



CITY OF HARTFORD

CITY COUNCIL AGENDA REPORT

Meeting Date: March 25, 2024
Department: Administration
Submitted By: Linnea Rader, Interim City Manager
Prepared By: RoxAnn Rodney-Isbrecht, Clerk
Agenda Title: Transportation Asset Management Plan

RECOMMENDED ACTION:

A Transportation Asset Management Plan (TAMP) is a document that outlines the City's assets (road related), management strategies, long-term expenditure forecasts, and a business management process.

The City has a Water Asset Management Plan that is updated as needed to account for the needs of the water system. I believe it would also be advantageous to the City to have a TAMP. This will ensure that the City has a full view of the road related assets within the City and will assist in putting together a plan to maintain and improve those assets.

How do we develop a TAMP?

- First, we need to get a storage center for our data. There is a FREE program through the Center for Technology and Training (CTT). This program has the infrastructure to store all of the data we collect on our roads, signs, sidewalks, culverts, etc throughout the City. The attached brochure outlines all of what RoadSoft can offer. To get RoadSoft, all we have to do is submit the attached letter to CTT and work with our vendor, PC Services, to get it downloaded on our server.
- Next, we need to begin collecting data to house in RoadSoft. I believe the first vital piece of information is the condition of our roads. The Van Buren County Road Commission provides PASER (Pavement Surface Evaluation and Rating) data collection to Cities and Villages within Van Buren County at cost, which would be approximately \$500 for the City of Hartford. Additionally, we can submit a request to the Southwest Michigan Planning Commission for reimbursement of this data collection.
- We can then take this data and determine the needs of the road system within the City. This will give us an overall cost of maintaining our road system. We have few roads within the City that are eligible for State and Federal Aid grant programs. We can focus on those roads first. Once we are able to develop a plan to get as many grants as possible through that, we can look to other grant programs that could potentially replace road surfaces at the same time that water or sewer services are replaced. Additionally we can then explain to our citizens the options for improving road surfaces throughout the City.
- We can take this data and develop a plan and outline criteria for road improvements. I can work with City Council and the City's DPW staff to develop criteria that is specific to the City. To give an example of the type of criteria we could set, I'll outline the Road Commission's TAMP criteria:
 - PASER road ratings. Meaning we do the correct fix for the road surface at the correct time. We prioritize road improvements based on what the road "needs."
 - Connectivity. What roads are most important to move people, goods, and services within our service area. While we would like to improve everything, this provides focus to what could provide the most positive impact.

- Traffic Counts. We put the money where the vehicles are. Those roads that receive the most use, receive the most focus of maintenance and improvements. Again, providing focus to ensure that funds spent provide the most positive impact.
- Funding. If there are grant or other funding sources for improvement, we use them!
- Collecting road data and focusing on those assets is the first step. Once the City has the road data and is comfortable using that data, we can move on to collecting data on signs, drainage structures, curb and gutter, etc.
- I am willing to put together this plan for the City. If the City would like this project to take place, I would just continue working on that at my current hourly rate for the City as the project progresses. I can also train our DPW staff on how to work with the data and they can assist in the collection of other data points as time and resources allow.

If the City would like to proceed with this process, we just need authorization to send the attached letter to CTT and authorization to enter into contract with the Road Commission to complete the PASER road rating data collection this summer.