



Michigan
Transportation Asset
Management Council

Meeting Agenda

Wednesday, February 7, 2024 @ 1:00 PM

MDOT Aeronautics Bldg., 2nd Floor Commission Conference Room, 2700 Port Lansing Road, Lansing, MI

A meeting of the Transportation Asset Management Council (TAMC), [A Michigan Public Body](#), will take place at the time and location listed above. Accommodations can be made for persons who require mobility, visual, hearing, written, or other assistance for participation. Large print materials, auxiliary aids or the services of interpreters, signers, or readers are available upon request. Please contact Orlando Curry at [517-335-4381](tel:517-335-4381) or complete [Form 2658 for American Sign Language \(ASL\)](#). Requests should be made at least five days prior to the meeting date. Reasonable efforts will be made to provide the requested accommodation or an effective alternative, but accommodations may not be guaranteed.

Public Comment for non-agenda items is available at the beginning and end of the meeting, typically limited to 3 minutes. Public comment on agenda items is also available with each item when called upon by the TAMC Chair.

Meeting Telephone Conference Line: +1 323-484-8236 Access Code: 831 680 087#

Web Meeting Access Link: [Click here to join the meeting](#)

1. **Welcome - Call to Order**
2. **Changes or Additions to the Agenda (Action Item as needed)** Any items under the Consent Agenda may be considered to be moved to the regular agenda upon request of any Council member.
3. **Public Comments on Non-Agenda Item**
4. **Consent Agenda (Action Items)**
 1. Approval of the December 6, 2023 TAMC Minutes **Attachment A**
 2. Transportation Asset Management Plans (TAMP) Requests for Approval & Update **Attachment B**
 3. Reappointment of TAMC Member **Attachment C**
 4. TAMC Financial Update Report **Attachment D**
 5. MAR Representative Update **Attachment E**
5. **Committee and Support Services Updates for Non-Agenda Items**
 1. ACE Committee
 2. Data Committee
 3. Bridge Committee
 4. CSS Update - **Attachment F**
 5. MTU Update
6. **Unfinished Business**
 1. Joint MIC/TAMC/WAMC Conference Update
 2. 2023 Annual Report Update
7. **New Business**
 1. FY 2025 Unified Work Program (UWP) Draft – **Action Item Attachment G**
 2. Policy Updates – **Action Item**
 - a. Policy for Collection of Culvert Inventory and Condition Data **Attachment H**
 - b. Policy for Collection of Roadway Surface Condition Data **Attachment I**
 3. Transportation Asset Management Plan (TAMP) guidance on approval schedule – **Action Item Attachment J**
 4. Regional Reallocation Formula Efforts – **Informational Attachment K**

Chair: Joanna Johnson, CRA: **Vice-Chair:** Bill McEntee, CRA: James Hurt, MML: Bob Slattery, MML: Ryan Buck, MTPA: Art Green, MDOT: Kelly Jones, MAC: Jacob Hurt, MAR: Jennifer Tubbs, MTA: Rob Surber, MCSS, Eric Mullen, MDOT

8. Public Comments

9. Member Comments

10. Adjournment

*Next TAMC Meeting Wednesday, March 6, 2024, 1:00pm
MDOT Aeronautics Bldg., 2nd Floor Commission Conference Room, 2700 Port Lansing Road, Lansing,
MI*



Michigan
Transportation Asset
Management Council

TRANSPORTATION ASSET MANAGEMENT COUNCIL (TAMC) MEETING

December 6, 2023, at 1:00 p.m.

**MDOT Aeronautics Building, 2nd Floor Commission Conference Room, 2700 Port
Lansing Road, Lansing, MI**

MEETING MINUTES

Members Present

- Joanna Johnson, County Road Association (CRA) – Chair
- Bill McEntee, County Road Association (CRA) – Vice-Chair
- Robert Slattery, Michigan Municipal League (MML)
- Jennifer Tubbs, Michigan Townships Association (MTA)
- Rob Surber, Department of Technology, Management and Budget (DTMB)/Center for Shared Solutions (CSS) (Virtual)
- James Hurt, MML
- Kelly Jones, Michigan Association of Counties (MAC)
- Ryan Buck, Michigan Transportation Planning Association (MTPA) (Virtual)
- Art Green, Michigan Department of Transportation (MDOT) (Virtual)
- Eric Mullen, Michigan Department of Transportation (MDOT)

Members Absent

- Jacob Hurt, Michigan Association of Regions (MAR)

Others Present

- | | |
|--|--|
| • Larry Brown, Allegan County (Virtual) | • Laura Loomis, MDOT (Virtual) |
| • Tim Colling, MTU/Local Technical Assistance Program (LTAP) (Virtual) | • Mike Toth, MDOT (Virtual) |
| • Dave Jennett, MDOT (Virtual) | • Heather Hoeve, MDOT (Virtual) |
| • Gloria Strong, MDOT | • Ryan Laruwe, MIC |
| • Eric Costa, MDOT (Virtual) | • Emilee Madison, MIC (Virtual) |
| • Brad Sharlow, MDOT | • Nathan Hamilton, MIC (Virtual) |
| • Cheryl Granger, DTMB/CSS | • Sarah Plumer, Hubbell, Roth, and Clark (HRC) |
| • Kari Linn, MDOT (Virtual) | |

Consent Agenda. B. Slattery made a motion to approve items on the consent agenda and B. McEntee seconded the motion to approve consent agenda items as presented in the packet.

The motion was approved by all members present.

Additional Funding and Allocations. K. Jones made a motion to move forward with Priority 1, Option A and Option A1, and J. Tubbs seconded the motion.

Option A: Issuing a call for “Letters of Interest” to the regions with a deadline to submit their request for funds to reimburse non-federal aid collection providing a letter of support in lieu of a resolution approved by the respective governing body, and that the selection be distributed on a first come first served basis and is a one-time only allocation.

Option A1: Region Returned Allocations. If a region knows they will not be utilizing their TAMC allocations, we ask them to estimate the amount of unspent allocation to be returned and the TAMC will reduce their respective allocation and put those funds towards Option A funding.

If there are additional dollars left on the table, they would be restricted to regions who had not previously been reimbursed for overspending from fiscal year 2023. The reimbursement is one time only for fiscal year 23 data collection.

The motion was approved by all members present.

CSS Work Plan Update. C. Granger provided an update on the CSS Work Plan and the Version 3 upgrades. R. Laruwe recommended the update should include the connection between the Investment Reporting Tool and the MIC’s project portal. CSS will work with the MIC to ensure the cross functionality is secure. C. Granger also explained the Investment Reporting Tool (IRT) may need to be shut down in the future during the update, however staff would be meeting to determine the necessity of this and the timeframe if necessary.

Joint MIC/TAMC/WAMC Conference Update. G. Strong provided an update on the Conference Committee’s progress towards planning the joint 2024 conference. Currently staff are waiting on proposals from event locations in and near Grand Rapids, Gaylord, and Traverse City.

Michigan Tech Update and 2024 PASER/IBR Training Dates. T. Colling reported on the 2024 Pavement Surface Evaluation and Rating (PASER) and Inventory Based Rating (IBR) training dates and shared the schedule. T. Colling also explained that the State of Practice for Culverts Report and the study on Transportation Asset Management Plan reports are currently in editing and will be findings will be presented to the respective Committees and Council in the future.

Committee Updates.

B. McEntee gave an update on the Data Committee and mentioned that the PASER season ends on Friday, December 8, 2023. He explained sometimes there are technical problems that occur, and it is not uncommon that some agencies may be behind on submitting their data. D. Jennett explained that 82,000 total lane miles and we are in good shape right now and are helping some regions get their data submitted.

K. Jones provided an update on the Bridge Committee. She discussed culvert data collection efforts and the metrics the committee would like to recommend agencies follow; with the understanding it is not required, and it is a challenging task for agencies to accomplish.

R. Buck provided an update on the ACE Committee. Much of the discussion at the last meeting was the same as this meeting and had nothing else to add.

Public Comments. G. Strong explained to the Council that the group photo is not scheduled but they will work on scheduling it for the February meeting.

There is no meeting in January; the Council next meeting is scheduled for February 7, 2024.

Member Comments. J. Johnson reminded the group to review the TAMC Coordinator report for more information, thanked the Council for their participation and that a group photo is going to be scheduled for February.

The meeting was adjourned at 2:56 p.m.



February 7, 2024

GROUP A

Based upon my review of the following transportation agency Group A TAMPs, I am recommending approval of the following agencies from the Council:

- | | |
|--------------------------------------|-----------------------------------|
| 1. City of Grand Rapids | 5. Sanilac County Road Commission |
| 2. Iosco County Road Commission | 6. Huron County Road Commission |
| 3. Clinton County Road Commission | 7. City of Farmington Hills |
| 4. St. Joseph County Road Commission | |

Group A TAMPs Current Status:

# of Group C Agencies Due by October 1, 2023	# TAMPs Received by October 1, 2023	# TAMPs Received After October 1, 2023	# TAMPs Not Submitted	TAMPs Awaiting Additional Info.	Total TAMPs Received & Recommended for Approval To-date
41	16	11	14	0	27

TAMPs with Dates Received and Status:

1. Oceana County Road Commission TAMP received 09/05/2023 Approved by TAMC 11/01/2023	15. Baraga County Road Commission TAMP Received 09/28/2023 Approved by TAMC 11/01/2023
2. Alger County Road Commission TAMP Received 09/06/2023 Approved by TAMC 11/01/2023	16. Macomb County Department of Roads TAMP Received 09/29/2023 Approved by TAMC 11/01/2023
3. City of Ann Arbor TAMP Received 09/21/2023 Approved by TAMC 11/01/2023	17. Road Commission of Kalamazoo County TAMP Received 09/29/2023 Approved by TAMC 11/01/2023
4. City of Portage TAMP Received 09/25/2023 Approved by TAMC 11/01/2023	18. Muskegon County Road Commission TAMP Received 09/29/2023 Approved by TAMC 11/01/2023

5. City of Troy TAMP Received 09/27/2023 Approved by TAMC 11/01/2023	19. Lenawee County Road Commission TAMP Received 10/05/2023 Approved by TAMC 11/01/2023
6. Monroe County Road Commission TAMP Received 09/27/2023 Approved by TAMC 11/01/2023	20. City of Livonia TAMP Received 09/27/2023 Approved by TAMC 12/06/2023
7. City of Norton Shores TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	21. Ottawa County Road Commission TAMP Received 01/06/2023 & 11/28/2023 Approved by TAMC 12/06/2023
8. City of Royal Oak TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	22. Wayne County Dept. of Public Services TAMP Received 09/29/2023 Approved by TAMC 12/06/2023
9. City of Walker TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	23. Bay County Road Commission TAMP Received 10/19/2023 Approved by TAMC 12/06/2023
10. Calhoun County Road Department TAMP Received 10/23/2023 Approved by TAMC 11/01/2023	24. City of Wyoming TAMP received 11/29/2023 Approved by TAMC 12/06/2023
11. City of Grand Rapids TAMP Received 09/29/2023 Recommending Approval to TAMC 02/07/2024	25. St. Joseph County Road Commission TAMP Received 11/28/2023 Recommending Approval to TAMC 02/07/2024
12. Iosco County Road Commission TAMP Received 06/26/2023 Recommending Approval to TAMC 02/07/2024	26. Clinton County Road Commission TAMP Received 01/23/2024 Recommending Approval to TAMC 02/07/2024
13. Sanilac County Road Commission TAMP Received 12/26/2023 Recommending Approval to TAMC 02/07/2024	27. Huron County Road Commission TAMP Received 12/20/2023 Recommending Approval to TAMC 02/07/2024
14. City of Farmington Hills TAMP Received 12/08/2023 Recommending Approval to TAMC 02/07/2024	

Group A Agencies that Have Not Submitted TAMPs:

1. Berrien County Road Department	8. City of Kentwood
2. Cheboygan County Road Commission	9. City of Lansing
3. City of Dearborn Heights	10. Mason County Road Commission
4. Dickinson County Road Commission	11. Midland County Road Commission
5. Genesee County Road Commission	12. Osceola County Road Commission
6. Hillsdale County Road Commission	13. City of Romulus
7. City of Jackson	14. City of Southfield

Although the Michigan Department of Transportation (MDOT) is not listed amongst the agencies in Group A, TAMC would like to acknowledge that MDOT submits their TAMP to the Federal Highway Administration (FHWA) every four years. The last MDOT TAMP was certified by FHWA in July of 2023.

Gloria M. Strong

February 7, 2024

TAMP Group A TAMC Status Update due 10.01.2023 for 02.07.2024



Back To
Agenda

County Road Association
OF MICHIGAN

101 S. WASHINGTON SQUARE, STE. 200
LANSING, MI 48933

Attachment C

December 19, 2023

Troy Hagon, Commission Advisor
Executive Office
Michigan Department of Transportation
425 W. Ottawa St.
PO Box 30050
Lansing, MI 48909

Dear Troy,

On behalf of the County Road Association (CRA) of Michigan, I am writing to let you know that CRA is renominating Bill McEntee, representing the Road Commission for Oakland County, for another term as an incumbent member of the Michigan Transportation Asset Management Council.

Bill is a charter member of the TAMC and has represented county road agencies well over the years. The CRA Executive Committee is pleased to put his name forward for appointment by the State Transportation Commission to another three-year term at the TAMC, expiring Dec. 31, 2026.

Thank you for executing this appointment, and we look forward to future collaboration with the Council. I am planning to come before the State Transportation Commission at its January 25 meeting as the commissioners consider Bill's renomination.

Sincerely,

Denise Donohue, CEO
County Road Association of Michigan

C: Bill McEntee
CRA Board



	FY22 Budget			FY22 Year to Date			FY23 Budget			FY23 Year to Date			FY24 Budget			FY24 Year to Date		
	Indicates Contract Completed			Indicates Contract Completed			Indicates Contract Completed			Indicates Contract Completed			Indicates Contract Completed			Indicates Contract Completed		
	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance	\$	Spent	Balance
(most recent invoice)																		
I. Data Collection & Regional-Metro Planning Asset Management Program																		
Battle Creek Area Transportation Study	\$ 20,500.00	\$ 16,113.16	\$ 4,386.84	\$ 20,500.00	\$ 15,615.51	\$ 4,884.49	\$ 20,500.00	\$ 15,615.51	\$ 4,884.49	\$ 20,500.00	\$ 4,404.77	\$ 16,095.23	\$ 20,500.00	\$ 4,404.77	\$ 16,095.23	\$ 20,500.00	\$ 4,404.77	\$ 16,095.23
Bay County Area Transportation Study	\$ 19,900.00	\$ 17,520.26	\$ 2,379.74	\$ 19,900.00	\$ 19,093.10	\$ 806.90	\$ 19,900.00	\$ 19,093.10	\$ 806.90	\$ 19,900.00	\$ 397.64	\$ 19,502.36	\$ 19,900.00	\$ 397.64	\$ 19,502.36	\$ 19,900.00	\$ 397.64	\$ 19,502.36
Central Upper Peninsula Planning and Development	\$ 50,000.00	\$ 50,001.00	\$ (1.00)	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00
East Michigan Council of Governments	\$ 108,000.00	\$ 75,670.47	\$ 32,329.53	\$ 108,000.00	\$ 108,000.00	\$ -	\$ 108,000.00	\$ 108,000.00	\$ -	\$ 108,000.00	\$ 25,097.47	\$ 82,902.53	\$ 108,000.00	\$ 25,097.47	\$ 82,902.53	\$ 108,000.00	\$ 25,097.47	\$ 82,902.53
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	\$ 1,963.91	\$ 23,036.09	\$ 25,000.00	\$ 1,963.91	\$ 23,036.09	\$ 25,000.00	\$ 1,963.91	\$ 23,036.09
Genesee Lapeer Shiawassee Region V Planning Com.	\$ 46,000.00	\$ 33,332.45	\$ 12,667.55	\$ 46,000.00	\$ 30,327.28	\$ 15,672.72	\$ 46,000.00	\$ 30,327.28	\$ 15,672.72	\$ 46,000.00	\$ 7,038.49	\$ 38,961.51	\$ 46,000.00	\$ 7,038.49	\$ 38,961.51	\$ 46,000.00	\$ 7,038.49	\$ 38,961.51
Grand Valley Metropolitan Council	\$ 24,000.00	\$ 24,000.00	\$ -	\$ 24,000.00	\$ 24,000.00	\$ -	\$ 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	\$ 21,982.18	\$ 17.82	\$ 22,000.00	\$ 19,909.28	\$ 2,090.72	\$ 22,000.00	\$ 19,909.28	\$ 2,090.72	\$ 22,000.00	\$ 5,795.21	\$ 16,204.79	\$ 22,000.00	\$ 5,795.21	\$ 16,204.79	\$ 22,000.00	\$ 5,795.21	\$ 16,204.79
Macatawa Area Coordinating Council	\$ 19,000.00	\$ 16,410.01	\$ 2,589.99	\$ 19,000.00	\$ 15,132.47	\$ 3,867.53	\$ 19,000.00	\$ 15,132.47	\$ 3,867.53	\$ 19,000.00	\$ -	\$ 19,000.00	\$ 19,000.00	\$ -	\$ 19,000.00	\$ 19,000.00	\$ -	\$ 19,000.00
Midland Area Transportation Study	\$ 21,000.00	\$ 20,286.91	\$ 713.09	\$ 21,000.00	\$ 20,995.34	\$ 4.66	\$ 21,000.00	\$ 20,995.34	\$ 4.66	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 21,000.00
Northeast Michigan Council of Governments	\$ 51,000.00	\$ 51,000.00	\$ -	\$ 51,000.00	\$ 51,611.49	\$ (611.49)	\$ 51,000.00	\$ 51,611.49	\$ (611.49)	\$ 51,000.00	\$ -	\$ 51,000.00	\$ 51,000.00	\$ -	\$ 51,000.00	\$ 51,000.00	\$ -	\$ 51,000.00
Networks Northwest	\$ 75,000.00	\$ 7,952.56	\$ 67,047.44	\$ 75,000.00	\$ 75,000.00	\$ -	\$ 75,000.00	\$ 75,000.00	\$ -	\$ 75,000.00	\$ -	\$ 75,000.00	\$ 75,000.00	\$ -	\$ 75,000.00	\$ 75,000.00	\$ -	\$ 75,000.00
Region 2 Planning Commission	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ 14,378.59	\$ 25,621.41	\$ 40,000.00	\$ 14,378.59	\$ 25,621.41	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00
Saginaw Area Transportation Agency	\$ 21,000.00	\$ 19,666.16	\$ 1,333.84	\$ 21,000.00	\$ 21,000.00	\$ -	\$ 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	\$ 20,094.89	\$ 34,905.11	\$ 55,000.00	\$ 54,990.37	\$ 9.63	\$ 55,000.00	\$ 54,990.37	\$ 9.63	\$ 55,000.00	\$ 6,021.12	\$ 48,978.88	\$ 55,000.00	\$ 6,021.12	\$ 48,978.88	\$ 55,000.00	\$ 6,021.12	\$ 48,978.88
Southeast Michigan Council of Governments	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00	\$ 174,000.00	\$ -	\$ 174,000.00	\$ 7,713.19	\$ 166,286.81	\$ 174,000.00	\$ 7,713.19	\$ 166,286.81	\$ 174,000.00	\$ 7,713.19	\$ 166,286.81
Southwest Michigan Planning Commission	\$ 41,000.00	\$ 8,088.16	\$ 32,911.84	\$ 41,000.00	\$ 23,182.78	\$ 17,817.22	\$ 41,000.00	\$ 23,182.78	\$ 17,817.22	\$ 41,000.00	\$ -	\$ 41,000.00	\$ 41,000.00	\$ -	\$ 41,000.00	\$ 41,000.00	\$ -	\$ 41,000.00
Tri-County Regional Planning Commission	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ 39,999.82	\$ 0.18	\$ 40,000.00	\$ 39,999.82	\$ 0.18	\$ 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	\$ -	\$ 88,000.00	\$ 88,000.00	\$ 35,797.24	\$ 52,202.76	\$ 88,000.00	\$ 35,797.24	\$ 52,202.76	\$ 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	\$ 53,906.46	\$ 93.54	\$ 54,000.00	\$ 53,840.24	\$ 159.76	\$ 54,000.00	\$ 53,840.24	\$ 159.76	\$ 54,000.00	\$ 9,140.33	\$ 44,859.67	\$ 54,000.00	\$ 9,140.33	\$ 44,859.67	\$ 54,000.00	\$ 9,140.33	\$ 44,859.67
Western Upper Peninsula Regional Planning & Devel.	\$ 42,000.00	\$ 9,380.47	\$ 32,619.53	\$ 42,000.00	\$ 40,339.19	\$ 1,660.81	\$ 42,000.00	\$ 40,339.19	\$ 1,660.81	\$ 42,000.00	\$ -	\$ 42,000.00	\$ 42,000.00	\$ -	\$ 42,000.00	\$ 42,000.00	\$ -	\$ 42,000.00
MDOT Region Participation & State Vehicle Use	\$ 30,000.00	\$ 4,324.76	\$ 25,675.24	\$ 30,000.00	\$ 28,771.06	\$ 1,228.94	\$ 30,000.00	\$ 28,771.06	\$ 1,228.94	\$ 30,000.00	\$ -	\$ 30,000.00	\$ 30,000.00	\$ -	\$ 30,000.00	\$ 30,000.00	\$ -	\$ 30,000.00
PASER Quality Review Contract	\$ 50,000.00	\$ 50,782.83	\$ (782.83)	\$ 50,000.00	\$ 49,999.94	\$ 0.06	\$ 50,000.00	\$ 49,999.94	\$ 0.06	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	\$ -	\$ 50,000.00
Data Collection & Regional-Metro Program Total	\$ 1,116,400.00	\$ 648,729.90	\$ 467,670.10	\$ 1,116,400.00	\$ 990,983.70	\$ 125,416.30	\$ 1,116,400.00	\$ 990,983.70	\$ 125,416.30	\$ 1,116,400.00	\$ 67,572.13	\$ 1,048,827.87	\$ 1,116,400.00	\$ 67,572.13	\$ 1,048,827.87	\$ 1,116,400.00	\$ 67,572.13	\$ 1,048,827.87
III. TAMC Central Data Agency (MCSS)																		
Project Management	\$ 65,093.00	\$ 60,192.02	\$ 4,900.98	\$ 65,093.00	\$ 48,489.70	\$ 16,603.30	\$ 65,093.00	\$ 48,489.70	\$ 16,603.30	\$ 65,093.00	\$ -	\$ 65,093.00	\$ 65,093.00	\$ -	\$ 65,093.00	\$ 65,093.00	\$ -	\$ 65,093.00
Data Support /Hardware / Software	\$ 44,298.00	\$ 44,298.00	\$ -	\$ 44,298.00	\$ 33,134.39	\$ 11,163.61	\$ 44,298.00	\$ 33,134.39	\$ 11,163.61	\$ 44,298.00	\$ -	\$ 44,298.00	\$ 44,298.00	\$ -	\$ 44,298.00	\$ 44,298.00	\$ -	\$ 44,298.00
Application Development / Maintenance / Testing	\$ 202,880.00	\$ 200,683.59	\$ 2,196.41	\$ 202,880.00	\$ 252,641.30	\$ (49,761.30)	\$ 202,880.00	\$ 252,641.30	\$ (49,761.30)	\$ 202,880.00	\$ 171,270.00	\$ 31,610.00	\$ 202,880.00	\$ 171,270.00	\$ 31,610.00	\$ 202,880.00	\$ 171,270.00	\$ 31,610.00
Help Desk / Misc Support / Coordination	\$ 26,679.00	\$ 36,801.85	\$ (10,122.85)	\$ 26,679.00	\$ 21,051.28	\$ 5,627.72	\$ 26,679.00	\$ 21,051.28	\$ 5,627.72	\$ 26,679.00	\$ -	\$ 26,679.00	\$ 26,679.00	\$ -	\$ 26,679.00	\$ 26,679.00	\$ -	\$ 26,679.00
Training	\$ 14,000.00	\$ 12,408.61	\$ 1,591.39	\$ 14,000.00	\$ 1,897.94	\$ 12,102.06	\$ 14,000.00	\$ 1,897.94	\$ 12,102.06	\$ 14,000.00	\$ -	\$ 14,000.00	\$ 14,000.00	\$ -	\$ 14,000.00	\$ 14,000.00	\$ -	\$ 14,000.00
Data Access / Reporting	\$ 22,000.00	\$ 20,932.60	\$ 1,067.40	\$ 22,000.00	\$ 23,782.47	\$ (2,382.47)	\$ 22,000.00	\$ 23,782.47	\$ (2,382.47)	\$ 22,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 22,000.00	\$ 22,000.00	\$ -	\$ 22,000.00
TAMC Central Data Agency (MCSS) Total	\$ 374,950.00	\$ 375,316.67	\$ (366.67)	\$ 374,950.00	\$ 380,997.08	\$ (6,047.08)	\$ 374,950.00	\$ 380,997.08	\$ (6,047.08)	\$ 374,950.00	\$ -	\$ 374,950.00	\$ 374,950.00	\$ -	\$ 374,950.00	\$ 374,950.00	\$ -	\$ 374,950.00
IV. MTU Training & Education Program Contract	\$210,658.15	\$ 168,899.74	\$ 41,758.41	\$210,658.15	\$ 210,658.15	\$ -	\$210,658.15	\$ 210,658.15	\$ -	\$210,658.15	\$ 32,707.66	\$ 177,950.49	\$210,658.15	\$ 32,707.66	\$ 177,950.49	\$210,658.15	\$ 32,707.66	\$ 177,950.49
V. MTU Activities Program Contract	\$128,424.93	\$ 111,160.73	\$ 17,264.20	\$128,424.93	\$ 128,424.93	\$ -	\$128,424.93	\$ 128,424.93	\$ -	\$128,424.93	\$ 36,194.66	\$ 92,230.27	\$128,424.93	\$ 36,194.66	\$ 92,230.27	\$128,424.93	\$ 36,194.66	\$ 92,230.27
VI. TAMC Expenses																		
Fall Conference Expenses	\$ 10,000.00	\$ 12,994.02	\$ (2,994.02)	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00
Fall Conf. Attendance Fees + sponsorship Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net Fall Conference	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Spring Conference Expenses	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00
Spring Conf. Attendance Fees + sponsorship Fees	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net Spring Conference	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unallocated / Contingency	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00
Other Council Expenses (Member Mileage Expenses/Printing/Etc.)	\$ 10,000.00	\$ 2,320.15	\$ 7,679.85	\$ 10,000.00	\$ 2,645.11	\$ 7,354.89	\$ 10,000.00	\$ 2,645.11	\$ 7,354.89	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00	\$ 10,000.00	\$ -	\$ 10,000.00
TAMC Expenses Total	\$ 40,000.00	\$ 15,314.17	\$ 24,685.83	\$ 40,000.00	\$ 12,645.11	\$ 27,354.89	\$ 40,000.00	\$ 12,645.11	\$ 27,354.89	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	\$ -	\$ 40,000.00
Total Program	\$ 1,870,433.08	\$ 1,319,421.21	\$ 551,011.87	\$ 1,870,433.08	\$ 1,723,708.97	\$ 146,724.11	\$ 1,870,433.08	\$ 1,723,708.97	\$ 146,724.11	\$ 1,870,433.08	\$ 136,474.45	\$ 1,733,958.63	\$ 1,870,433.08	\$ 136,474.45	\$ 1,733,958.63	\$ 1,870,433.08	\$ 136,474.45	\$ 1

Plumer, Sarah M.

From: Jacob Hurt <jhurt@mijackson.org>
Sent: Thursday, January 18, 2024 9:21 AM
To: Plumer, Sarah M.
Subject: RE: ACE Committee Meeting Agenda - Thursday, January 18th

Hey Sarah,

I'm not going to make the ACE Committee meeting this morning due to a staffing situation. I wanted to let you know I'm also in the process of trying to find a replacement for me amongst my MAR colleagues that would be a better fit for the TAMC. I will let you and Joanna know how that is progressing.

Thanks,

Jacob

JACOB HURT

Executive Director

jhurt@mijackson.org

Office: (517) 788-4426

Direct: (517) 768-6705

Mobile: (517) 513-9858



120 West Michigan Avenue
9th Floor
Jackson, MI 49201
Fax: (517) 788-4635

Region2Planning.com

From: Plumer, Sarah M. <SPlumer@hrcengr.com>
Sent: Friday, January 12, 2024 10:04 AM
To: Ryan Buck <buckr@miwats.org>; Jacob Hurt <jhurt@mijackson.org>; Hurt, James <jhurt@grand-rapids.mi.us>; Rob Surber - TAMC <SurberR@michigan.gov>
Cc: Joanna Johnson <jjohnson@kalamazoocountyroads.com>; Sharlow, Bradley (MDOT) <sharlowb@michigan.gov>; Strong, Gloria (MDOT) <strongg@michigan.gov>; Jennett, Dave (MDOT) <jennettd@michigan.gov>; Timothy Colling <tkcollin@mtu.edu>; Granger, Cheryl (DTMB-Contractor) <GrangerC1@michigan.gov>; Holmes, Mark (DTMB) <HolmesM3@michigan.gov>; Mullen, Eric (MDOT) <MullenE@michigan.gov>
Subject: ACE Committee Meeting Agenda - Thursday, January 18th

Good Morning Everyone,

Please see the attached Agenda for the next ACE Committee meeting and Attachment A "FY2025 Asset Management UWP Draft". Please note that the TEAMS meeting link and call-in number have changed. You can find the new link and number on the agenda and on the calendar invite.

Please let me know if you will not be able to attend.

I hope you all have a great weekend! Stay safe and warm!

Sincerely,

Sarah Plumer, PTP

TAMC Coordinator



Michigan
Transportation Asset
Management Council

Sarah Plumer, PTP | Senior Transportation Planner

[HUBBELL, ROTH & CLARK, INC](#)

555 Hulet Drive, Bloomfield Hills, MI 48302

O: 248-454-6300 | M: 248-392-1385



****This email originated from outside the company. Please be sure to check the sending email address and report any suspicious emails using the Phish Tool.**

Status of V3 Upgrade

Resources Allocated:

Developers 2.5 FTE's

PM - .25 FTE

Hours Spent to date: 960

Cost to Date for this allocation: \$107,783.70

Percent thru Budget: 46%

% of work Completed:


Base application work – 100%

Dashboards – 59% for mandatory replication work, 41% if we add in enhancements.

IMAP – 90% for mandatory replication work, 61% if we add in enhancements.

IRT – 25% for mandatory replication work and taking into account work done as part of IMAP that can be carried over to IRT so no duplication of efforts required.

Interactive Map

[glossary](#) [projects](#) 

Search by location, street, or bridge

Map Options

☒ Street ☐ Aerial ☐ Hybrid ☐ County

Map Labels

☒

Map Layers

Road Ratings

Bridge Ratings

☒ Bridge Ratings

Opacity 

Rating

- ☒ Severe
- ☒ Poor
- ☒ Fair
- ☒ Good

Culverts

Legislative and Other Districts

NTFA

Traffic

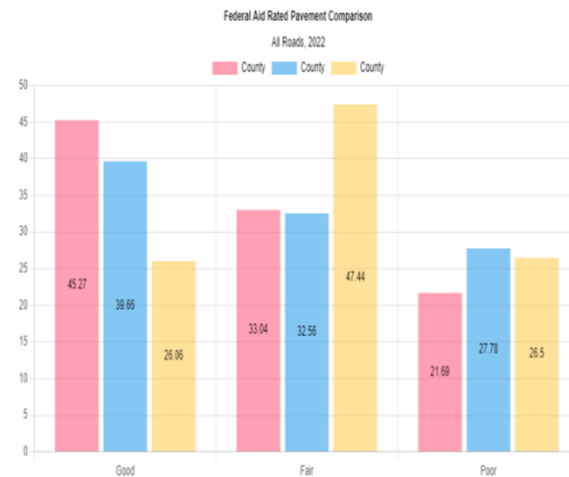
Planning Organizations



Snipping of V3 Dashboards to date:

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TAMC Dashboard



Report Details

Name: Lane Miles

Jurisdiction Type: All Roads

Year: 2022

Area	Good	Fair	Poor
Allegan	45.27%	33.04%	21.69%
Charlevoix	39.66%	32.56%	27.78%



Michigan
Transportation Asset
Management Council

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Asset Management Unified Work Program for ~~FY24~~FY25

The Transportation Asset Management Council (TAMC) approved this policy on ~~June 8, 2023~~Date as it relates to local reimbursement of TAMC activities by the RPO/MPO to local agencies.

ASSET MANAGEMENT

The resources allocated to the Metropolitan/Regional Planning Organization (MPO/RPO) from the Transportation Asset Management Council (TAMC) annual budget shall be utilized to assist in the completion of the TAMC Work Program. All work shall be consistent with the policies and priorities established by the TAMC. All invoices submitted for reimbursement of Asset Management activities shall utilize Michigan Department of Transportation (MDOT) standard invoice forms and include the required information for processing. The MPO/RPO shall complete the required products and perform tasks according to the timeframes and directives established within TAMC's data collection policies, which can be found on the TAMC website (<http://www.michigan.gov/tamc>). The MPO/RPO will emphasize these tasks to support the largest PA 51 agencies (agencies that certify under Public Act (PA) 51 a minimum of 100 centerline miles of road) within the planning area when resources are limited. ~~The activities are to provide TAMC reimbursement to local agencies including the following: Reimbursement for data collection is provided from the fiscal year of which data was collected. A fiscal year starts on October 1 and ends on September 30.~~

Commented [SP1]: Pull out and add to recommended priority guidance

Commented [SP2R1]: Add new focus on small agencies too. Priority is large agencies, however, if possible to provide for small agencies.

The following tasks are reimbursement eligible activities.

TASKS

- I. Training Activities
 - A. Attendance at training seminar(s) on the use of Pavement Surface Evaluation and Rating (PASER) ~~and~~ Inventory-based Rating System for unpaved roadways and Culvert Asset Management.
 - B. Represent MPO/RPO at TAMC-sponsored conferences and seminars, ~~including attending either the Spring or Fall TAMC Conference.~~
 - C. Attending TAMC-sponsored Investment Reporting Tool (IRT) training seminars.
 - D. Attending TAMC-sponsored Asset Management Plan Development training seminars.
- II. ~~Roadway~~ Inventory and Condition Data Collection Participation and Coordination
 - A. **Federal Aid System:**
 1. Organize schedules with PA 51 agencies within MPO/RPO's boundary for participating in Federal Aid data collection efforts; ensure all participants of data collection have access to State of Michigan travel reimbursement rates.
 2. Coordinate, participate and facilitate road surface data collection on no less than one-half of the Federal Aid System in accordance with the TAMC Policy for the Collection of Roadway Condition Data on Federal Aid Eligible Roads and Streets.
 3. Collect unpaved roadway condition data on approximately half of any unpaved

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~~Page 4 of 6~~

Federal Aid eligible roadways using the Inventory-based Rating System developed by the Michigan Technological University's Center for Technology and Training.

B. Non-Federal Aid (NFA) System:

1. It is required that the RPO/MPO make a formal call for interest for NFA data collection reimbursements to their respective PA 51 agencies annually, and that requests by PA 51 agencies are submitted to their respective RPO/MPO by October 1 each year to assist in the coordination of data collection priorities of the following data collection season. The RPO/MPO will allocate reimbursements for NFA data collection to PA 51 agencies according to the resources available to them in the manner that best reflects the priorities of their area and supports the TAMC work.
2. Coordinate NFA data collection cycles with PA 51 agencies with an emphasis on the top 125 agencies.
3. Ensure all participants of data collection understand procedures for data sharing with TAMC as well as TAMC policy and procedures for collecting NFA data.
4. Participate and perform data collection with PA 51 agencies on an as-needed basis for the data collection of Non-Federal Aid roads when requested.
5. The RPO/MPO will allocate funding for Non-Federal Aid data collection to PA 51 agencies according to the resources available to them in the manner that best reflects the priorities of their area and supports the TAMC work in accordance with Section VII (C).

C. Bridge and Culvert Inventory and Condition Data Collection

1. Provide administrative and technical assistance to PA 51 agencies and MDOT for reimbursement of TAMC funds for participation in data collection efforts for culvert inventory, condition assessment and data submission.
3. PA 51 agencies must submit a written request for reimbursement; the request should include a total estimate of costs (actual costs claimed must not exceed the estimated costs) for the data gathering, trained/certified team members' time, and vehicle use. It is required that the RPO/MPO make a formal call for interest for bridge and culvert collection reimbursements to their respective PA 51 agencies annually, and that requests by PA 51 agencies are submitted to their respective RPO/MPO by October 1 each year to assist in the coordination of data collection priorities of the following data collection season. The RPO/MPO decision on what requests for reimbursement are approved may consider available budget, absence, or age of bridge data to be collected and the last year of reimbursement to the road agency for that bridge data set.

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III. Equipment

- A. Ensure rating teams have the necessary tools to complete the federal aid data collection activity by maintaining a laptop compatible with the Laptop Data Collector and Roadsoft programs, a functioning Global Positioning System (GPS) unit, and other required hardware in good working order. For system requirements please visit System Requirements | Roadsoft
- B. Communicate any equipment needs and purchases with the TAMC Coordinator; laptops are eligible for replacement on a three-year cycle.
- C. Coordinate with your MDOT TSC to secure an MDOT vehicle and/or request MDOT staff participation in the collection of federal aid road data.
- D. Ensure the vehicle includes reflective markings and flashing beacon. It is recommended that all rating crew members wear reflective safety vests.

IV. Data Submission

- A. Develop and maintain technical capability to manage regional Roadsoft databases and the Laptop Data Collector program; maintain a regional Roadsoft database that is accurate and consistent with local agency data sets.
- B. Coordinate Quality Assurance/Quality Control activities and data submission tasks according to protocols established in TAMC Data Collection Policies for Federal Aid and NFA Roads.
- C. Monitor and report status of data collection efforts to TAMC Asset Management Coordinator through monthly coordinator calls and/or monthly or quarterly program updates that are mailed with invoices.
- D. Provide links on agency websites and reports to the TAMC website, interactive maps, and dashboards for the dissemination of roadway data.

V. Asset Management Planning

- ~~A. Participate and attend TAMC sponsored training and workshops in order to provide technical support for Asset Management Plan development activities.~~
- ~~B.A. Provide an annual reporting of the Monitor status of PA 51 agency Transportation Asset Management Plans and keep abreast of the status of these plans for updates and revision.~~
- ~~C.B. Provide technical assistance and training funds to PA 51 agencies during the development of local Asset Management Plans using TAMC templates when applicable; coordinate these tasks with an emphasis on the Top 125 agencies.~~

Commented [SP3]: Allow other AM planning activities outside of TAMPS

Commented [SP4]: Should we still require this?

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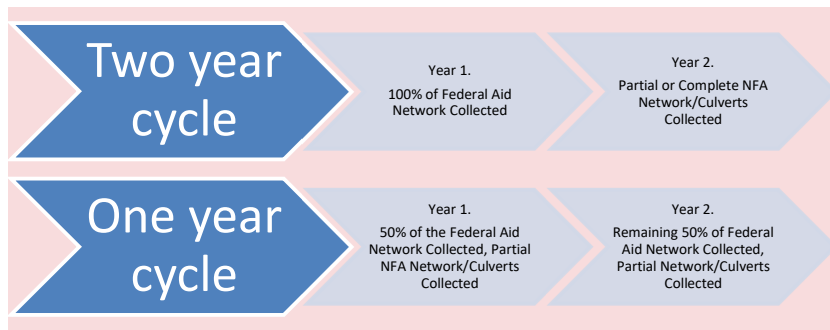
C. within MPO/RPO boundary by September 30 of each year.

VI. Technical Assistance

- A. Provide technical assistance to local agencies in using the TAMC reporting tools for planned and completed infrastructure investments or any other TAMC Work Program Activity.
- B. Integrate PASER ratings and asset management into project selection/prioritization criteria:
 1. Analyze data and develop road preservation scenarios.
 2. Analyze performance of implemented projects.

Priority Guidance

The Policy for Collection of Roadway Surface Condition Data states that unless otherwise stated by the TAMC, the expectation is to collect PASER data on no less than half (or no less than 50%) of the FA eligible network within each RPO/MPO Boundary. Each regional agency has a unique method for collecting data, but some are experiencing budget constraints and have sought guidance. To follow the policy, but to also promote data collection efforts outside of the federal aid paved network there are recommended schedules for data collection.



The federal aid network is a priority; however, the non-federal aid network, culverts and signals are additional assets that when inventoried and assessed can provide critical information to help when performing asset management strategies and prioritizing transportation infrastructure investments. Road ratings do not show significant decline year to year, and ratings improve when there are scheduled maintenance or capital improvement projects. A full FA system collection conducted annually is not a recommended process.

Invoicing

Asset management program invoices submitted to the TAMC must show expenses by work task with a description of work performed. The Invoice form (PROVIDE LINK) includes directions on how to fill out the invoice and what specific information is required on the invoice for it to be processed. The outline below includes the general activities that fit within each work task. The TAMC requires invoices to be submitted following the guidance below.

I. Training Activities: Please identify the training session(s) held and/or attended during the reporting period. Include travel/wages to and from sessions.

II. Data Collection

Commented [SP6]: This was included for discussion, not included in draft that went to the MPO's for their UPWP development.

A) Data collected on Federal Aid Roads: Attach daily work logs, include any applicable travel/wages and include geographic area covered in the collection.

B) Data collected on Non-Federal Aid Roads: These include roads that are not federal-aid eligible. Please attach daily work logs, include total miles rated at applicable rate as well as geographic area covered in the collection.

C) Culvert data collection: Please attach daily work logs, include total number of culverts rated at applicable rate as well as geographic area covered in the collection.

III. Equipment & Vehicle Rental: Provide a list of equipment purchased and/or vehicle(s) rented and the reason for the purchase.

IV. Data Submission Activities: Include a summary of activities related to managing regional Roadsoft databases and the Laptop Data Collector program, QA/QC of data from collection efforts, and activities related to submitting data files to TAMC via the Investment Reporting Tool application.

V. Asset Management Planning: Include a summary of activities related to participation in TAMC-sponsored workshops in order to provide technical support for Asset Management Plan development activities and reporting of the status of Public Act 51 agency Asset Management Plans. Also include an activity summary of any technical assistance provided to Public Act 51 agencies during the development of local Asset Management Plans.

VI. Technical Assistance: Include a summary of activities related to assistance provided to local agencies in using the TAMC reporting tools for planned and completed infrastructure investments or any other TAMC Work Program Activity; providing any assistance to integrate PASER and/or bridge condition information into project selection activities, including analysis of implemented projects or investment scenarios.

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TAMC will require MPOs and RPAs to clarify and document invoices by each of the TAMC tasks listed in the Unified Work Program. Each invoice shall describe the work completed and amount to be reimbursed by each task. If the descriptions and breakdowns are not clearly described according to the tasks as discussed above, then the invoice will be returned to the agency to make the necessary adjustments.

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VII. Bridge and Culvert Inventory and Condition Data Collection

A. Provide administrative and technical assistance to PA 51 agencies and MDOT for reimbursement of TAMC funds for participation in data collection efforts for culvert inventory, condition assessment and data submission.

B. Utilize TAMC reporting forms to communicate progress and expenditures of Public Act 51 agencies to assist TAMC in the Culvert Mapping Pilot Report.

C. PA 51 agencies must submit a written request for reimbursement; the request should include a total estimate of costs (actual costs claimed must not exceed the estimated costs) for the data gathering, trained/certified team members' time, and vehicle use. It is required that the RPO/MPO make a formal call for interest for bridge and culvert collection reimbursements to their respective PA 51 agencies annually, and that requests by PA 51 agencies are submitted to their respective RPO/MPO by October 1 each year to assist in the coordination of data collection priorities of the following data collection season... The RPO/MPO decision on what requests for reimbursement are approved may consider available budget, absence, or age of bridge data to be

~~collected and the last year of reimbursement to the road agency for that bridge data set.~~

Required Products

- ~~I. PASER data for Federal Aid System submitted to TAMC via the IRT.~~
- ~~II. PASER data for Non-Federal Aid System submitted to TAMC via the IRT.~~
- ~~III. Quarterly or monthly activities reports submitted with invoices to TAMC Coordinator.~~
- ~~IV. Create an Annual Report of Asset Management program activities as well as a summary of annual PASER condition data by local agency, functional classification, and PA 51 Legal System; provide links to the Regional Annual Report on agency website and submit copies to TAMC Coordinator by April 1 of each year.~~
- ~~V. III. Prepare a draft status report of PA 51 agency Asset Management activities and plans within MPO/RPO boundary by September 30 of each year. 1st.~~

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Commented [SP8]: Do we need to require these?



Michigan
Transportation Asset
Management Council

Policy for Collection of Culvert Inventory and Condition Data

This policy was adopted by The Transportation Asset Management Council (TAMC) and is effective on December 7, 2022.

I. Introduction

The Transportation Asset Management Council (TAMC) was established to expand the practice of asset management statewide to enhance the productivity of investing in Michigan's roads and bridges. Part of the TAMC's mission is to collect physical inventory and condition data on all roads, bridges, traffic signals and culverts in Michigan. This document describes the policy and procedures for collecting the physical inventory and condition data of culverts owned by Public Act 51 agencies within Michigan.

According to Act 51, TAMC shall advise the Michigan Infrastructure Council on a statewide transportation asset management strategy and the processes and tools needed to implement that strategy, beginning with the Federal-aid eligible highway system and infrastructure assets that impact system performance, safety, or risk management, including signals and culverts. This does not prohibit a local road agency from using an asset management process on its Non-Federal-aid eligible system. All quality control standards and protocols shall, at a minimum, be consistent with existing Federal requirements and regulations and existing government accounting standards. TAMC therefore requires the methodology of reporting culvert inventory and condition data consistent with the [TAMC Non-National Bridge Inventory Culvert Data Collection Manual](#).

This policy applies to the collection of inventory and condition on culverts located within State Trunkline Right-of-Way (ROW) as well as culverts located within County, City and Village public roadway ROW. Bridges spanning less than 20 feet are recommended to be inventoried using the MiBridge System. Structures included in the MiBridge System would not be subject to this policy.

II. Culvert Data Collection Training Requirements

It is recommended that any participant who collects culvert data and influences the condition assessment attend TAMC culvert data collection training.

III. RPO/MPO Regional Coordinator Responsibilities

The TAMC has given the responsibility of coordinating the reimbursement and scheduling of data collection elements of the TAMC work program to the Regional Planning Organizations (RPO)/Metropolitan Planning Organizations (MPO). The RPO/MPOs have TAMC work activities included in their annual work programs, which includes facilitation of data collection for culvert inventories and condition assessments. The RPO/MPOs have funds allocated from the TAMC for these annual work program activities. The RPO/MPO will have to allocate those funds among eligible work activities to best complete the priorities of the TAMC. Therefore, the RPO/MPO may need to limit its authorizations for reimbursements to manage its work programs.

Culvert Data Collection Overview

If TAMC reimbursement for culvert data collection has not been approved, but the agency would like inventory and condition data included in TAMC's statewide database:

- The Act 51 road agency may establish their own collection schedule and collect data on their culvert network.
- The TAMC encourages data collection participants to follow their agency's safety procedures and practices.

TAMC Policy for the Collection
of Culvert Inventory & Condition Data

- If TAMC reimbursement is being requested: Road agencies must receive authorization prior to gathering any data from the RPO/MPO for reimbursement for culvert data collection.

Road agencies must submit a written request for reimbursement; the request should include a total estimate of costs (actual costs claimed must not exceed the estimated costs) for the data gathering, trained/certified team members' time, and vehicle use. This request must also clarify which fiscal year the data collection and reimbursement will take place. Requests for culvert data collection reimbursement authorization are required to be received by the RPO/MPO by October 1 of each year.

- The RPO/MPO decision on what requests for reimbursement are approved may consider:
 1. Available budget
 2. Absence or age of the culvert data that is to be collected
 3. The last year of reimbursement to the road agency for that culvert data set
 4. Rating team members' training and/or certification status

Coordination:

- Each RPO/MPO must designate a RPO/MPO Regional Coordinator to be a contact source for the TAMC.
- Local agencies ~~are encouraged to~~ **should** use Roadsoft for data collection and inventories and provide export files to the Center for Shared Solutions (CSS) that are then added to the TAMC Investment Reporting Tool (IRT).
- Local agencies provide confirmation of data submission from CSS to the RPO/MPO for reimbursement.

IV. Data Collection Detail

- It is generally recommended that culvert data collection be obtained and not to exceed a six-year cycle for an Act 51 road agency's entire network.
- It is generally recommended to collect the physical inventory and condition data on culverts in Michigan for at least 20% of the network (measured by roadway miles) annually until 100% of the network is inventoried.
- Once the culvert assets are inventoried, inspect the culverts for condition based on Table 1-1 of the Michigan Non-NBI Culvert Structure Inspection Guide.
- Culvert owners should adopt a risk-based inspection frequency that balances agency's resources and asset management data needs. Factors that can influence this cycle of collection may be determined by severity of condition and culvert size.
- It is recommended that each data collection effort is documented; if requesting reimbursement, documentation requirements include participants names and collection dates.
- Data collection of culvert inventory information and condition assessment must be consistent with the current training manual and procedures as defined in the *TAMC Non-NBI Culvert Data Collection Manual*.
- The use of the Roadsoft Laptop Data Collector (LDC) is recommended, however alternative systems that are compatible with CSS data structure and dictionary for culvert assets.
- Act 51 road agencies with inventories and condition data on culverts are encouraged to incorporate these into their asset management plan.

If you have any questions relating to this policy, please contact:
TAMC Asset Management Coordinator
Michigan Department of Transportation

Commented [JJ1]: There was an estimate on how many culverts we have statewide from the study - is this realistic?

Commented [HM(2R1)]: 196,000 estimated local agency culverts statewide. Not sure what is realistic, what do you suggest? With this plan, it would take 15 years to inventory all culverts. Would we want to set a goal to stretch it out any longer?

Commented [JJ3R1]: Not sure - conversation for Bridge.

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P.O. Box 30050,
425 W. Ottawa Street Lansing, MI 48909
(517) 230-8192
<http://www.Michigan.gov/TAMC>



Policy for Collection of Roadway Surface Condition Data

This policy was adopted by The Transportation Asset Management Council (TAMC) and is effective on December 7, 2022.

Introduction:

The TAMC was established to expand the practice of asset management statewide to enhance the productivity of investing in Michigan's roads and bridges. Part of the TAMC's mission is to collect physical inventory and condition data on all roads and bridges in Michigan. This document describes the policy and procedures for collecting the physical inventory and surface condition data of paved and unpaved roads and streets owned by Public Act 51 agencies on the Federal Aid (FA) eligible and Non-Federal Aid (NFA) eligible within Michigan. The TAMC has a TAMC Asset Management Coordinator who is responsible for the support and operation of the TAMC activities. Questions relating to the application of this policy should be referred to the TAMC Coordinator.

According to Act 51 (P.A. 499 2002, P.A. 199 2007, P.A. 325 of 2018); each Local Road Agency and the Michigan Department of Transportation (MDOT) shall annually report to the TAMC the mileage and condition of the road and bridge system under their jurisdiction. Additionally, procedures and requirements developed and presented by the TAMC shall, at a minimum, include the areas of training, data storage and collection, reporting, development of a multiyear program, budgeting and funding, and other issues related to asset management.

The TAMC has given the responsibility of managing the TAMC work program to the Regional Planning Organizations (RPO)/Metropolitan Planning Organizations (MPO). The RPO/MPOs have TAMC work activities included in their annual work programs and have funds allocated from the TAMC for those activities. The RPO/MPO will have to allocate those funds among eligible work activities in order to best complete the priorities of the TAMC. Therefore, the RPO/MPO may need to limit its authorizations for reimbursements to manage its work programs.

This policy applies to the collection of roadway surface condition data on:

- FA eligible network of public roads and streets using the PASER,
- Non-Federal-aid (NFA) eligible network of public roads and streets using the PASER system, and
- Unpaved roads and streets on either the FA or the NFA networks using the Inventory Based Rating™ (IBR) system.

Rating Teams

NOTE: Refer to the *PASER Training/Certification* Requirements section of this policy for training and certification requirements.

Daily data collection logs MUST be completed which contain rating team members' or observers' names, agencies, mileage, rating dates, and rating times. Although the TAMC supports interest by others in the data collection process, observers will not be reimbursed by the TAMC for their time.

Federal Aid Eligible Road Rating Teams

The FA rating teams shall consist of a minimum of two (2) people, each representing different agencies, which must include: one (1) member/representative of the RPO/MPO and one (1) member/representative of the Act 51 road agency being rated (County, City/Village, MDOT). The Act 51 road agency may select a designee from outside their agency to represent them during collection which can include an

RPO/MPO staff or other individual outside their origination. A third member of the rating team is permissible to aid in driving and may be a representative of the Act 51 road agency or RPO/MPO however, they must meet the Training/ Certification requirements in order to be reimbursed with TAMC funds through the RPO/MPO for their effort. All rating team members with the exception of a non-rating driver must meet the Training / Certification requirements in this policy. The TAMC supports interest by others to be present as observers during the rating process, however, observers will not be reimbursed by the TAMC for their time.

Non-Federal Aid Eligible Rating Teams

a. If TAMC reimbursement for NFA data collection has not been approved, but the agency would like condition data included in TAMC's statewide database:

The Act 51 road agency may establish their own collection schedule and collect data on their NFA network.

The rating team shall consist of a minimum of one rater: one (1) member/representative of the Act 51 road agency who meets the Training / Certification requirements or their designee.

The TAMC encourages all rating team participants to follow their agency's safety procedures and practices.

b. If TAMC reimbursement is being requested:

Road agencies must receive authorization prior to gathering any data from the RPO/MPO for reimbursement for NFA data collection.

Road agencies must submit a written request for reimbursement; the request should include the miles of NFA rated and the total estimated cost (actual costs claimed must not exceed the estimated costs) for the data gathering, trained/certified team members' time, and vehicle use. This request must also clarify which fiscal year the data collection and reimbursement will take place. It is required that the RPO/MPO make a formal call for interest for NFA data collection reimbursements to their respective Act 51 agencies annually, and that requests by Act 51 agencies are submitted to their respective RPO/MPO by October 1.

The RPO/MPO decision on what requests for reimbursement are approved will consider:

- available budget,
- absence or age of the NFA data that will be collected,
- last year of reimbursement to the road agency for that NFA data set. No more frequently than once every three (3) years,
- rating team members' Training / Certification status
- if there is time available within the data collection season.

The rating team shall consist of a minimum of two (2) people: one (1) member/representative of the Act 51 road agency who meets the Training / Certification requirements as a rater, and one (1) additional staff member to drive the vehicle.

All rating team members with the exception of a non-rating driver must meet the Training / Certification requirements in this policy. Rating team members must meet the Training/ Certification requirements in order to be reimbursed with TAMC funds through the RPO/MPO

for their effort. The TAMC supports interest by others to be present as observers during the rating process, however, observers will not be reimbursed by the TAMC for their time.

The TAMC encourages all rating team participants to follow their agency's safety procedures and practices.

PASER Training/Certification Requirements:

To be eligible to rate road conditions for TAMC a rating team member must:

- Attended the entire PASER training series at least once in one of the previous three years. (Example a rating team member in 2023 needed to complete PASER training in either 2023, 2022, 2021, or 2020).

OR

- Meet eligibility requirements and successfully pass the PASER certification exam at least once in the last three years.
- New raters (never attended PASER training before) MUST attend the PASER training series prior to collecting data.
- Any rater who participates in the data collection for unpaved roads shall attend Inventory Based Rating (IBR) training at least once in one of the previous three years.
- New raters (never attended IBR training before) MUST attend the IBR training prior to collecting data.
- RPO/MPO representatives are required to have at least one member of staff participate in PASER and IBR training events in the current collection year. RPO/MPO representatives are critical to the success of the PASER data collection effort, so it is important for them to continue to promote and support the program by attending training events.

Certification Eligibility Requirements:

To be considered a candidate to take the PASER Certification exam a rater must meet the following criteria.

- Any raters who has attended PASER training six (6) or more years as verified through the Center for Technology & Training (CTT) records and rated a portion of their roads during TAMC collection for a like number of years.
- Licenses professional civil engineers who have attended PASER training three (3) or more years as verified through the Center for Technology & Training (CTT) records and rated a portion of their roads during TAMC collection for a like number of years.

Certification Exam:

- The written certification exam will be administered at the on-site sessions of PASER training to eligible candidates.
- Raters must pass the written certification exam during the on-site training sessions. The passing score is 70% correct or will be adjusted using the normal distribution (bell curve) of the scores depending on the difficulty of the exam questions at the discretion of CTT staff.
- Raters who do not pass the certification exam will be able to attend another on-site PASER training session and retake the exam as many times in one year as space and CTT administration allows.
- The TAMC will hold exam results and exam questions as documents that are not open to the public without a freedom of information act request to prohibit development of files of

- exam questions that can be used to memorize facts rather than learning concepts.
- There is no current certification exam for IBR (unpaved road) data collection.

Certification Period:

Raters that qualify and pass the certification exam will be issued a certificate from CTT indicating the date the exam was passed.

MDOT Region Representative Responsibilities

NOTE: Each MDOT Region must designate a MDOT Region Representative to be a contact source for the MDOT Region's respective RPO/MPO Regional Coordinator(s).

- Ensuring that a trained and/or certified MDOT rater or MDOT designee participates on the rating team for the annual FA data collection.
- Ensuring non-MDOT members of rating team are provided with State of Michigan travel and reimbursement rate schedules at the start of the rating season.

RPO/MPO Regional Coordinator Responsibilities

NOTE: Each RPO/MPO must designate a RPO/MPO Regional Coordinator to be a contact source for the TAMC.

- Establishing the data collection schedule and coordinating the dates for FA road rating with the respective rating teams.

NOTE: The TAMC outlines policies for the data collection cycle schedule as well as first and last days of annual data collection in the *Data Collection* section.

- Ensuring the collection teams have access to the computer equipment and GPS devices needed for data collection.
- Ensuring the collection teams have access to vehicle capable of being used for data collection. In the event the collection teams are using vehicles owned by the Act 51 road agency, confirmation of insurance coverage of all passengers is required. Act 51 road agency may include equipment rental rates as defined in MDOT's Schedule C as associated costs for data collection. In the event the collection teams do not have access to a vehicle capable of being used for data collection, the RPO/MPO Regional Coordinator will coordinate a vehicle rental through the State of Michigan vehicle use program with the assistance of MDOT TAMC Support Staff and administer driver agreements and overnight parking documentation.
- Ensuring/verifying the rating team has the required number of trained and/or certified raters from the Act 51 road agency(ies) collecting the road surface condition data (see the *Rating Teams* and the PASER Training/Certification Requirements sections of this policy for more information).
- Ensuring daily data collection logs which MUST contain team members or observers' names and agency, vehicle, vehicle mileage traveled, rating dates and time are accurately completed for each day of reimbursable data collection.
- Verifying/checking the miles of road surface condition data collected.
- Performing quality control checks of the data collected.

NOTE: The RPO/MPO Regional Coordinator MUST review the collected data—looking for missing entries (zeros), valid surface type, missing surface type, valid number of lanes, missing lane information, and large increases/decreases in PASER scores for road segments that have had no treatments—before sending it to the Center for Shared Solutions (CSS).

- Ensuring that the completed PASER data export file is the correct file type and submitting the PASER data export file to the CSS (see the *Data Submission/Standards* section of this policy for more information).
- Submitting RPO/MPO invoices for reimbursement to the TAMC Asset Management Coordinator monthly or quarterly for all expenses related to training, data collection efforts, quality control, and data submission activities. Including copies of daily collection logs and any other backup information as attachments to the invoice.

Data Collection

- Unless otherwise stated by the TAMC, the expectation is to collect PASER data on no less than half (or no less than 50%) of the FA eligible network within each RPO/MPO boundary.
- The expectations will be communicated through the RPO/MPOs.
- NFA data collection is encouraged with or without TAMC reimbursement.
- Each rating team must complete the following logs when being reimbursed for their work:
 - Daily data collection logs which MUST contain team members or observers' names and agency, vehicle, vehicle mileage traveled, rating dates and time are accurately completed for each day of reimbursable data collection.
 - Prepare a list that includes rater's names and agencies, as well as the certification that all raters were appropriately trained/certified.
- Data collection on paved roads must be consistent with the current TAMC *Data Collection Manual*, the *Sealcoat Revised Rating Guide for Michigan*, and, when appropriate, the Asphalt, Concrete, and Sealcoat PASER Manuals ([accessible at Center for Technology & Training website](#)).
- Data collection on unpaved roads and streets must be consistent with the current IBR training and the *IBR Field Guide* ([accessible at Center for Technology & Training website](#)).
- The use of the Roadsoft Laptop Data Collector (LDC) is required.
- The first day for data collection shall be the first Monday of April; the last day for data collection shall be the first Friday of December, weather permitting.

Data Submission/Standards

- FA/NFA data collected is to be submitted to the CSS by the RPO/MPO Regional Coordinator, who will submit the data following quality assurance and quality control guidelines.
- The export file from Roadsoft MUST be in a shapefile format; exports containing text files are not accepted. See the current TAMC *Data Collection Manual* ([accessible at Center for Technology & Training website](#)) for additional information.
- The deadline for the RPO/MPO Regional Coordinator to submit the data to the CSS is the second Friday of December.

Reimbursement

Note: Act 51 road agencies must receive prior authorization from the RPO/MPO for reimbursement for NFA data collection. Please refer to the earlier section on NFA Rating Teams: b. If TAMC reimbursement is being requested section.

The TAMC has given the responsibility of managing portions of the TAMC work program to the RPO/MPOs. The RPO/MPOs have TAMC work activities included in their annual work programs and have funds allocated from the TAMC for those activities. The RPO/MPO will have to allocate those funds among eligible work activities in order to best complete the priorities of the TAMC. Therefore, the RPO/MPO may need to limit its authorizations for reimbursements in order to manage its work programs and will work with its members to coordinate activities.

- Rating team members who represent MDOT will be reimbursed by the TAMC via annual approved budget for PASER review.
- Rating team members who represent the RPO/MPO will be reimbursed via annual project authorization with the TAMC.
- Rating team members who represent Act 51 (county, city, or village) road agencies will be reimbursed, for FA data collection and, with prior authorization, for NFA data collection activities, and for expenses directly related to the data collection effort (i.e., time, travel, meals, vehicle) via annual RPO/MPO project authorization with the TAMC. The TAMC will not directly reimburse Act 51 road agencies. Act 51 road agencies shall submit invoices and supporting information to the RPO/MPO for costs associated with PASER data collection that has been authorized by the RPO/MPO. The RPO/MPO will request payment from MDOT and subsequently reimburse the road agency following receipt of payment from MDOT.
- The RPO/MPO Regional Coordinator will submit invoices for reimbursement to the TAMC Asset Management Coordinator monthly or quarterly for all expenses related to training, data collection efforts, quality control, any Act 51 road agency's associated cost invoice(s) detailing expenses directly related to data collection (i.e., time, travel and/or meal reimbursements), and data submission activities. Time, travel and/or meal reimbursements will be processed according to State of Michigan travel and meal rates. Copies of daily collection logs, vehicle rental contracts, rental rates and any other backup information will be included as attachments to the invoice.
- TAMC will require MPOs and RPAs to clarify and document invoices by each of the TAMC tasks listed in the Unified Work Program. Each invoice shall describe the work completed and amount to be reimbursed by each task. If the descriptions and breakdowns are not clearly described according to the tasks as discussed above, then the invoice will be returned to the agency to make the necessary adjustments.

If you have any questions related to this policy, please contact
TAMC Asset Management Coordinator
Michigan Department of Transportation
P.O. Box 30050, 425 W. Ottawa Street
Lansing, MI 48909
(517) 230-8192
www.michigan.gov/tamc

Transportation Asset Management Plan (TAMP) Submittals

Procedure Guidance

At the January 18, 2024 ACE Committee Meeting, the Committee members discussed the TAMP policy and how to address the various times of year TAMPs are being submitted. The committee determined it would be beneficial for staff to receive guidance, and it would be in the council's best interest to provide a recommendation on the schedule of submittals by agencies. If it is determined by the council that the policy needs to change, then this topic will be revisited.

Members present at the meeting recommend the following: **TAMC will consider a TAMP submitted within the calendar year it is due and prior to the October 1 deadline in compliance with the submittal timeframe, and thus to be reviewed for content compliance.**

Scenario A Regional Budget: \$ 1,036,400.00
Scenario B Regional Budget: \$ 1,359,400.00
Scenario C Regional Budget: \$ 1,459,400.00

Pick System

Fed-Aid (LM)

					*Info From Previous Calculations																
Row Labels	Fed-Aid Lane Mileage	Fed-Aid Centerline Mileage	Non Fed-Aid Centerline Mileage	Fed-Aid + Non Fed-Aid (CL)	Previous Agency Share	Previous Centerline Mileage	Previous Rate	Previous Agency Allocation	New Agency Share	Scenario A	Scenario A Increase/Decrease	Scenario A Rate	Scenario A Rate Difference (New-Previous)	Scenario B	Scenario B Increase/Decrease	Scenario B Rate	Scenario B Rate Difference (New-Previous)	Scenario C	Scenario C Increase/Decrease	Scenario C Rate	Scenario C Rate Difference (New-Previous)
Southeast Michigan Council of Governments	21,727	8,369	20,977	29,346	0.168	8,313	\$ 20.93	\$ 174,000.00	0.238	\$ 246,663.20	\$ 72,063.20	\$ 11.35	\$ (9.58)	\$ 323,537.20	\$ 149,537.20	\$ 14.89	\$ (6.04)	\$ 347,337.20	\$ 173,337.20	\$ 15.99	\$ (4.94)
East Michigan Council of Governments (EMCOG)	8,499	4,090	12,232	16,322	0.048	4,011	\$ 12.47	\$ 50,000.00	0.093	\$ 96,385.20	\$ 46,385.20	\$ 11.34	\$ (1.13)	\$ 126,424.20	\$ 76,424.20	\$ 14.88	\$ 2.41	\$ 135,724.20	\$ 85,724.20	\$ 15.97	\$ 3.50
Networks Northwest	5,875	2,798	8,764	11,562	0.049	2,800	\$ 18.21	\$ 51,000.00	0.064	\$ 66,329.60	\$ 15,329.60	\$ 11.29	\$ (6.92)	\$ 87,001.60	\$ 36,001.60	\$ 14.81	\$ (3.40)	\$ 93,401.60	\$ 42,401.60	\$ 15.90	\$ (2.31)
West Michigan Regional Planning Agency (WMRPC + WestPlan)	5,338	2,585	6,722	9,307	0.072	2,374	\$ 31.59	\$ 75,000.00	0.059	\$ 61,147.60	\$ (13,852.40)	\$ 11.46	\$ (20.13)	\$ 80,204.60	\$ 5,204.60	\$ 15.03	\$ (16.56)	\$ 86,104.60	\$ 11,104.60	\$ 16.13	\$ (15.46)
Central Upper Peninsula Planning and Development Regional Commission (CUPPAD)	4,764	2,247	5,869	8,116	0.041	2,227	\$ 18.86	\$ 42,000.00	0.052	\$ 53,892.80	\$ 11,892.80	\$ 11.31	\$ (7.55)	\$ 70,688.80	\$ 28,688.80	\$ 14.84	\$ (4.02)	\$ 75,888.80	\$ 33,888.80	\$ 15.93	\$ (2.93)
Northeast Michigan Council of Governments (NEMCOG)	4,529	2,216	6,816	9,032	0.104	2,218	\$ 48.69	\$ 108,000.00	0.050	\$ 51,820.00	\$ (56,180.00)	\$ 11.44	\$ (37.25)	\$ 67,970.00	\$ (40,030.00)	\$ 15.01	\$ (33.68)	\$ 72,970.00	\$ (35,030.00)	\$ 16.11	\$ (32.58)
Tri-County Regional Planning Commission	4,238	1,913	3,562	5,475	0.052	1,950	\$ 27.69	\$ 54,000.00	0.047	\$ 48,710.80	\$ (5,289.20)	\$ 11.49	\$ (16.20)	\$ 63,891.80	\$ 9,891.80	\$ 15.08	\$ (12.61)	\$ 68,591.80	\$ 14,591.80	\$ 16.18	\$ (11.51)
Grand Valley Metropolitan Council	4,022	1,639	3,641	5,280	0.085	1,643	\$ 53.56	\$ 88,000.00	0.044	\$ 45,601.60	\$ (42,398.40)	\$ 11.34	\$ (42.22)	\$ 59,813.60	\$ (28,186.40)	\$ 14.87	\$ (38.69)	\$ 64,213.60	\$ (23,786.40)	\$ 15.97	\$ (37.59)
Western Upper Peninsula planning and Development Region (WUPPDR)	3,358	1,619	4,399	6,018	0.023	1,628	\$ 14.74	\$ 24,000.00	0.037	\$ 38,346.80	\$ 14,346.80	\$ 11.42	\$ (3.32)	\$ 50,297.80	\$ 26,297.80	\$ 14.98	\$ 0.24	\$ 53,997.80	\$ 29,997.80	\$ 16.08	\$ 1.34
Southcentral Michigan Planning Council (SMPC)	3,384	1,646	3,684	5,330	0.024	1,604	\$ 15.59	\$ 25,000.00	0.037	\$ 38,346.80	\$ 13,346.80	\$ 11.33	\$ (4.26)	\$ 50,297.80	\$ 25,297.80	\$ 14.86	\$ (0.73)	\$ 53,997.80	\$ 28,997.80	\$ 15.96	\$ 0.37
West Michigan Shoreline Regional Development Commission (WMSRDC + WestPlan)	4,212	2,004	6,282	8,286	0.053	1,363	\$ 40.35	\$ 55,000.00	0.046	\$ 47,674.40	\$ (7,325.60)	\$ 11.32	\$ (29.03)	\$ 62,532.40	\$ 7,532.40	\$ 14.85	\$ (25.50)	\$ 67,132.40	\$ 12,132.40	\$ 15.94	\$ (24.41)
Eastern Upper Peninsula Regional Planning and Development Commission (EUP)	2,534	1,240	2,526	3,766		1,245	\$ -	\$ -	0.028	\$ 29,019.20	\$ 29,019.20	\$ 11.45	\$ 11.45	\$ 38,063.20	\$ 38,063.20	\$ 15.02	\$ 15.02	\$ 40,863.20	\$ 40,863.20	\$ 16.13	\$ 16.13
Region 2 Planning Commission (R2PC + JACTS)	3,482	1,654	3,941	5,595	0.021	960	\$ 22.92	\$ 22,000.00	0.038	\$ 39,383.20	\$ 17,383.20	\$ 11.31	\$ (11.61)	\$ 51,657.20	\$ 29,657.20	\$ 14.84	\$ (8.08)	\$ 55,457.20	\$ 33,457.20	\$ 15.93	\$ (6.99)
GLS Region V Planning and Development Commission (+GCMPC)	4,621	1,938	4,405	6,343	0.039	878	\$ 45.56	\$ 40,000.00	0.051	\$ 52,856.40	\$ 12,856.40	\$ 11.44	\$ (34.12)	\$ 69,329.40	\$ 29,329.40	\$ 15.00	\$ (30.56)	\$ 74,429.40	\$ 34,429.40	\$ 16.11	\$ (29.45)
Southwest Michigan Planning Commission (SWMPC + NATS + TwinCATS)	3,189	1,470	3,495	4,965	0.040	873	\$ 46.96	\$ 41,000.00	0.035	\$ 36,274.00	\$ (4,726.00)	\$ 11.37	\$ (35.59)	\$ 47,579.00	\$ 6,579.00	\$ 14.92	\$ (32.04)	\$ 51,079.00	\$ 10,079.00	\$ 16.02	\$ (30.94)
Kalamazoo Area Transportation Study	1,927	865	1,880	2,745	0.044	869	\$ 52.93	\$ 46,000.00	0.021	\$ 21,764.40	\$ (24,235.60)	\$ 11.29	\$ (41.64)	\$ 28,547.40	\$ (17,452.60)	\$ 14.81	\$ (38.12)	\$ 30,647.40	\$ (15,352.60)	\$ 15.90	\$ (37.03)
Saginaw Metropolitan Area Transportation Study	1,849	792	1,689	2,481	0.039	797	\$ 50.19	\$ 40,000.00	0.020	\$ 20,728.00	\$ (19,272.00)	\$ 11.21	\$ (38.98)	\$ 27,188.00	\$ (12,812.00)	\$ 14.70	\$ (35.49)	\$ 29,188.00	\$ (10,812.00)	\$ 15.79	\$ (34.40)
Midland Area Transportation Study	1,279	548	1,066	1,614	0.020	567	\$ 37.04	\$ 21,000.00	0.014	\$ 14,509.60	\$ (6,490.40)	\$ 11.34	\$ (25.70)	\$ 19,031.60	\$ (1,968.40)	\$ 14.88	\$ (22.16)	\$ 20,431.60	\$ (568.40)	\$ 15.97	\$ (21.07)
Macatawa Area Coordinating Council	786	347	773	1,120	0.020	362	\$ 58.01	\$ 21,000.00	0.009	\$ 9,327.60	\$ (11,672.40)	\$ 11.87	\$ (46.14)	\$ 12,234.60	\$ (8,765.40)	\$ 15.57	\$ (42.44)	\$ 13,134.60	\$ (7,865.40)	\$ 16.71	\$ (41.30)
Bay City Area Transportation Study	794	312	511	823		310	\$ -	\$ -	0.009	\$ 9,327.60	\$ 9,327.60	\$ 11.75	\$ 11.75	\$ 12,234.60	\$ 12,234.60	\$ 15.41	\$ 15.41	\$ 13,134.60	\$ 13,134.60	\$ 16.54	\$ 16.54
Battle Creek Area Transportation Study	703	291	648	939	0.020	284	\$ 72.18	\$ 20,500.00	0.008	\$ 8,291.20	\$ (12,208.80)	\$ 11.79	\$ (60.39)	\$ 10,875.20	\$ (9,624.80)	\$ 15.47	\$ (56.71)	\$ 11,675.20	\$ (8,824.80)	\$ 16.61	\$ (55.57)
Grand Total	91,110	40,583	103,882	144,465	1.000	40,401	26	\$ 1,036,400.00	1.000	\$ 1,036,400.00	\$ -	\$ 11.38	\$ (14.62)	\$ 1,359,400.00	\$ 323,000.00	\$ 14.92	\$ (11.08)	\$ 1,459,400.00	\$ 423,000.00	\$ 16.02	\$ (9.98)

* These MPOs are now rolled into their respective RPAs above					
West Michigan Metropolitan Transportation Planning Program	820	1,833		820	\$ -
Jackson Area Comprehensive Transportation Study	677	1,486	0.018	677	\$ 19,000.00
Twin Cities Area Transportation Study	321	818		321	\$ -
Genesee County Metropolitan Planning Commission	1,037	2,183		1,056	\$ -
Niles-Buchanan-Cass Area Transportation Study	255	561	0.019	255	\$ 19,900.00