



Michigan
Transportation Asset
Management Council

Meeting Agenda Wednesday, September 4, 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 August 14, 2024, TAMC Minutes – (***Attachment A***)
 2. Transportation Asset Management Plan (TAMP) Request for Approval & Update – (***Attachment B***)
 3. Support Services and Partner Updates – (***Attachment C***)
- 5. Unfinished Business**
 1. FY2025 TAMC Budget Priority Proposals (Action Item) – (***Attachment D***)
 2. Regional Program Allocation Formula
 3. Public Act (PA) 325 Compliance Process (Action Item) – (***Attachment E***)
- 6. New Business**
 1. Culvert Data Collection and Asset Management Excellence Award (Action Item) – (***Attachment F***)
 2. Investment Reporting Tool (IRT) TAMP Support
- 7. Committee Updates (*non-agenda items*)**
 1. ACE Committee – Ryan Buck (Chair)
 2. Data Committee – Bill McEntee (Chair), Jennifer Tubbs (Vice Chair)
 3. Bridge Committee – Art Green and Kelly Jones (Members)
 4. Integrated Infrastructure Conference Review

8. Public Comments

9. Member Comments

10. Adjournment

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



TRANSPORTATION ASSET MANAGEMENT COUNCIL (TAMC) MEETING

August 14, 2024, at 1:00 p.m.

**L.V. Eberhard Center, Paul A. Johnson Conference Center, 301 West Fulton Street,
Grand Rapids, MI**

MEETING MINUTES

Members Present

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

Members Absent

- Ryan Buck, Michigan Transportation Planning Association (MTPA)
- Kelly Jones, Michigan Association of Counties (MAC)
- Jim Snell, Michigan Association of Regions (MAR)

Others Present

- | | |
|--|---------------------------------|
| • Tim Colling, MTU | (HRC) |
| • Joelle Demand, MI Broadband | • Brad Sharlow, MDOT |
| • Cheryl Granger, CSS (Virtual) | • Gloria Strong, MDOT (Virtual) |
| • Mike Halloran, MDOT | • Mike Toth, MDOT (Virtual) |
| • Heather Hoeve, DTMB | • Conor Warren, MDOT |
| • Ed Hug, SEMCOG (Virtual) | |
| • Dave Jennett, MDOT (Virtual) | |
| • Sarah Plumer, Hubbell, Roth, and Clark | |

Changes or Additions to the Agenda. J. Tubbs made a motion to approve removing Item 6, Committee Updates from the Agenda, E. Mullen seconded the motion.

The motion was approved by all members present.

Consent Agenda. J. Tubbs made a motion to approve items on the consent agenda with the updated Financial Report as presented and R. Slattery seconded the motion.

The motion was approved by all members present.

FY2025 Budget and Regional Program Allocation Formula. J. Tubbs made a motion to approve the regional allocation formula as presented, and to develop a 3-year smoothing process to meet the base formula. The base formula will be in full effect starting in fiscal year 2028. The TAMC will develop a policy to describe the formula and policy to document fiscal timelines including work projects. J. Hurt seconded the motion.

The motion was approved by all members present.

R. Slattery made a motion to approve the budget as presented and E. Mullen seconded the motion.

The motion was approved by all members present.

Request Approval of the Center for Shared Solutions (CSS) Budget Request. The Council approved the budget in a previous agenda item.

Data Sharing Disclaimer. The Council requested to share the Data Disclaimer language with the Attorney General's office for review and to add it to our existing policy and Dashboards.

PA 325 of 2018 Compliance Process. The process will be evaluated at the ACE Committee and brought back to Council in September. Council members are to provide comments to the TAMC Coordinator by Tuesday, August 20, 2024.

Request to Add October TAMC Meeting to the Calendar. J. Tubbs made a motion to approve the addition of a TAMC meeting on October 2, 2024. E. Mullen seconded the motion.

The motion was approved by all members present.

Public Comments. None.

Member Comments. Members thanked the TAMC Administrative team for all of their work with the TAMC and the 2024 Integrated Infrastructure Conference.

The meeting was adjourned at 2:53 p.m.



Michigan Transportation Asset Management Council

September 03, 2024

GROUP A

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

1. City of Jackson

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	18	7	0	34

TAMPs with Dates Received and Status:

1. Oceana County Road Commission TAMP received 09/05/2023 Approved by TAMC 11/01/2023	18. Road Commission of Kalamazoo County TAMP Received 09/29/2023 Approved by TAMC 11/01/2023
2. Alger County Road Commission TAMP Received 09/06/2023 Approved by TAMC 11/01/2023	19. Muskegon County Road Commission 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	20. Lenawee County Road Commission TAMP Received 10/05/2023 Approved by TAMC 11/01/2023
4. City of Portage TAMP Received 09/25/2023 Approved by TAMC 11/01/2023	21. City of Livonia TAMP Received 09/27/2023 Approved by TAMC 12/06/2023

5. City of Troy TAMP Received 09/27/2023 Approved by TAMC 11/01/2023	22. Ottawa County Road Commission TAMP Received 01/06/2023 & 11/28/2023 Approved by TAMC 12/06/2023
6. Monroe County Road Commission TAMP Received 09/27/2023 Approved by TAMC 11/01/2023	23. Wayne County Dept. of Public Services TAMP Received 09/29/2023 Approved by TAMC 12/06/2023
7. City of Norton Shores TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	24. Bay County Road Commission TAMP Received 10/19/2023 Approved by TAMC 12/06/2023
8. City of Royal Oak TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	25. City of Wyoming TAMP received 11/29/2023 Approved by TAMC 12/06/2023
9. City of Walker TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	26. St. Joseph County Road Commission TAMP Received 11/28/2023 Approved by TAMC 02/07/2024
10. Calhoun County Road Department TAMP Received 10/23/2023 Approved by TAMC 11/01/2023	27. Clinton County Road Commission TAMP Received 01/23/2024 Approved by TAMC 02/07/2024
11. City of Grand Rapids TAMP Received 09/29/2023 Approved by TAMC 02/07/2024	28. City of Romulus TAMP Received 02/27/2024 Approved by TAMC 03/06/2024
12. Iosco County Road Commission TAMP Received 06/26/2023 Approved by TAMC 02/07/2024	29. City of Kentwood TAMP Received 02/12/2024 Approved by TAMC 05/01/2024
13. Sanilac County Road Commission TAMP Received 12/26/2023 Approved by TAMC 02/07/2024	30. City of Lansing TAMP Received 03/11/2024 Approved by TAMC 04/03/2024
14. City of Farmington Hills TAMP Received 12/08/2023 Approved by TAMC 02/07/2024	31. Hillsdale County Road Commission TAMP Received 05/09/2024 Approved by TAMC 08/14/2024
15. Baraga County Road Commission TAMP Received 09/28/2023 Approved by TAMC 11/01/2023	32. City of Southfield TAMP Received 06/10/2024 Approved by TAMC 08/14/2024
16. Huron County Road Commission TAMP Received 12/20/2023 Approved by TAMC 02/07/2024	33. Osceola County Road Commission TAMP Received 06/20/2024 Approved by TAMC 08/14/2024
17. Macomb County Department of Roads TAMP Received 09/29/2023 Approved by TAMC 11/01/2023	34. City of Jackson TAMP Received 08/27/2024 Recommending to TAMC 09/03/2024

Group A Agencies that Have Not Submitted TAMPs:

1. Berrien County Road Department
2. Cheboygan County Road Commission
3. City of Dearborn Heights
4. Dickinson County Road Commission
5. Genesee County Road Commission
6. Mason County Road Commission
7. Midland County Road Commission

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.

Respectfully submitted,

Gloria M. Strong

September 3, 2024

TAMP Group A TAMC Status Update due 10.01.2023 for 09.03.2024



Support Services and Partner Updates – September 2024

CSS Updates

- Sprint 2.41 is in production.
 - New CPM form.
- Sprint 2.42 is in Development and includes the following:
 - MIC contact name and phone number
 - IMAP NTFA Layer changes
 - Add Signal Inventory Report to the Report Page
 - Update MPO and RPA on IMAP
 - Bug fixes
 - Aiming to go to UAT this next week, then a few weeks after into Production.
- Continuation of V3 work:
 - IMAP and Dashboards will be updated in UAT for 2nd round of testing after some fixes. Aim to start testing end the week.
 - First round of testing by client MDOT done by 8/9/24.
 - Aim to put into production Mid-September.
 - Completed the set-up of MiLogin for UAT environment.
 - Continuation of IRT development work specifically in the areas of Paser and Roadsoft updates which includes adding in projects.
- Mark Holmes to present V3 Demo at the October 2nd TAMC Meeting.

MDOT Administrative Team

1. Brad is working on the multi-year budget spreadsheet for the smoothing of regional allocations based on the original formulas based on federal-aid lane miles. He will share these at the September 4th TAMC meeting as requested.
2. Brad sent the data disclaimer document to the AG's office and is currently awaiting a final response.
3. Integrated Infrastructure Conference debriefings are being scheduled to re-cap the conference successes and lessons learned. Gloria Strong is working on payments, reimbursements and conference logistics to close out the paperwork.
4. TAMP Legislation and Review: Invited MDOT Finance to September 4th meeting.
5. MDOT Intern: Conor Warren continues to document the TAMC Administrative efforts that MDOT performs to support TAMC. He will plan to present his final report at the October 2nd TAMC meeting.

6. Coordination meetings between MDOT and CSS continue as they progress on V3 Migration and other outstanding work plan items. They also met with CSS, MIC and JobNet teams to further discuss bringing JobNet data into the MIDIG portal.
7. **TAMC Investment Reporting Tool (IRT) and Act 51 Reporting and Distribution System (ADARS) Local Agency Reporting**
 - a. Dave Jennett is finalizing 2023 IRT-ADARS Act 51 reviews – 7 city/villages and 3 counties remaining. He is starting 2024 City Villages reviews. He is in the planning stages to update current IRT-ADARS reporting process to improve accuracy and efficiencies. (Likely December or February depending on V3 Efforts.)
 - b. MiADART (ADARS Rewrite) on schedule with sprint planning, ongoing demos, testing, and requirements gathering.
8. **2024 PASER Ratings as of 8-21-24**
 - a. 54 Agencies submitted ratings
 - b. Total Lane Miles Submitted = 21,700
 - c. Total CL Miles Submitted = 10,163
 - d. 13 Counties at least 40% Federal Aid(FA) - 7 Counties 100% FA
 - e. 8 counties at least 30% of Non-Federal Aid (NFA) - 4 Counties ~100% NFA
 - f. 53 City/Villages at least 40% FA with 50 City/Villages 100% FA
 - g. 1 City/Village with 100% NFA
9. **Other Areas & Ongoing Items:**
 - a. Worked on New IRT CPM Budget page to help capture planned road efforts that may not have specific locations. (Scheduled Release Mid-August.)
 - b. Ongoing planning and discussions with CSS Version 3 efforts (IRT IMAP and Dashboards)
 - c. Ongoing updating JobNet and IRT reporting to improve accuracy and consistencies in both systems.
 - d. Ongoing ADARS/MiADART rewrite efforts
 - e. Ongoing onboarding and proving background to new staff and department leads on TAMC related data and technology systems such as IRT system, ADARS, IMAP, Dashboards, and Roadsoft processes.

MTU Update

1. Tentative PASER / IBR Schedule

Late Jan-Feb	PASER Round1 and IBR Round 1&2	Online
Early March	PASER Round2	Online
April	None	
May	PASER Series Round 3	Online
	PASER	Houghton, Gaylord
June	PASER	Livonia, Grand Rapids
	IBR Round 3	Online
July	None	
August	PASER Round 4	Online

2. Integrated Asset Management Conference

Total Registered: 237

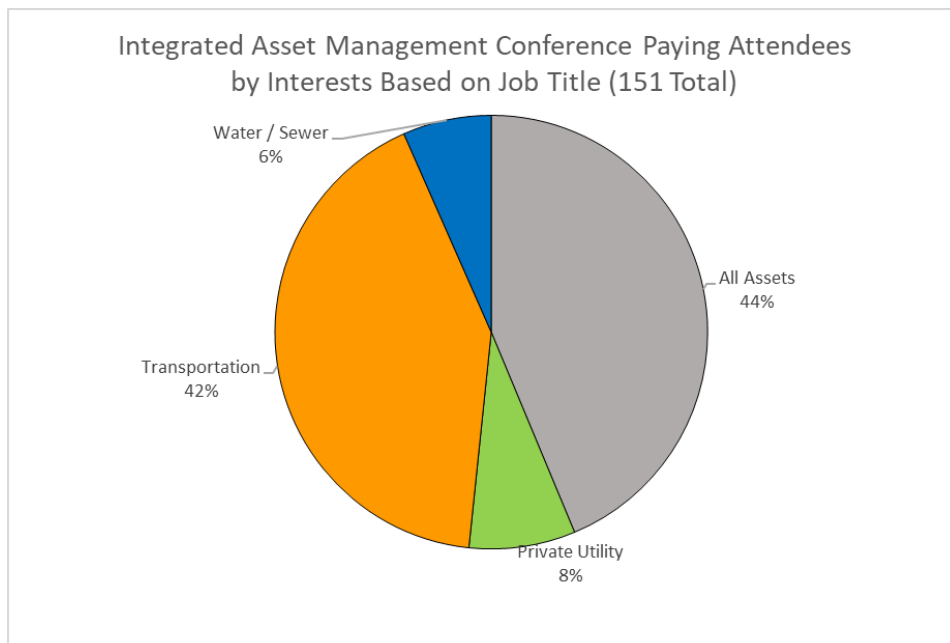
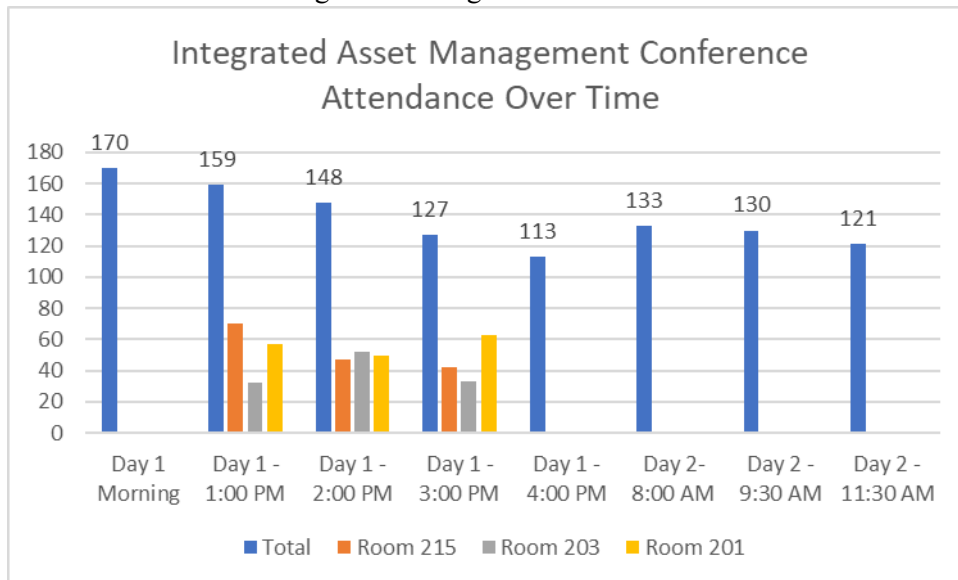
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Comps:86

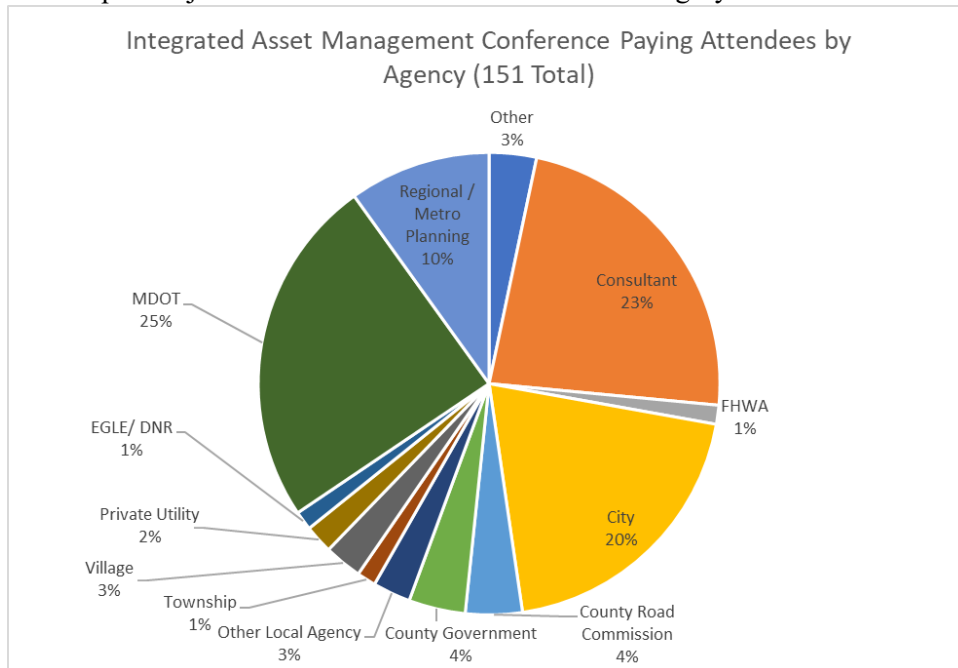
Total in Attendance: 221

No Shows: 16

Below are a few interesting facts and figures:



Note interest was determined by job title, so a consultant, city, village, or township that did not have a specific job title was included in the All asset category.





FY2025 Budget Priority Proposals

TAMC Data and ACE Committee

Advanced Technology for Data Collection

The committees recommend utilizing the funds to learn more about how advanced technology can assist with condition data collection due to continued staffing shortages at the regional and local level. The initial suggestion was to contract with a data collection firm to do a pilot test of new technology as compared to TAMC's current methods. One of the concerns mentioned was that the days of being able to get three people in a vehicle to rate roads may be ending. With advanced technology there is also the ability to collect more than just road asset data in a single trip such as signs and guardrails, or to collect condition data for other purposes such as national pavement reporting metrics, which may add to the overall collection efficiency and provide a method to move forward into other asset collections.

If the TAMC would like to move forward with this the following steps would be recommended to get to the end point of doing a field demonstration or pilot test that would have the highest possible chances of success.

1. TAMC should develop a list of “non-starters” for alternative data collection. These would be pain points that make this line of investigation untenable. Such as:
 - a. Data collection methods that result in a “black box” rating system that can't be manually checked for quality
 - b. Data collection business models where the data is permanently resident in a third party system that a fee is paid for access (data not owned by TAMC)
 - c. Data collection that costs more than X% per mile than TAMC's benchmark.
 - d. Data collection that is not tied to the Framework Basemap
 - e. Data rating systems that can not be related to historical PASER
 - f. All or none collection that does not allow local decisions on self-collection
 - g. etc.
2. Using the list of non-starters as well as other potential value propositions (benefits to trying a new way of doing things) TAMC would develop and deploy an industry survey to companies that have viable businesses in this space. The survey would provide insights into the specific companies that may be of interest to pursue a pilot program with. The survey would likely include questions to inform the following:
 - a. Basics about the parent company, age, size, ownership (public or private)

- b. Details about the technology used and any quality control testing or comparative tests to know rating systems
- c. Costs per mile for collection
- d. Collection team size and self-service collection vs paid collection
- e. Comparative users on a similar scope as Michigan
- f. Nonstarters
- g. Value propositions, like additional asset collection

Results from the industry survey would then be available to guide or assess the feasibility of further engagement with a firm or firms to do a pilot project(s) where an assessment of the quality and compatibility of the data could be compared to TAMC's current methods and systems. Presumably this would lead to an RFP for a limited number of service providers.

TAMC Bridge Committee

Work Plan Goal: Increase non-NBI culvert inventory data set

Summary: Part of the TAMC's mission is to collect physical inventory and condition data on all roads, bridges, traffic signals and culverts in Michigan. Culvert data collection for non-NBI structures is not a requirement and there are currently only five agencies that have uploaded data to Roadsoft. Having an inventory of culverts and a condition assessment is essential to developing an asset management strategy, and to have an awareness of what structural safety risks are present within the network. An effort to increase the non-NBI culvert inventory data set will reduce overall network risk and is in alignment with the mission of the TAMC.

Proposal: This could be a multi-pronged approach, or individual components of this approach could be implemented. 1) Utilize budget for DTMB to create a conversion tool within the Michigan Geographic Framework Data Hub to transfer already available data, collected through the USGS 3DHP initiative to the Roadsoft dashboard. Since this data was not collected in accordance with the Michigan Non-NBI Culvert Structure Inspection Guide, it cannot be uploaded without converting certain inventory items to the appropriate format. 2) Secure resources to collect additional attributes for culverts identified in the USGS 3DHP initiative. The model has identified possible barriers to water flow and establishes with a high, medium or low level of certainty that it is a culvert. The next step could be to verify the presence of a culvert and at least record size, material type and jurisdiction of these as a starting point to provide to the asset owners. 3) Contact County Drain Commissions to research documentation they have on asset inventory to populate the database. The success of this may vary from county to county and may be very labor intensive depending on the format of the data and the agencies willingness to share it.

Work Plan Goal: Improve adherence to the Specifications for the National Bridge Inventory (SNBI)

Summary: The 2022 notice of proposed rulemaking updating the National Bridge Inspection Standard also incorporates many changes to the SNBI. There are 54 new inventory items for each NBI structure that are to be collected. Collection of new data begins on January 1, 2026, but agencies may elect to begin

data collection and verification earlier to meet the March 15, 2028 deadline for submittal of a complete SNBI dataset. Many of the new items require extensive research into the bridge file and it is expected that this change will result in additional financial burden for many local agencies and some may struggle to meet the deadline.

Proposal: Bridge Committee to seek out local agencies that need assistance in meeting the requirements, and if there is greater demand than resource availability, committee could apply selection criteria to identify which agencies to prioritize based on certain risk factors. MDOT has three Consultants on board to populate SNBI data for MDOT bridges, if there is TAMC funding available, this contract may be available to be extended to local agency use. Other contracting methods could also be explored. This effort could also be easily expanded if there is a funding lapse in other work item.

Additional Considerations – Outside Committee

Utilizing these funds as a cushion for local agencies that performed more work than their region could reimburse.



Public Act 325 of 2018

**TAMC Transportation Asset Management Plan (TAMP)
Submittal Compliance Internal Process Guideline**

Per Public Act (PA) 325 of 2018, there are two types of compliance processes.

The first is meeting compliance based on the *content* of a TAMP which is administered by the Michigan Department of Transportation (MDOT) Administrative Staff (Staff). The process of reviewing for compliance has been established and has been in practice from 2020.

The second is meeting compliance based on the *submittal deadline* date that all local road agencies with 100 or more certified miles are required to submit by October 1, 2024, and per the TAMC schedule of the 123 local road agencies.

This internal process guideline serves to provide clarity on the second compliance date deadline as outlined in PA 325 and the steps the TAMC will take to follow.

October 1, 2024, Deadline

Policy As Written	Process Interpretation
<i>A local road agency that is required to submit an asset management plan under this subsection that has not submitted the asset management plan by October 1, 2024, is not in compliance with this subsection.</i>	<p>Date of submittal in Investment Reporting Tool (IRT) will confirm if a local road agency is in compliance with the schedule of submittals.</p> <p>Staff will have a list prepared prior to October 1, 2024, of the local road agencies that have not submitted before the compliance date.</p> <p>On October 2nd annually, the Staff will verify who did submit by the deadline and who did not. Any local road agency that has not submitted by the end of the day October 1 annually is considered not in compliance with the schedule of submittals.</p>
<i>A local road agency that is not in compliance with this subsection shall be notified by the transportation asset management council that the local road agency shall comply with this subsection within 120 days of the notice.</i>	<p>A letter will be sent by the TAMC Coordinator on October 2 to the governing Board of the local road agency that has not <u>submitted</u> by this date. The TAMC is dedicated to providing tools and helping local road agencies; therefore, the letter will include a list of resources to help assist them in completing a compliant TAMP. Additional information about the upcoming <u>submittal deadline compliance</u> penalty will be explained in the letter.</p> <p>Each local road agency in non-compliance of the <u>submittal</u> schedule will be given 120 days to submit/resubmit. This due date will be January 30 annually, or the next business day if this day is a Saturday/Sunday.</p>

<p><i>If a local road agency fails to comply with this subsection after 120 days of the notice required by this subsection, the transportation asset management council shall notify the department of the noncompliance and the department may withhold funds distributed to the local road agency under this act.</i></p>	<p>On January 31 annually, the Staff will develop a list of local road agencies in non-compliance of the <u>submittal deadline</u> and provide it as an agenda item to the TAMC meeting. The TAMC will approve the list of local road agencies that are non-compliant with the <u>submittal deadline</u> to be submitted to the MDOT Asset Management Division.</p>
<p><i>The department shall release any funds withheld for noncompliance with this subsection to the local road agency in the following months allocation after compliance is verified.</i></p>	<p>The MDOT will notify the TAMC at Council monthly meetings of the updated status of the local road agencies that are or are not in compliance with the first and second part of the compliance process.</p>

CULVERT DATA COLLECTION AND ASSET MANAGEMENT EXCELLENCE AWARD

The Michigan Transportation Asset Management Council (TAMC) will award a public agency that has demonstrated exemplary dedication to advancing culvert data collection and asset management practices in the State of Michigan. Recipients of this award will have exhibited outstanding achievement in working towards implementing a culvert asset management program.

The TAMC seeks to honor agencies that demonstrate a commitment to performance-based asset management practices; utilize culvert inventory, condition assessments and funding availability to inform the decision-making process; assess the mix of fixes available for culvert preservation and evaluate alternative methods to achieve desired objectives; and have established a state of good repair target and have taken steps to align their resource allocation decisions with established goals and objectives.

This Culvert Data Collection and Asset Management Excellence Award aims to recognize agencies and individuals who have significantly contributed to advancing culvert management practices in Michigan, ultimately enhancing transportation infrastructure resilience and sustainability.

Below are the minimum required criteria for eligibility for this award:

- Agency has made steady progress in collecting inventory data on 20% or more per year (by roadway mile) for three or more consecutive years.
- Agency has performed condition assessments on at least 50% of their culvert inventory.
- Agency has collected the data in accordance with the Michigan Non-NBI Culvert Structure Inspection Guide.
- Agency has submitted their data to Roadsoft for incorporation into the TAMC culvert dashboard.

CIVIL ASSET MANAGEMENT

2024 Fall Semester

Course Instructor: Mark DeClercq, PE, AMP, MIAM

COURSE OUTCOMES

- Evaluate asset value against cost, risk, and performance in managing the long-term care for civil engineering infrastructure.
- Learn and apply core fundamentals in building Asset Management Plans.
- Learn the A3 Lean Management tool for scenario and business case evaluation.

Course Overview

Students will learn to evaluate asset value using the international best practice of Asset Management as applied to civil engineering infrastructure. This course will introduce



principles, terminology, framework, and core concepts for Asset Management Planning. This course will also explore Asset Management applications in sectors such as transportation roads and bridges, water distribution, sanitary sewer collection, building facilities, airports, flood control, and parking structures.

We will use a combination of instructor-led material, student engagement, shared discussions, and laboratory learning

activities to apply the practice of Asset Management using a real-life assignment. Student's Asset Management Plans will culminate in their ability to evaluate asset value against cost, risk, and performance. The course is currently being considered for a first level Certification in Asset Management by the international body of the Institute of Asset Management upon the student's stipulated achieved grade.

Why teach Asset Management?

The United States is embarking on a new strategy to address historical underinvestment in our infrastructure, a practice that has often involved deferring necessary maintenance and failing to manage the full lifecycle of assets—from design and construction to operations, maintenance, and replacement. With global populations growing, resources becoming scarcer, and climate issues gaining prominence, it's crucial to adopt a strategic approach to infrastructure investment and management. We need to rethink asset replacement with a focus on sustainability. As professionals, we must redefine what value means and consider who benefits from infrastructure. As asset managers, we should promote coordinated organizational efforts to maximize the value derived from our assets.