No:
33% vs. 14%

Unsure:
5% vs. 0%

Q19. Does your agency use bridge condition data to make decisions regarding bridge maintenance and rehabilitation?



Responses
2021 vs. 2022

Q19

Yes:
95% vs. 95%

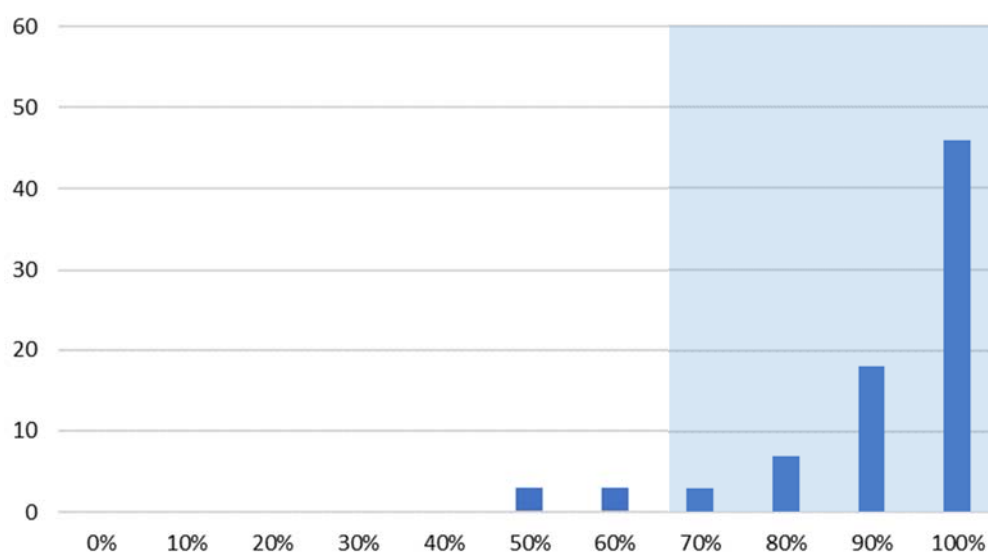
No:
5% vs. 5%

Unsure:
0% vs. 0%

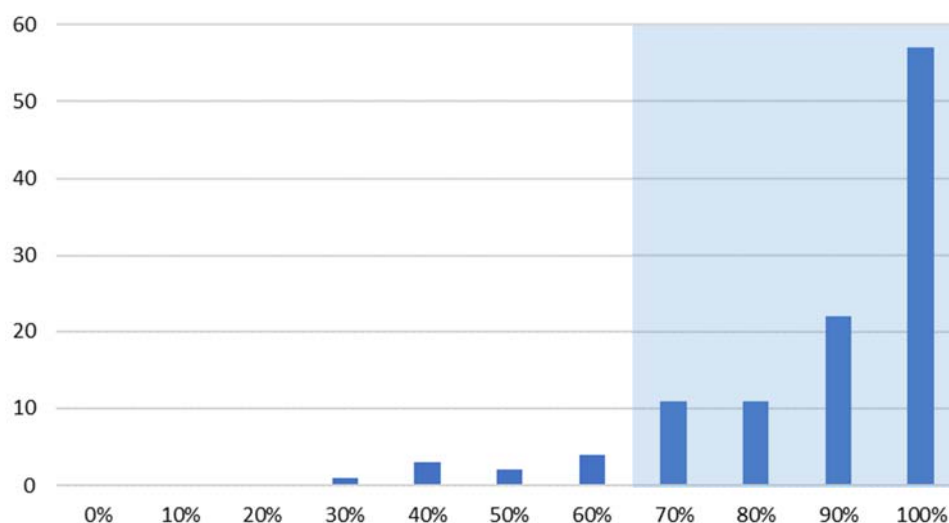
APPENDIX B – IMPLEMENTATION SCORE FREQUENCIES

B-1 Pavement Implementation Score Frequencies

2022	
Range	Frequency
0%	0
10%	0
20%	0
30%	0
40%	0
50%	3
60%	3
70%	3
80%	7
90%	18
100%	46

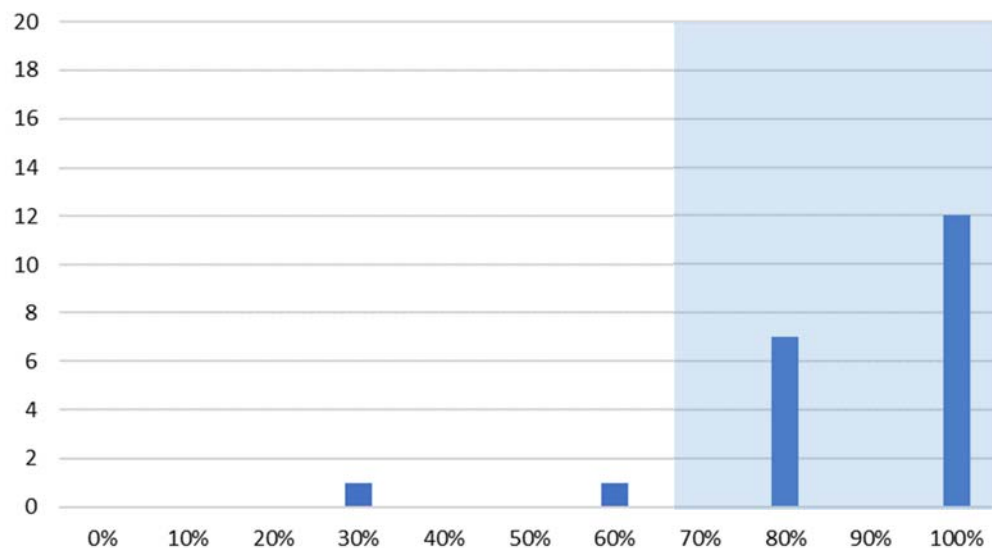


2021	
Range	Frequency
0%	0
10%	0
20%	0
30%	1
40%	3
50%	2
60%	4
70%	11
80%	11
90%	22
100%	57

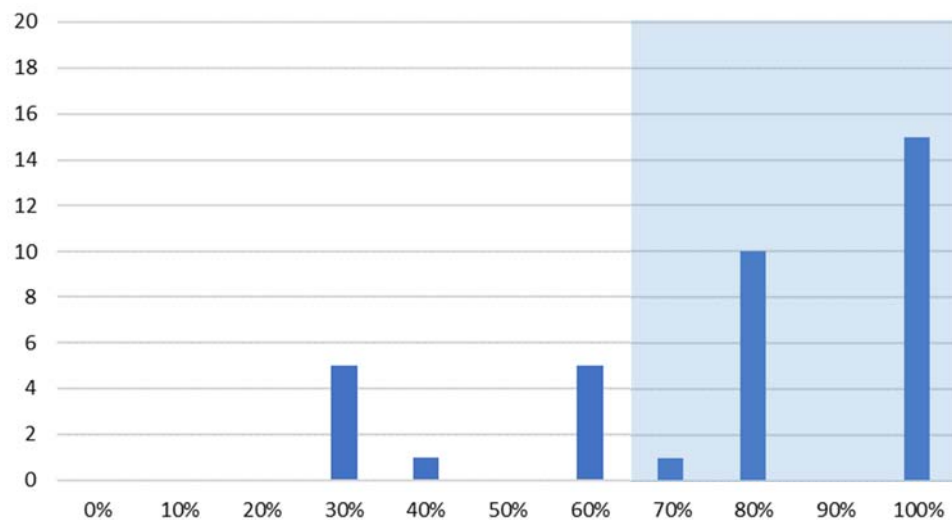


B-2 Bridge Implementation Score Frequencies

2022	
Range	Frequency
0%	0
10%	0
20%	0
30%	1
40%	0
50%	0
60%	1
70%	0
80%	7
90%	0
100%	12



2021	
Range	Frequency
0%	0
10%	0
20%	0
30%	5
40%	1
50%	0
60%	5
70%	1
80%	10
90%	0
100%	15



APPENDIX C – PARTICIPATING AGENCIES

C-1.1 Participating Michigan Counties (35 Counties of the “The Big 123”)

Allegan County Road Commission	Kalkaska County Road Commission
Bay County Road Commission	Kent County Road Commission
Berrien County Road Department	Leelanau County Road Commission
Branch County Road Commission	Lenawee County Road Commission
Cass County Road Commission	Menominee County Road Commission
Cheboygan County Road Commission	Muskegon County Road Commission
Clare County Road Commission	Newaygo County Road Commission
Delta County Road Commission	Ogemaw County Road Commission
Genesee County Road Commission	Ottawa County Road Commission
Gladwin County Road Commission	Road Commission for Oakland County
Gogebic County Road Commission	Roscommon County Road Commission
Grand Traverse County Road Commission	Saginaw County Road Commission
Houghton County Road Commission	Saint Clair County Road Commission
Huron County Road Commission	Schoolcraft County Road Commission
Ingham County Road Department	Tuscola County Road Commission
Iosco County Road Commission	Wayne County Department of Public Services
Iron County Road Commission	Wexford County Road Commission
Jackson County Department of Transportation	

C-1.2 Participating “Top 40 Michigan Cities” (18 Cities of “The Big 123”)

Battle Creek	Kentwood
Bay City	Lansing
Burton	Livonia
Detroit	Novi
East Lansing	Port Huron
Flint	Portage
Grand Rapids	Royal Oak
Holland	Saginaw
Kalamazoo	Warren

C-1.3 All Other Participating Michigan Agencies (27 of the 493 Small Agencies)

Adrian	Plymouth
Brighton	Rockford
Coldwater	Sault Ste Marie
Escanaba	South Haven
Flushing	St. Louis
Inkster	Sturgis
Laingsburg	Swartz Creek
Linden	Tawas City
Marquette	Traverse City
Mason	Village of Lake Isabella
Montrose	Village of Quincy
Norton Shores	Walker
Owosso	Ypsilanti
Petoskey	

C-2.1 Participating Michigan Counties with more than 5 Bridges (18 Counties of “The Big 123”)

Allegan County Road Commission	Jackson County Department of Transportation
Berrien County Road Department	Menominee County Road Commission
Branch County Road Commission	Muskegon County Road Commission
Cheboygan County Road Commission	Ottawa County Road Commission
Clare County Road Commission	Road Commission for Oakland County
Gladwin County Road Commission	Saginaw County Road Commission
Huron County Road Commission	Schoolcraft County Road Commission
Iosco County Road Commission	Tuscola County Road Commission
Iron County Road Commission	Wayne County Department of Public Services

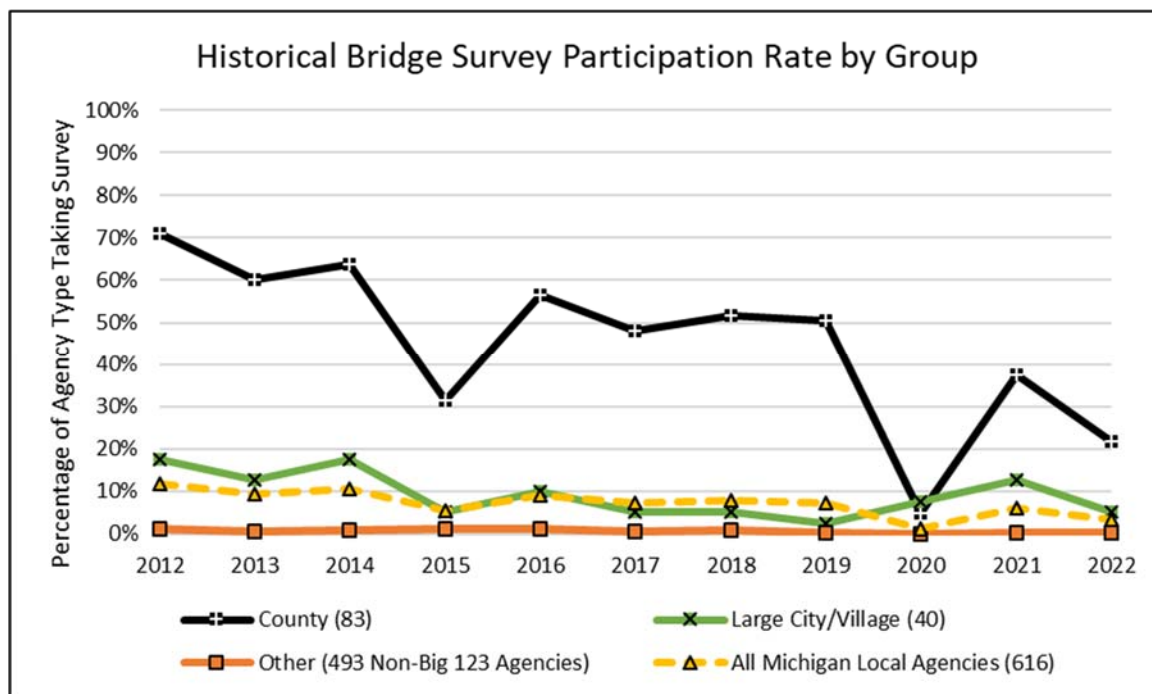
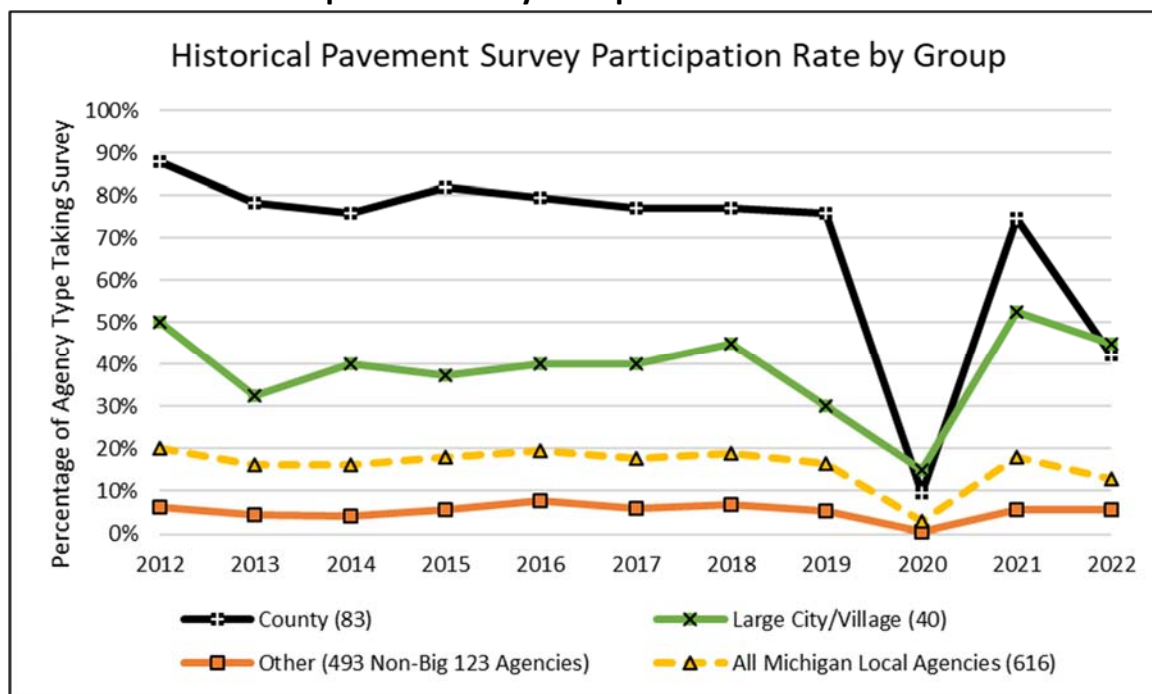
C-2.2 Participating “Top 40 Michigan Cities” (2 City of “The Big 123”) with more than 5 Bridges

Detroit	Grand Rapids
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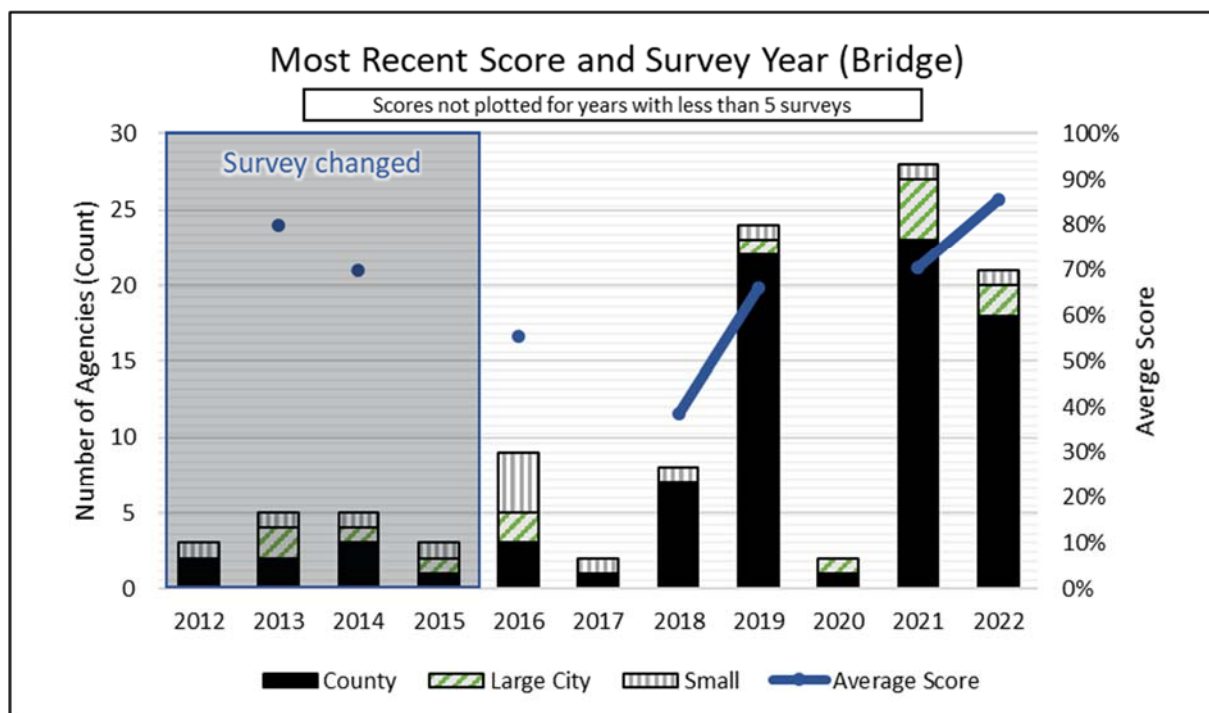
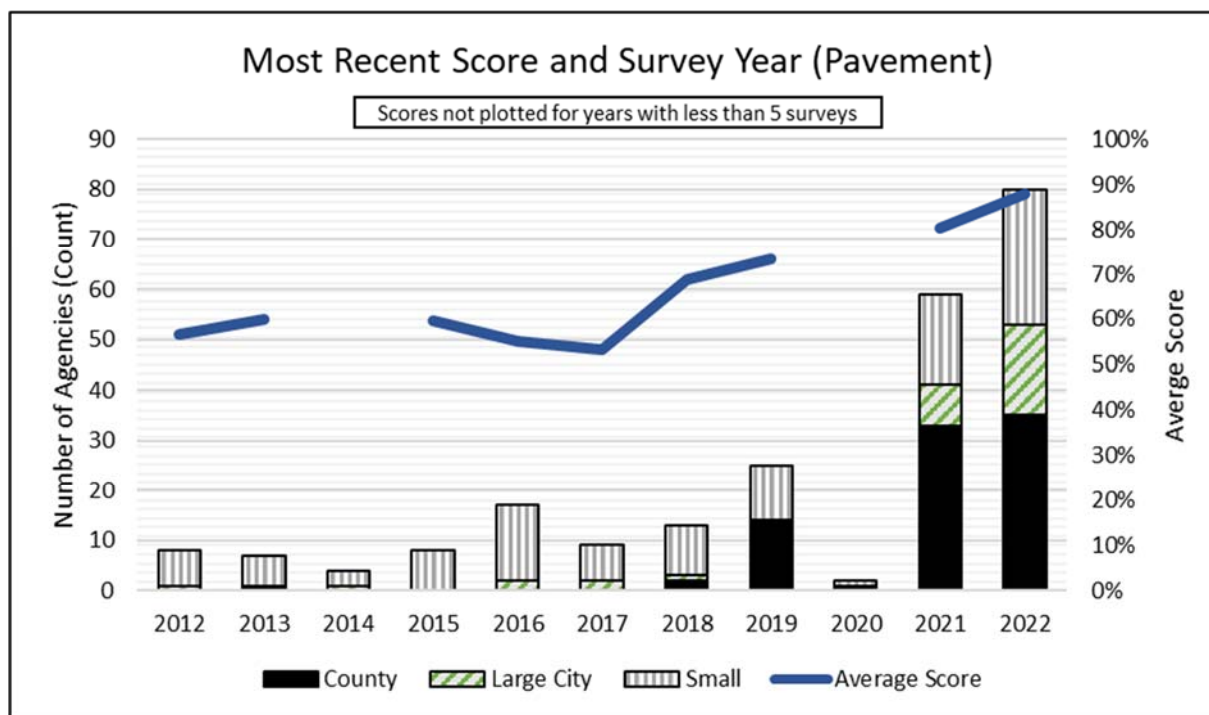
C-2.3 All Other Participating Michigan Agencies with more than 5 Bridges (1 of the 493 Small Agencies)

Walker

C-2.4 Historical Participation Rate by Group



APPENDIX D – MOST RECENT AGENCY SCORE



APPENDIX E – SURVEY QUESTIONS

Local Agency Asset Management Survey Questions – 2022 PASER Training

The Michigan Transportation Asset Management Council (TAMC) is interested in determining how Michigan's local transportation agencies are progressing with implementation of asset management. This survey will assist TAMC with their future efforts to promote asset management.

Transportation Asset Management

1. Your name: _____
2. Your position or title: _____
3. Local agency name : _____
4. Does your agency have a written pavement asset management plan with a defined goal for pavement quality?
 - a. Yes
 - b. No
 - c. Unsure
5. Can your agency use its current rating and inventory data to show elected officials and the public the impact of increases or decreases in your agency's budgets on future pavement quality?
 - a. Yes
 - b. No
 - c. Unsure
6. Does your agency periodically assess the benefit (years of life gained) of pavement treatments such as overlays, chips seals, crack seals, etc. with respect to their cost?
 - a. Yes
 - b. No
 - c. Unsure
7. Which method best describes how your agency selects pavement treatment projects?
 - a. A "worst first" basis-- reconstructing and rehabilitating failed roads first, then doing preventive maintenance as budget allows
 - b. A "mix of fixes" basis-- using preventive maintenance treatments to gain low cost pavement life for good pavements first, then reconstructing or rehabilitating as funding is available
8. Does your agency consider PASER or other distress ratings when deciding on an appropriate fix for a specific section of road?
 - a. Yes
 - b. No
 - c. Unsure
9. Does your agency use a computer based asset management system (such as Roadsoft, Micropaver) or a paper based asset management system (such as the National Center for Pavement Preservation's Quick Check, etc.) to guide decisions on your road network?
 - a. Computer based
 - b. Paper based
 - c. We don't have an asset management system
 - d. Unsure

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10. On how much of your non-federal-aid, paved road network does your agency routinely (at least once every 3 years) collect distress rating data (PASER or other similar system) and inventory data (pavement type, number of lanes etc.)?
- 100%
 - 75%
 - 50%
 - 25%
 - 0%
11. Which preventive maintenance treatments does your agency routinely use as part of their regular pavement management program? (select all that apply)
- Chip seal
 - Slurry seal
 - Crack seal
 - Ultra-thin overlay
 - Other: _____
 - We don't routinely use any preventive maintenance treatments
 - Unsure
12. On what other roadside assets does your agency routinely collect inventory or rating data for asset management? (select all that apply)
- None
 - Signs
 - Guardrails
 - Pavement Markings
 - Culverts
 - Storm Sewers
 - Sidewalks
 - Other: _____
13. Does your agency have a method in place for ensuring that the quality of your asset management data is sufficient for its intended use?
- Yes
 - No
 - Unsure
14. What is one thing that TAMC should do to advance transportation asset management in Michigan?
- _____
- _____
- _____

Bridge Survey Questions:

15. How many bridges with a span of over 20 feet does your agency own?
- None (skip questions 16 - 19)
 - 1 - 2 bridges
 - 3 - 5 bridges
 - > 5 bridges
 - Unsure

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16. Does your agency have a written bridge asset management plan with defined goals for bridge quality?
- a. Yes
 - b. No
 - c. Unsure
17. Does your agency use preventive maintenance treatments such as painting, cleaning expansion joints, cleaning / lubricating bearings, etc., as part of their regular treatment program for bridges?
- a. Yes
 - b. No
 - c. Unsure
18. Does your agency use a management system like Roadsoft to access NBI data and keep up-to-date bridge maintenance histories for the majority of its bridges over 20 feet?
- a. Yes
 - b. No
 - c. Unsure
19. Does your agency use bridge condition data to make decisions regarding bridge maintenance and rehabilitation?
- a. Yes
 - b. No
 - c. Unsure
20. Would you consider yourself qualified to answer the Bridge Survey Questions portion of this survey for your agency?
- a. Yes
 - b. No

General

21. Is there anything else you would like to tell us regarding asset management implementation?

APPENDIX F – WRITTEN COMMENTS

F-1 Pavement Asset Management Survey Question 14

What is one thing that TAMC should do to advance transportation asset management in Michigan?
Easier computer program for my asset management plan
Keep up the great work!
I really appreciate all the hard work that is put into the training as well as the training materials . The classes I have attended with CTT since starting PASER rating has prepared me to be successful and accurate with data collection. Thanks!
The trainings are always helpful. Could always use more.
Keep on with the training so people in the field and decision makers are well educated on what we work with.
Ha- advocate for more funding ?
Help us out with non-road asset management too :)
I Think TAMC IS GREAT JUST THE WAY IT IS.
I think that the rating system should include a more complete picture of the road as a system - meaning I think that shoulders and ditches should be a part of the rating system for a road because they impact the performance, lifecycle and safety of a stretch of road.
more training
More frequent Asset Management training , or availability of previously recorded trainings .
Not spend the money to make an electric charging stretch of highway
Continue training like this.
Make it easier to get grant dollars specific to this endeavor.
Ensure the data that is collect is accurate and concise so funding can go to transportation infrastructure that is in need of repair.
More awareness.
Additional training offered is always helpful.
Lobby the government for more money
TAMC does an acceptable job. This is also my first webinar and still new to the field.
Continue doing these great presentations
lots of example pictures
keep it up
Revisit load limits in the state and lobby lawmakers to reduce them to extend the life of our pavements.
Examples of success using laser and improving inventory
continue these training
More training opportunities
Maintain routine inspections and Add trainer personnel to perform those inspections regularly
Provide funding and Additional trained personnel
provide training and outreach
outreach
Funding
Nothing. Very thorough now.
Nothing. Continue on the same course.
Continue with training local agencies and providing tools to educate the public.
Continue providing training and information about advancement and new technologies in the industry.
More training opportunities

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Development of new/innovative/experimental techniques in cooperation with institutional establishments.
We always are fighting the shortage of money to do more street maintenance. More funding would be great.
Work to ensure more money is available to fix streets.
Continue to offer training and guidance.
More funding
I guess the easiest answer is to provide more funding
on site trainings
Public outreach for local elected officials
Continue educating agencies.
Provide additional resources .
TAMC does a very good job in education and providing tools for road rating performance.
Increased training , Continued updates for ease of use on Roadsoft.
Make sure all local agencies attend these training mandatorily
Provide more one on one training for Roadsoft
Continued education efforts.
Train city managers and city council
continue with the legislative outreach, continue with the education message through TAMC conference and educating municipal officials
keep up with the educational seminars
Make it mandatory to TRAIN the Local Agency (Council), City Manager, City Engineer in this same information. They are the ones making the final decisions based on what others are saying. They do not understand any of this information nor do they want to yet they continue to make final decisions based on nothing more than "Judge Smith's street and Dr. Mackie's street needs to be paved this year. In the many years that I have attended this Paser training, not one single year has our rating inventory been used. If the City Council was trained , they might have a better understanding as to why this information is so valuable.
Continue with training
More data collected
Help with grant opportunities
It seems good right now.
They should obtain all road agencies local data
Continue to encourage smaller agencies to consider using the National Center for Pavement Preservation's Quick Check process versus RoadSoft.
Promote the use of the National Center for Pavement Preservation's Quick Check system over Roadsoft for smaller agencies
Increase funding
Promote and educate the public on the benefits of such a plan. The more buy-in we have the better we can make our systems.
Incorporate GIS
Show progression of overall ratings in agencies that use asset management programs.
Allow imports from other GIS platforms to Roadsoft. This would allow for more complete central asset database.
Lobby for funding

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Funding, funding, funding. Anything TAMC can do to advocate for additional funding to locals would be welcome. Our Township has taken on the improvement of our County Local roads as the CRC does not have sufficient funding to even maintain, let alone improve, the non-primary roads.
Increase funding
Have more training .
Define total cost of ownership and lifecycle cost for assets to help municipalities and the state to plan appropriate investment levels to maintain our assets.
Guidance on total cost of ownership for roads.
Educate the decision makers on the importance of asset management.
More Funding , change in Act 51 Funding
Lobby for some of that cash money
Advocacy for non-federal aid, local roads.
Increase Funding
Continue to offer more training to local agencies and municipalities

F-2 Pavement Asset Management Survey Question 21

Is there anything else you would like to tell us regarding asset management implementation?
Other agencies within Bay County handle other things such as sidewalks and bridges
Clear presentation. Good job!
Asset management can improve the road network only if it is funded otherwise asset management is a futile attempt to delay the failure of the road network.
I'm new to the community, with a completely new staff, so I do not have helpful information to provide.
great class
it is quite an undertaking,
MDOT has dedicated itself to constantly improving its assets across the State of Michigan.
I am new to the road commission, so the questions I can not speak about.
Sorry for the lack of actual information. I am expanding my knowledge base, and I am unsure of my agency's asset inventory and controls.
Would like to know if there are asset management for non-motorized assets.

TRANSPORTATION ASSET MANAGEMENT COUNCIL MEETING

December 7, 2022 at 1:00 p.m.

MEETING MINUTES

1. Welcome – Call-To-Order

1. The meeting was called to order at 1:10 p.m.. Everyone was welcomed to the meeting.

2. Changes or Additions to the Agenda (Action Item as needed) *Any items under the Consent Agenda may be moved to the regular agenda upon request of any Council member, member of the public, or staff member.*

1. None

3. Public Comments on Non-Agenda Item

1. None

4. Announcements – J. Johnson

1. [State Transportation Commission November 10, 2022](#) Meeting Update – Reinstatements and Installation
 1. Robert Slattery, Michigan Municipal League (MML) (Term Expires 10/31/2025) –
 2. Jennifer Tubbs, Michigan Township Association (MTA)(Term Expires 12/31/2025)
 3. Kelly Jones, Michigan Association of Counties (MAC)(Term Expires 08/31/2025)
 4. Art Green will be replacing Brad Wieferich for MDOT.

J. Tubbs suggested to add terms and bios to the TAMC Website. Terms are based on when the person was initially appointed. J. Johnson will work with support staff to add the information to the TAMC website. They are still working on the MDOT Council members term dates. The term dates were determined by when each Council member was initially appointed.

5. Michigan Infrastructure Council (MIC) Update – Ryan Laruwe, MIC Interim Executive Director

1. MIC Strategy – Transportation Asset Snapshot

The MIC has held meetings with members and stakeholders who provided information on items such as workforce and affordability issues and plan to meet again to talk about next steps and how to merge asset areas. If a person participated in the October workshops, they will be receiving an invitation to participate in the next meeting. If anyone is interested in attending the next meeting or does not receive the meeting notification soon contact R. Laruwe.

2. Asset Management Champions

The next Champions Program will begin January 10, 2023. They are taking applications until December 30, 2022. They currently have over 110 people registered for the program but can go up to 150 people. If anyone is interested in participating in the program, contact R. Laruwe. Approximately 40 percent of the participants are coming from peer recommendations.

3. 2023 MIC Work Plan

Tomorrow the MIC will hold a Strategic Planning Session and Key Four meeting. On the agenda is the proposed work plan for 2023 that has been developed by R. Laruwe and staff. Within the work plan they are maintaining their three previous fillers which were: Asset Management Training, the 30-year Strategy, and the Project Coordination Portal. In addition, strategic partnerships and coordination's between the MIC, TAMC, Water Asset Management Council (WAMC), Michigan Municipal League, Michigan Association of Regions, etc. will be one of R. Laruwe focuses in 2023 as the MIC Executive Director. The MIC plans to coordinate between the MIC, WAMC, and TAMC on things such as conferences and trainings in hopes that this will also minimize redundancies. This will also improve relationships with stakeholders.

4. MIC Staffing

This week they have been going through interviews for a management position within the MIC. They have offered the position to one of the applicants and are currently awaiting a response. This position will work with the coordination efforts between the MIC, TAMC, WAMC, and other stakeholders.

The MIC is meeting in-person as required by the Open Meetings Act.

J. Johnson had suggested in the past that TAMC and the MIC share a staff person, however it did not work out but may be possible in the future. The TAMC has their own Strategic Work Plan and J. Johnson will be listening in on the MIC meeting tomorrow to see if the MIC and TAMC plans have any overlap that can potentially align together so everyone is moving in the same direction. T. Colling sent an Implementation Survey Report and one of the things that came out of that is training for local elected officials, city councils, county boards, etc. on asset management. They are thinking of doing in-person, virtual, primary video, and documents on the website to assist with the training for elected officials. Multi-trainings are felt to be a good idea because people learn in different ways. It was also suggested to hold a two-day seminar. It is important for the MIC and TAMC to work together on this effort, so leaders continue to understand asset management. The MIC has approval to develop an RFP for elected officials and that will be discussed at tomorrow's MIC meeting. R. Laruwe plans to reach out to TAMC on this subject. It was suggested that they also contact Michigan Technological University (MTU), MML and the Michigan Transportation Planning Association (MTPA). MIC would prefer to attend other's conferences to get their word out than hold a conference of their own.

6. Consent Agenda (Action Items) – J. Johnson

1. Approval of the November 7, 2022, Meeting Minutes (Attachment 1)
2. TAMC Budget Update (Attachment 2)

It looks as though there was over \$500,000 left on the table from FY 2022 and the Council was not sure if the funds were rolled over into FY 2023 and who authorizes decisions to roll-over or not roll-over funds. They would like to look at the budget at the region allocations and assuring the budget meets the plans in the TAMC Strategic Work Program. The budget will need to be

addressed with Council member Rob Green, MDOT/TAMC Support Staff, who handles the TAMC budget and discussed further with the TAMC ACE Committee.

It was discussed and agreed that once the budget for the year has been approved at the beginning of the year, the TAMC budget update does not need to be on the Consent Agenda unless there is a change that needs to be approved by the Council. A budget update should just be updating the Council of where each line item currently stands. The Council would like to know MDOT's procedure and when to make budget changes.

3. TAMP Requests for Approval, Group C, PA 325 (Attachment 3)

- 24 TAMPs received out of 40 required TAMPs
- Recommending Approval of 20 out of the 24 TAMPs received

Motion: R. Slattery made a motion to approve the Consent Agenda items with the removal of item #2 – TAMC Budget Update; B. McEntee seconded the motion. The motion was approved by all members present.

Motion: J. Tubbs made a motion to postpone action on the TAMC budget until further information is gathered pertaining to the special projects program and the dollar amount that either remains or is retained; James Hurt seconded the motion. The motion was approved by all members present.

7. Old Business

1. TAMC Coordinator Update – J. Johnson

During the first RFP there were no bidders on the position. The RFP was revised and reposted with a closing date of Monday, December 5, 2022. Three bids were received from WSP, Hubbell, Roth and Clark, Inc. and the Michigan County Road Association. J. Johnson sits on the CRA Board and she abstained on any conversations regarding the position with CRA. MDOT will do interviews and then hopes to get someone started by February. MDOT has asked that someone from TAMC sit on the interview panel however, many have a conflict of interest. J. Johnson mentioned that TAMC did try to share a position with the MIC, but it did not work as they could not figure out how to fund the position as the MIC must have someone, per legislation from the Michigan Department of Treasury or contracted through the Michigan Department of Treasury. It is a complicated process to get one staff person for both the MIC (who works with the Michigan Department of Treasury under legislation) and TAMC (who works with the Michigan Department of Transportation under legislation). To do this, it would require a legislative change.

2. Revised PASER Data Collection Policy Review (Attachment 4) (Action Item)

See #3

3. Revised Culvert Data Collection Policy Review (Attachment 5) (Action Item)

The PASER and Culvert Data Collection Policies were discussed and reviewed by ACE and TAMC support staff and revisions were made. A red-lined copy of both policies were provided to the TAMC for their review. Approval by the Council of those changes are being requested. T.

Colling informed the Council that the major change for the PASER Data Collection Policy is the removal of the “Pilot” language that was added due to COVID.

Motion: R. Buck made a motion to approve the revised PASER Data Collection Policy and revised Culvert Data Collection Policy; K. Jones seconded the motion. The motion was approved by all members present.

4. Committee Assignments

- ACE: R. Buck, R. Green, Jacob Hurt, James Hurt, R. Surber
- DATA: B. McEntee, J. Tubbs, R. Slattery, R. Surber
- BRIDGE: K. Jones, Art Green

8. New Business

1. 2023 Meeting and Committee Schedules (Attachment 6) (Action Item)

J. Johnson reminded the Council members about the importance of attending TAMC meetings in-person. A Council member is not allowed to vote if attending a meeting virtually at full Council meetings. The ACE Committee is considering changing to another day prior to the TAMC meetings to allow action items to be responded to by the Council in a timelier manner. Therefore, the ACE Committee 2023 meeting schedule has been removed from today's motion of approval of 2023 meeting dates and the Council will review the new schedule from ACE at a future meeting. J. Tubbs is not available to meet on July 5, 2023.

Motion: R. Slattery made a motion to approve the 2023 meeting schedules for TAMC, Data Committee and Bridge Committee as presented with the understanding that ACE Committee will provide a revised proposed 2023 meeting schedule soon for consideration from the Council; K. Jones seconded the motion. The motion was approved by all members present.

2. 2023 TAMC MTU Trainings Planning Update – T. Colling

- 2023 trainings are tentatively scheduled and will be held February through August 2023. Last year's training added in August 2022 was well attended with 70 attendees and MTU has added the additional August training in 2023.

3. Request for TAMC Representation at the 12/13/2022 IRT Training – J. Johnson

J. Johnson has agreed to do the TAMC Council member presentation at the 12/13/2022 IRT Training. C. Granger will send her the presentation and they will work together to revise it.

- Sign-up sheet will be provided in January 2023 by Dave Jennett, TAMC support staff, for Council Members to sign up for at least one training in 2023 to represent TAMC at the IRT trainings.
- All trainings are virtual: 9:00 a.m. – 12:00 p.m.
- Presentation is 20-30 minutes
- Slides will be provided to the Council member from TAMC support staff prior to the training.

4. TAMC September 27 & 28, 2022 Pre-Conference Meet and Greet and 20-Year Celebration and Conference Survey Evaluation Results (Attachment 7) – T. Colling

Overall, the evaluations of the conference were very positive. People enjoyed the conference and this year's in-person conference survey responses were a little higher than in the past. MTU struggles with getting people to fill out the surveys after the conference. MTU received approximately 60 percent response from virtual conference attendees as they were directed during the conference to the survey to complete electronically. There were approximately 125 attendees (not including TAMC presenters/TAMC support staff). MTU received responses from approximately 22 percent of the participants. The responses showed people want technical topics as presentations and are very interested in information that they can use in their everyday work. TAMC will need to start looking at subjects for the 2023 TAMC conference.

9. Committee Review and Discussion Items

1. Bridge Committee Update – K. Jones

1. The Bridge Committee December 2022 meeting is cancelled. The Bridge Committee will discuss a new chair and vice-chair at their January 2023 meeting. At their last meeting they spent much of the meeting going over the Culvert Policy which was acted on today. The annual report was also discussed, and the Committee wanted to keep the same format as last year and include Bridge Bundling in the report this year as the first pilot bridge bundling was done this year and starting up the full bridge bundling program. It would be interesting to see if the bridge bundling was cost effective. The Bridge Committee had an Infrastructure Investment and Jobs Act (IIJA) update on the Bridge Improvement Grant Program. The update was focused on the MDOT program submissions. The Committee would like to get more information regarding local bridge submissions and how they can be more competitive in the grant programs.

2. MTU has updated their Asset Management Guide and it was sent out to the Bridge Committee for their review and comment at their next meeting.

2. ACE Committee Update – R. Buck

1. No formal meeting was held last month. However, there was a discussion on the MPO/RPA allocations in the TAMC budget. The ACE Committee plans to do a thorough review of the TAMC budget to possibly open up the funds left on the table to the local agencies to use on other tasks, such as non-federal aid roads, as long as they are following their approved Unified Work Program and/or the TAMC Strategic Work Program. The ACE Committee would like to review and possibly re-allocate funds to the MPO/RPA's so that funds are not left on the table at the end of the fiscal year. Those funds could possibly be reallocated to areas to assist the locals complete their required tasks without having to seek additional approval. This will be discussed further at the next ACE Committee meeting. R. Buck is hoping to put together a proposal for the ACE Committee's consideration. R. Green will be providing some information to assist in this discussion. The Council feels it is a good idea as long as they do not go over their allotted allocations. R. Buck also suggested to solicit ideas regarding the budget directly with the locals on how they could utilize additional funds. The local agencies also need

to be assured that they will get reimbursed for their efforts and approved tasks need to be specified in the original contract with the MPO/RPA. Since there have been problems with locals getting reimbursed in the past, items that will be approved need to be clear. This can also be discussed at the Regional Coordinators Call.

3. Data Committee Update – B. McEntee

1. D. Jennett conducted a Regional Coordinators Call on November 29, 2022, and had approximately 20 participants. The consensus was things were going well and they appreciated the use of the MDOT vans. The last date for 2022 PASER data collection is December 2, 2022. The last date to submit the data into the IRT is December 9, 2022. As of December 1, 2022, 70,000 lane miles have been uploaded into the IRT. The PASER review screen has been updated.

2. The Committee discussed the Statewide Strategy with Lina Chapman. Lots of questions were raised particularly with MDOT's share of the federal aids system. There were discussions that it may be confusing because the Federal Highway Administration requires ratings in a certain manner and the TAMC PASER ratings use good, fair, poor ratings. Further discussions will be had on this subject.

3. The Data Committee discussed the 185 plan and are waiting on feedback from the ACE Committee. Most believe it is a good plan, but there are questions on funding and who can get reimbursed for doing the ratings.

4. CSS has completed most of the Traffic Signal Inventory and it will be available in January 2023. It is just a survey to try to decide what the Council wants to have in their inventory and to show the legislatures what share of the agencies budget goes towards traffic signals. There is a big cost difference between agencies that have several and agencies that have none. This will show the differentials.

5. 2023 IRT training dates have been set for December 2022 – May 2023. A sign-up sheet for Council members will go out in January 2023. C. Granger requested that Council members sign up today for dates they know they will be available to participate. The training dates are: December 13, 2022, January 17, 2023, February 21, 2023, March 21, 2023, April 18, 2023, and May 23, 2023. C. Peterson will provide the slides to TAMC Support Staff to provide to Council members to do a brief presentation at the trainings. C. Granger would like to update and shorten the TAMC presentation given at the trainings. It was agreed by the Council to update the presentation and C. Granger will work with the Council on a new updated and condensed presentation. J. Johnson has agreed to do the TAMC Council member presentation at the 12/13/2022 IRT Training. C. Granger will send her the presentation and they will work together to revise it. She will also send J. Johnson the 2023 IRT Training Schedule to share with the Council members to see what date works best for them to participate in trainings.

6. The Data Committee is beginning to think about the annual report preparation. The data review process will begin in a few weeks. The September 2022 TAMC Celebration and Conference will be included in the annual report. The QA/QC rating page in the annual report was found not to get a lot of interest and will be discussed at the next full Council meeting to possibly be removed.

10. Public Comments

M. Toth had address the Council about a year and a half ago about the need to update the PASER Quality Review (QR) software and wanted to let the Council know that it has been successfully transferred to Roadsoft. He thanked the Council, Eric Costa, MTU, and CSS for their help with this great accomplishment. The PASER QR is feedback where a vendor goes out and rates specific road segments and compares their findings with what was submitted. This helps to assure that the ratings are consistent and good quality. This was successfully used with the 2022 ratings.

11. Member Comments

K. Jones would like to know why the acronyms list for the minutes were removed. K. Jones would like to have the acronyms spelled out on the agenda and in the minutes. J. Johnson agreed and will work with staff to have the acronyms defined on agendas and minutes going forward. J. Johnson informed K. Jones that, as was discussed in the past and have been reflected in past meeting minutes, that when the website was transferred over to Michigan Department of Treasury, under the MIC, they have a different set of website standards and formats that they follow. The acronyms list was removed by Treasury staff.

12. Adjournment

The meeting was adjourned at 3:00 p.m. The next TAMC meeting is scheduled for Wednesday, January 4, 2023, 1:00 p.m., at the MDOT Aeronautics Building, 1st Floor Auditorium, 2700 Port Lansing Road, Lansing, Michigan.

Roll Call:

Members Present

- Ryan Buck, MTPA, Lansing, MI
- Art Green, MDOT, Lansing, MI
- Jacob Hurt, MAR, Microsoft Teams
- James Hurt, MML, Lansing, MI
- Joanna Johnson, CRA, Lansing, MI – Chair
- Kelly Jones, MAC, Lansing, MI
- Bill McEntee, CRA, Lansing, MI – Vice-Chair
- Robert Slattery, MML, Lansing, MI
- Rob Surber, DTMB/CSS, Florida
- Jennifer Tubbs, MTA, Lansing, MI

Support Staff Present

- Rebecca Bramblett
- Tim Colling, MTU/LTAP

- Chris Gilbertson, MTU/LTAP
- Cheryl Granger, DTMB/CSS
- Eric Mullen, MDOT
- Courtney Peterson, DTMB/CSS
- Mike Toth, MDOT

Public Present

- Heather Hoeve, MDOT
- Ryan Laruwe, MIC/Treasury

Members Absent

- Rob Green, MDOT

DRAFT



Michigan
Transportation Asset
Management Council

2023 TAMC and Committee Meeting Dates

TAMC Meeting Dates

Meeting Time: 1:00 p.m.

Meetings are generally held on the first Wednesday of every month via hybrid with Microsoft Teams and in-person at MDOT Aeronautics Building, 1st Floor Auditorium, 2700 Port Lansing Rd., Lansing, unless otherwise noted. Dates are subject to change.

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 248-509-0316,,831066359#](#) United States, Pontiac

Phone Conference ID: 831 066 359#

[Find a local number](#) | [Reset PIN](#)

DATES:

January 4

February 1

March 1

April 5

May 3

June 7

July 5

August 2

September 6

October 4

November 1

December 6



Michigan
Transportation Asset
Management Council

2023 ACE Committee Meeting Dates

Meeting Time 10:30 a.m.

Meetings are generally held on the first Wednesday of every month via Microsoft Teams, unless otherwise noted. Dates are subject to change.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

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Or call in (audio only)

[+1 248-509-0316,,883620647#](#) United States, Pontiac

Phone Conference ID: 883 620 647#

DATES:

January 18

February 15

March 15

April 19

May 17

June 21

July 19

August 15

September 20

October 17

November 15

December 20



Michigan
Transportation Asset
Management Council

2023 Data Committee Meeting Dates

Meeting Time 1:30 p.m.

Meetings are generally held on the third Wednesday of every month via Microsoft Teams, unless otherwise noted. Dates are subject to change.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 212 191 655 122

Passcode: 6Zonkz

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[+1 248-509-0316,,370430260#](#) United States, Pontiac

Phone Conference ID: 370 430 260#

[Find a local number](#) | [Reset PIN](#)

DATES:

January 18

February 15

March 15

April 19

May 17

June 21

July 19

August 16

September 20

October 18

November 15

December 20



Michigan
Transportation Asset
Management Council

2023 Bridge Committee Meeting Dates

Meeting Time 2:00 PM

Meetings are held generally on the last Thursday of the month via Microsoft Teams, unless otherwise noted. Meetings are subject to change.

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 221 683 978 936

Passcode: sBRCzt

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 248-509-0316,,151651935#](#) United States, Pontiac

Phone Conference ID: 151 651 935#

DATES:

January 26

February 23

March 23

April 27

May 25

June 22

July 27

August 24

September 28

October 26

November 23

December 28



<div><div>TAMC</div><div>Michigan Transportation Asset Management Council</div></div>	FY21 Budget			FY21 Year to Date			FY22 Budget			FY22 Year to Date			FY23 Budget			FY23 Year to Date		
	Indicates Contract Completed						Indicates Contract Completed											
	(most recent invoice)																	
	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance			
I. Data Collection & Regional-Metro Planning Asset Management Program																		
Battle Creek Area Transportation Study	\$ 20,500.00	\$ 16,884.50	\$ 3,615.50	\$ 20,500.00	\$ 16,113.16	\$ 4,386.84	\$ 20,500.00	\$ 16,113.16	\$ 4,386.84	\$ 20,500.00	\$ -	\$ 20,500.00	\$ 20,500.00	\$ -	\$ 20,500.00			
Bay County Area Transportation Study	\$ 19,900.00	\$ 19,462.55	\$ 437.45	\$ 19,900.00	\$ 12,636.03	\$ 7,263.97	\$ 19,900.00	\$ 12,636.03	\$ 7,263.97	\$ 19,900.00	\$ -	\$ 19,900.00	\$ 19,900.00	\$ -	\$ 19,900.00			
Central Upper Peninsula Planning and Development	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,001.00	\$ (1.00)	\$ 50,000.00	\$ 50,001.00	\$ (1.00)	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00			
East Michigan Council of Governments	\$ 108,000.00	\$ 76,939.61	\$ 31,060.39	\$ 108,000.00	\$ 75,670.47	\$ 32,329.53	\$ 108,000.00	\$ 75,670.47	\$ 32,329.53	\$ 108,000.00	\$ -	\$ 108,000.00	\$ 108,000.00	\$ -	\$ 108,000.00			
Eastern Upper Peninsula Regional Planning & Devel.	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	\$ -	\$ 25,000.00			
Genesee Lapeer Shiawassee Region V Planning Com.	\$ 46,000.00	\$ 29,988.73	\$ 16,011.27	\$ 46,000.00	\$ -	\$ 46,000.00	\$ 46,000.00	\$ -	\$ 46,000.00	\$ 46,000.00	\$ -	\$ 46,000.00	\$ 46,000.00	\$ -	\$ 46,000.00			
Grand Valley Metropolitan Council	\$ 24,000.00	\$ 23,864.31	\$ 135.69	\$ 24,000.00	\$ 24,000.00	\$ -	\$ 24,000.00	\$ 24,000.00	\$ -	\$ 24,000.00	\$ -	\$ 24,000.00	\$ 24,000.00	\$ -	\$ 24,000.00			
Kalamazoo Area Transportation Study	\$ 22,000.00	\$ 21,997.16	\$ 2.84	\$ 22,000.00	\$ 21,982.18	\$ 17.82	\$ 22,000.00	\$ 21,982.18	\$ 17.82	\$ 22,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 22,000.00			
Macatawa Area Coordinating Council	\$ 19,000.00	\$ 19,000.00	\$ -	\$ 19,000.00	\$ 16,410.01	\$ 2,589.99	\$ 19,000.00	\$ 16,410.01	\$ 2,589.99	\$ 19,000.00	\$ -	\$ 19,000.00	\$ 19,000.00	\$ -	\$ 19,000.00			
Midland Area Transportation Study	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 20,286.91	\$ 713.09	\$ 21,000.00	\$ 20,286.91	\$ 713.09	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00			
Northeast Michigan Council of Governments	\$ 59,528.49	\$ 59,528.49	\$ -	\$ 51,000.00	\$ 51,000.00	\$ -	\$ 51,000.00	\$ 51,000.00	\$ -	\$ 51,000.00	\$ -	\$ 51,000.00	\$ 51,000.00	\$ -	\$ 51,000.00			
Networks Northwest	\$ 75,000.00	\$ 75,000.00	\$ -	\$ 75,000.00	\$ 7,952.56	\$ 24,000.00	\$ 75,000.00	\$ 7,952.56	\$ 24,000.00	\$ 75,000.00	\$ -	\$ 75,000.00	\$ 75,000.00	\$ -	\$ 75,000.00			
Region 2 Planning Commission	\$ 40,000.00	\$ 13,352.00	\$ 26,648.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00			
Saginaw Area Transportation Agency	\$ 38,342.21	\$ 38,342.21	\$ -	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00			
Southcentral Michigan Planning Commission	\$ 55,000.00	\$ 54,309.66	\$ 690.34	\$ 55,000.00	\$ 20,094.89	\$ 34,905.11	\$ 55,000.00	\$ 20,094.89	\$ 34,905.11	\$ 55,000.00	\$ -	\$ 55,000.00	\$ 55,000.00	\$ -	\$ 55,000.00			
Southeast Michigan Council of Governments	\$ 190,492.56	\$ 190,492.56	\$ -	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00	\$ -	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00			
Southwest Michigan Planning Commission	\$ 41,000.00	\$ 37,820.83	\$ 3,179.17	\$ 41,000.00	\$ 8,088.16	\$ 32,911.84	\$ 41,000.00	\$ 8,088.16	\$ 32,911.84	\$ 41,000.00	\$ -	\$ 41,000.00	\$ 41,000.00	\$ -	\$ 41,000.00			
Tri-County Regional Planning Commission	\$ 40,000.00	\$ 17,142.00	\$ 22,858.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00			
West Michigan Regional Planning Commission	\$ 88,000.00	\$ 34,481.49	\$ 53,518.51	\$ 88,000.00	\$ -	\$ 88,000.00	\$ 88,000.00	\$ -	\$ 88,000.00	\$ 88,000.00	\$ -	\$ 88,000.00	\$ 88,000.00	\$ -	\$ 88,000.00			
West Michigan Shoreline Regional Development Com.	\$ 54,000.00	\$ 53,970.67	\$ 29.33	\$ 54,000.00	\$ 53,906.46	\$ 93.54	\$ 54,000.00	\$ 53,906.46	\$ 93.54	\$ 54,000.00	\$ -	\$ 54,000.00	\$ 54,000.00	\$ -	\$ 54,000.00			
Western Upper Peninsula Regional Planning & Devel.	\$ 42,000.00	\$ 39,035.77	\$ 2,964.23	\$ 42,000.00	\$ 9,380.47	\$ 32,619.53	\$ 42,000.00	\$ 9,380.47	\$ 32,619.53	\$ 42,000.00	\$ -	\$ 42,000.00	\$ 42,000.00	\$ -	\$ 42,000.00			
MDOT Region Participation & State Vehicle Use	\$ 30,000.00	\$ 27,001.73	\$ 2,998.27	\$ 30,000.00	\$ 4,324.76	\$ 25,675.24	\$ 30,000.00	\$ 4,324.76	\$ 25,675.24	\$ 30,000.00	\$ -	\$ 30,000.00	\$ 30,000.00	\$ -	\$ 30,000.00			
PASER Quality Review Contract	\$ 50,000.00	\$ 13,190.44	\$ 36,809.56	\$ 50,000.00	\$ 50,782.83	\$ (782.83)	\$ 50,000.00	\$ 50,782.83	\$ (782.83)	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00			
Data Collection & Regional-Metro Program Total	\$ 1,158,763.26	\$ 944,614.27	\$ 214,148.99	\$ 1,116,400.00	\$ 590,847.06	\$ 525,552.94	\$ 1,116,400.00	\$ 590,847.06	\$ 525,552.94	\$ 1,116,400.00	\$ -	\$ 1,116,400.00	\$ 1,116,400.00	\$ -	\$ 1,116,400.00			
III. TAMC Central Data Agency (MCSS)																		
Project Management	\$ 56,580.00	\$ 45,844.73	\$ 10,735.27	\$ 65,093.00	\$ 60,192.02	\$ 4,900.98	\$ 65,093.00	\$ 60,192.02	\$ 4,900.98	\$ 65,093.00	\$ 1,953.58	\$ 63,139.42	\$ 65,093.00	\$ 1,953.58	\$ 63,139.42			
Data Support /Hardware / Software	\$ 25,870.00	\$ 23,237.98	\$ 2,632.02	\$ 44,298.00	\$ 44,298.00	\$ -	\$ 44,298.00	\$ 44,298.00	\$ -	\$ 44,298.00	\$ 5,142.00	\$ 39,156.00	\$ 44,298.00	\$ 5,142.00	\$ 39,156.00			
Application Development / Maintenance / Testing	\$ 171,250.00	\$ 174,634.38	\$ (3,384.38)	\$ 202,880.00	\$ 200,683.59	\$ 2,196.41	\$ 202,880.00	\$ 200,683.59	\$ 2,196.41	\$ 202,880.00	\$ 10,909.15	\$ 191,970.85	\$ 202,880.00	\$ 10,909.15	\$ 191,970.85			
Help Desk / Misc Support / Coordination	\$ 67,360.00	\$ 98,289.56	\$ (30,929.56)	\$ 26,679.00	\$ 36,801.85	\$ (10,122.85)	\$ 26,679.00	\$ 36,801.85	\$ (10,122.85)	\$ 26,679.00	\$ 2,259.10	\$ 24,419.90	\$ 26,679.00	\$ 2,259.10	\$ 24,419.90			
Training	\$ 16,170.00	\$ 9,619.47	\$ 6,550.53	\$ 14,000.00	\$ 12,408.61	\$ 1,591.39	\$ 14,000.00	\$ 12,408.61	\$ 1,591.39	\$ 14,000.00	\$ -	\$ 14,000.00	\$ 14,000.00	\$ -	\$ 14,000.00			
Data Access / Reporting	\$ 37,720.00	\$ 23,216.90	\$ 14,503.10	\$ 22,000.00	\$ 20,932.60	\$ 1,067.40	\$ 22,000.00	\$ 20,932.60	\$ 1,067.40	\$ 22,000.00	\$ 1,899.52	\$ 20,100.48	\$ 22,000.00	\$ 1,899.52	\$ 20,100.48			
TAMC Central Data Agency (MCSS) Total	\$ 374,950.00	\$ 374,843.02	\$ 106.98	\$ 374,950.00	\$ 375,316.67	\$ (366.67)	\$ 374,950.00	\$ 375,316.67	\$ (366.67)	\$ 374,950.00	\$ 22,163.35	\$ 352,786.65	\$ 374,950.00	\$ 22,163.35	\$ 352,786.65			
IV. MTU Training & Education Program Contract																		
	\$211,391.21	\$ 165,599.61	\$ 45,791.60	\$210,658.15	\$ 165,162.92	\$ 45,495.23	\$210,658.15	\$ 165,162.92	\$ 45,495.23	\$210,658.15	\$ -	\$ 210,658.15	\$210,658.15	\$ -	\$ 210,658.15			
V. MTU Activities Program Contract																		
	\$129,464.81	\$ 55,085.04	\$ 74,379.77	\$128,424.93	\$ 78,995.25	\$ 49,429.68	\$128,424.93	\$ 78,995.25	\$ 49,429.68	\$128,424.93	\$ -	\$ 128,424.93	\$128,424.93	\$ -	\$ 128,424.93			
VI. TAMC Expenses																		
Fall Conference Expenses	\$ -	\$ -	\$ -	\$ 10,000.00	\$ 12,994.02	\$ (2,994.02)	\$ 10,000.00	\$ 12,994.02	\$ (2,994.02)	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00			
Fall Conf. Attendance Fees + sponsorship Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Net Fall Conference	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Spring Conference Expenses	\$ 1,471.51	\$ -	\$ 1,471.51	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00			
Spring Conf. Attendance Fees + sponsorship Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Net Spring Conference	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Unallocated / Contingency	\$ 20,000.00	\$ -	\$ 20,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00			
Other Council Expenses (Member Mileage Expenses/Printing/Etc.)	\$ 10,000.00	\$ 161.50	\$ 9,838.50	\$ 10,000.00	\$ 2,320.15	\$ 7,679.85	\$ 10,000.00	\$ 2,320.15	\$ 7,679.85	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00			
TAMC Expenses Total	\$ 31,471.51	\$ 161.50	\$ 31,310.01	\$ 40,000.00	\$ 15,314.17	\$ 24,685.83	\$ 40,000.00	\$ 15,314.17	\$ 24,685.83	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00			
Total Program	\$ 1,906,040.79	\$ 1,540,303.44	\$ 365,737.35	\$ 1,870,433.08	\$ 15,314.17	\$ 1,855,118.91	\$ 1,870,433.08	\$ 15,314.17	\$ 1,855,118.91	\$ 1,870,433.08	\$ -	\$ 1,870,433.08	\$ 1,870,433.08	\$ -	\$ 1,870,433.08			
Appropriation	\$ 1,876,400.00		19.19%	\$ 1,876,400.00		99.18%	\$ 1,876,400.00		99.18%	\$ 1,876,400.00		100.00%	\$ 1,876,400.00		100.00%			
VII. Special Projects with Separate Budgets																		
	FY21 Budget			FY21 Year to Date			FY22 Budget			FY22 Year to Date			FY23 Budget			FY23 Year to Date		
	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance			
MI Local Agency Culvert Inventory Pilot (FY18 HB4320 S-3)	\$ 70,000.00	\$ 995.55	\$ 69,004.45	\$ 69,004.45	\$ -	\$ 69,004.45	\$ 69,004.45	\$ -	\$ 69,004.45	\$ 69,004.45	\$ -	\$ 69,004.45	\$ 69,004.45	\$ -	\$ 69,004.45			
Central Data Agency (MCSS)	\$ 135,007.92	\$ 106,690.48	\$ 28,317.44	\$ 77,258.02	\$ -	\$ 77,258.02	\$ 77,258.02	\$ -	\$ 77,258.02	\$ 77,258.02	\$ -	\$ 77,258.02	\$ 77,258.02	\$ -	\$ 77,258.02			
MTU Culvert Project Activities & Training Program	\$ 274,117.59	\$ -	\$ 274,117.59	\$ 117.59	\$ -	\$ 117.59	\$ 117.59	\$ -	\$ 117.59	\$ 117.59	\$ -	\$ 117.59	\$ 117.59	\$ -	\$ 117.59			
TAMC Administration & Contingency (Unencumbered)	\$ -	\$ -	\$ -	\$ 24,000.00	\$ 257.41	\$ 23,742.59	\$ 24,000.00	\$ 257.41	\$ 23,742.59	\$ 24,000.00	\$ -	\$ 23,742.59	\$ 24,000.00	\$ -	\$ 23,742.59			
Central Upper Peninsula Planning and Development	\$ -	\$ -	\$ -	\$ 42,000.00														

Monthly Project Progress Report

TAMC Activities 2022

December 9, 2022

Project Manager: Rob Green

MDOT Contract 2021-0058 Authorization Z10

Contract Dates: 01/01/2022 – 12/31/2022

Contract Amount: \$128,425



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Michigan Technological University
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Houghton, MI 49931

Reporting Period: Nov. 1 -30, 2022

Task	% of Budgeted Dollars Spent	Notes
Task 1: Maintain Roadsoft-IRT Data Submission Protocols	4%	
Task 2: TAMC QR Data Collection Support	114%	
Task 3: Update Bridge AM Guide	57%	
Task 4: AM Domestic State of Practice Study	221%	
Task 5: Undefined Staff Support	60%	
Task 6: Attend and Participate in TAMC Council Meeting	26%	
Task 7: Attend and Participate in TAMC Committee Meeting	46%	
Task 8: Project Management & Monthly Reporting	61%	

Current Tasks Completed

Prepared for the meeting on submittal of culvert vs PASER data and worked on the analysis of the collected data; completed final review of the Bridge AM guide and sent to committee; worked on additional data analysis and report writing for the AM domestic state of practice study; prepared for and attended the ACE call with Rob on contracts; prepared for and attended the full council meeting ; provided the culvert subcommittee with information on the culvert data working group working at a state level with USFS; attended the bridge committee meeting; completed the October report and general project management.

Project's Financial Summary

November Expense Reimbursement Submitted	\$16,967
Total Project Expenses to Date	\$95,962
Contract Balance Available	\$32,463

Monthly Project Progress Report

TAMC Training 2022

December 9, 2022

Project Manager: Rob Green

MDOT Contract 2021-0058 Authorization Z11

Contract Dates: 01/01/2022 – 12/31/2022

Contract Amount: \$210,658



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Task	% of Budgeted Dollars Spent	Notes
Task 1: Assist Coordinating the MI Transportation Asset Management Conferences	158%	
Task 2: Conduct MI Compliance Plan Webinar and Associate Technical Support	88%	Completed: <ul style="list-style-type: none"> Two - Compliance Plan Webinars
Task 3: Conduct Intro to TAM for LO for Local Officials Training or Gravel Basics	49%	Completed: 4/5 Sessions <ul style="list-style-type: none"> Two-Gravel Basics Two-TAM for LO
Task 4: Conduct TAMC PASER Training	68%	Completed: <ul style="list-style-type: none"> Four 3-day PASER webinar series Four on-site trainings
Task 5: Conduct Inventory Based Rating Training	20%	Completed: <ul style="list-style-type: none"> Three IBR webinars
Task 6: Conduct Workshop on Creating Bridge Asset Management Plans	47%	Completed: <ul style="list-style-type: none"> Two -Bridge AM Virtual 4-day Workshop Two -Part 1 & Part 2 Bridge AM Webinars
Task 7: Conduct Workshop on Creating Pavement Asset Management Plans	55%	Completed: <ul style="list-style-type: none"> Two - PAMP 3-day Virtual Workshops
Task 8: Project Management and Reporting	177%	

Tasks Completed

Worked on organizing the conference videos on YouTube and making them ADA compliant; worked on the flyer for the final TAM for LO sessions; finalized training locations and potential venues for 2023 PASER trainings, reviewed PASER policy and updated the PASER/IBR website landing page, compiled all the PASER and IBR training history; October reporting and general project management.

Reporting Period: Nov. 1- 30, 2022

Project's Financial Summary

November Expense Reimbursement Submitted	\$3,737
Total Project Expenses to Date	\$168,900
Contract Balance Available	\$41,758