

TRANSPORTATION ASSET MANAGEMENT COUNCIL AWARDS PROGRAM

OBJECTIVE

A primary objective of Michigan's Transportation Asset Management Council (TAMC) is to assist Act 51 agencies implement an asset management program for roads and bridges under their jurisdiction. To this end, the TAMC has facilitated statewide collection of system condition data, supported the development of tools and procedures, and sponsored training and educational sessions in the practice of asset management.

To further aid Act 51 agencies, the TAMC has established the Organizational Achievement Award to acknowledge those agencies that have incorporated the principles of asset management and adopted an asset management plan to help guide their investment decisions. In addition, the TAMC Awards Program provides agencies around the state with excellent case examples to establish their own programs. All Act 51 road agencies are eligible to be nominated for this award.

Additionally, the TAMC wants to recognize individuals providing outstanding support of Asset Management and the TAMC. Nominees for the Individual Achievement Award can include elected officials (state or local), support staff from state agencies, regional / metropolitan planning organizations, county road commissions, local units of government, the education community or other individuals involved in promoting Michigan's TAMC programs.

PRINCIPLES OF ASSET MANAGEMENT

The TAMC will award agencies and individuals that have demonstrated outstanding achievement in implementing the following core principles of asset management.

- Performance Based – Policy objectives are translated into system performance measures and targets that are used for both day-to-day and strategic decision making.
- Decisions Based on Quality Information – Resource allocation decisions are based on accurate information regarding inventory, condition, and funding availability. Where appropriate, analytical tools provide access to needed information and assist decision-makers.
- Policy Driven – Resource allocation decisions are based on a well-defined set of policy goals and objectives. The objectives reflect desired system condition, levels of service, and safety levels. They may also be tied to economic, community, and environmental goals.
- Analysis of Mix of Fixes, Options and Tradeoffs – An assessment is made of the Mix of Fixes available to best preserve the system. Decisions on how to allocate funds across types of investments are based on an analysis of how different allocations will

impact future performance. Alternative methods for achieving a desired set of objectives are examined and evaluated.

- Monitoring to Provide Clear Accountability and Feedback – Performance results are monitored and reported. Feedback on actual performance influences agency goals and resource allocation decisions.

ORGANIZATION ACHIEVEMENT AWARD

Consistent with the core principles of asset management are the following eligibility criteria that the Council will use in determining award recipients. Together these criteria form the essential elements of an Asset Management Plan. Of particular interest to the Council is the extent to which agencies involve the public, their elected and/or appointed officials, and other community stakeholders in their program, especially in establishing a vision for their system(s) as well as the adoption of performance measures and investment strategies to achieve that vision. The Council will acknowledge agencies whose asset management plans include the following elements:

1. Condition Assessment
How was the condition of your system determined? Include information about the rating system as well as the procedures used to collect, store, analyze, and update the information.
2. Mix of Fixes, Estimated Costs, and Funding Levels
How were your improvement needs identified? Include information about your agency's preferred improvement types (mix of fixes) and the estimated costs of each per lane mile to implement those improvements. Also describe the sources and anticipated funding levels available now and through the planning horizon to finance those improvements.
3. Future Conditions, Performance Measures, and Targets
How were future system conditions determined? Indicate the methodology used (pavement management system, RoadSoft, other) and the performance measure(s) that were analyzed (e.g., percent of pavement conditions by PASER Rating). Also describe the performance measure target(s) and planning horizon that your agency is working to achieve (e.g., 70% of primary roads with a PASER Rating greater than 5 by the year 2020).
4. Trade-off Analysis and Candidate Projects
How does your agency go about the process of trade-off analysis; making investment decisions between various treatment options (e.g., routine maintenance vs. capital preventive maintenance vs. structural improvement). How do performance measures and targets influence this process? Explain the process of identifying candidate improvement projects and the involvement of stakeholders in that process.
5. Priorities for the Multi-year Program
How does your agency prioritize projects and develop its improvement program? What factors are considered in the prioritization process (e.g., pavement/bridge condition rating, traffic volume, coordination with utility work, impact on land use and economic development, availability of funds)? How many years does your multi-year plan cover (planning horizon), how is project implementation monitored, and how often is the plan updated?

6. Reporting Results

Have you participated in the TAMC three-tiered reporting processes: 1.) annual PASER survey of road conditions on the federal-aid network, 2.) survey of completed projects on the federal-aid network, and 3.) submitted your agency's multi-year asset management plan.

INDIVIDUAL ACHIEVEMENT AWARD

The TAMC will award individuals that have demonstrated outstanding support in implementing one or more of the following categories:

- **Demonstrated Knowledge of Transportation Asset Management** – The individual has gone beyond the training required to fulfill the various roles necessary to move asset management forward in Michigan. The individual has participated in training offered by the TAMC, MTU's Local Transportation Assistance Program (LTAP), and other state and national opportunities for training. The individual has also attended one or more of the annual conferences sponsored by the TAMC. Additionally, the individual has a wide range of knowledge related to transportation asset management. This experience can be related to road maintenance, Michigan's asset management program, education, administration, program/ policy/plan formation, or other areas that require expertise and experience to move Michigan's transportation asset management program forward.
- **Advocacy and Support** – The individual has advocated for transportation asset management on a statewide level and/or at the community level. The individual has worked to inform key stakeholders in the benefits of implementing asset management programs as a way to improve Michigan's roads and make the best use of resources. Additional support can include any using other means such as developing plans, or implementing local or statewide initiatives focusing on improving Michigan's roads.
- **Demonstrated Leadership and Vision** – The individual has taken the knowledge and applied it to his community/agency situation. He has used the information to craft a vision and demonstrated leadership by effectively communicating that vision to other key leaders, ultimately leading to implementation of the vision.

(Note: If an award has been granted to an individual, the organization that individual represents is considered ineligible to receive an award for the same effort the original award was granted.)

ADDITIONAL INFORMATION

For additional information on the Principles of Asset Management and applying those principles in developing an asset management plan, please refer to the following publications.

[Local Agency Guidelines for Developing an Asset Management Process and Plan and Asset Management Guide for Local Agency Bridges in Michigan](http://www.michigan.gov/tamc), sponsored by the Michigan Transportation Asset Management Council and MDOT, May 2012 (available on the TAMC web site: <http://www.michigan.gov/tamc>)

Transportation Asset Management Council Award Winners 2009 – 2013

Individual Award Winners:

- **John Daly II, PHD – 2009**
- **Brian Gutowski – Emmet County Road Commission – 2009**
- **Lance Malburg – Oceana County Road Commission – 2010**
- **Rob VanEffen – Delta County Road Commission – 2010**
- **Anamika Laad – EMCOG – 2010**
- **Edward G. Hug – SEMCOG – 2011**
- **Jim Snell – GVMC – 2012**
- **Nathan Fazer – EUPRPDC – 2012**
- **Rick Olson – Michigan Legislature – 2012**
- **Kelly Bekken – Missaukee County Road Commission – 2012**
- **Keith Cooper – MDOT – 2013**
- **Nico Tucker – NEMCOG – 2013**
- **Toby Kuznicki – City of Rogers City – 2013**

Organization Award Winners:

- **City of Manistee – 2009**
- **City of Marquette – 2009**
- **Alcona County Road Commission – 2009**
- **Kent County Road Commission – 2009**
- **Genesee County Metropolitan Planning – 2009**
- **Michigan Department of Transportation – 2009**
- **Kalamazoo County Road Commission – 2010**
- **Roscommon County Road Commission – 2010**
- **Ottawa County Road Commission – 2011**
- **Texas Township – 2012**

For more information about the Transportation Asset Management Council's Awards Program, please visit our website at www.michigan.gov/tamc or contact Brian Sanada, Asset Management Coordinator at 517.373.2220 / sanadab@michigan.gov .

