



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Eric Holcomb, Governor**  
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June 25, 2020

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## Subject: INDOT’s Annual TAMP Consistency Review

Ms. Sosa –

23 CFR 515.13(b) requires Indiana DOT (INDOT) to identify our most recent Transportation Asset Management Plan (TAMP) and submit documentation demonstrating implementation of the plan. This letter serves that purpose. It also serves as a formal request to the Federal Highway Administration (FHWA) for an annual consistency determination, which is an evaluation whether we have implemented a TAMP that is consistent with the requirements, including documenting that we followed the financial plan and asset conditions detailed in our most recent TAMP, which was approved August 29, 2019. This letter is intended to fulfill the requirements for the reporting period for State Fiscal Year 2020 (July 2019 to June 2020).

### *TAMP Funding Estimates vs. Actual*

Table 20 of INDOT’s approved TAMP detailed our anticipated funding by work type for the next 10 years, as well as an estimate for in-house maintenance expenditures on NHS routes. INDOT is also monitoring pavement and bridge conditions as well as capital expenditures on local NHS routes.

**Table 20: Capital Investment by FHWA Work Type  
NHS and non-NHS (Millions)**

Work Type	Year									
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Construction	\$446.4	\$177.4	\$293.9	\$303.5	\$388.5	\$565.5	\$224.5	\$228.5	\$232.7	\$237.7
Maintenance	\$15.4	\$115.0	\$19.1	\$5.5	\$0.6	\$18.2	\$27.2	\$27.6	\$28.2	\$28.8
Preservation	\$386.3	\$474.2	\$554.0	\$561.1	\$521.9	\$488.8	\$412.7	\$420.0	\$427.9	\$437.0
Reconstruction	\$91.0	\$84.4	\$124.6	\$115.5	\$249.2	\$217.8	\$142.4	\$145.0	\$147.7	\$150.8
Rehabilitation	\$357.6	\$248.9	\$403.8	\$376.9	\$361.0	\$242.2	\$251.9	\$256.4	\$261.2	\$266.8

**Table 21: In-House Maintenance and Preservation Investment by FHWA Work Type NHS Only (Millions)**

Work Type	Year									
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Maintenance</b>	\$6.10	\$6.26	\$6.41	\$6.57	\$6.74	\$6.91	\$7.08	\$7.26	\$7.44	\$7.62
<b>Preservation</b>	\$4.25	\$4.09	\$4.19	\$4.29	\$4.40	\$4.51	\$4.62	\$4.74	\$4.86	\$4.98

Our actual capital expenditures compared to our forecast are shown below:

TAMP Work Type	FY 2020 Actual	FY 2020 TAMP
Construction	\$303,820,755.05	\$293,934,494.89
Maintenance	\$129,019,225.53	\$19,074,602.00
Preservation	\$551,460,629.46	\$553,954,817.00
Reconstruction	\$91,293,629.50	\$124,568,029.00
Rehabilitation	\$334,761,059.76	\$403,785,188.00
<b>Grand Total</b>	<b>\$1,410,355,299.30</b>	<b>\$1,395,317,130.89</b>

Overall, our actual expenditures were within 1% of the forecast. There is a discrepancy between the “maintenance” and “reconstruction/rehabilitation” work types. This was due to some larger rehabilitation projects being moved out and bringing in several projects to address winter damage, which fell in the “maintenance” work type. We also found that we included many bridge “placeholder” projects in our TAMP for expenditures with our border bridges and bench projects. The border bridge projects are projects that have agreements with neighboring states. If the work is delayed or request for payment is delayed those expenditures will be delayed as well. The bench projects are extra projects that are only funded if additional funds is available.

We also see this reflected in our in-house maintenance expenditures. There was less need for “maintenance” as a substantial amount was covered in the winter damage repair contracts.

In House Maintenance on NHS (June 1 2019 - June 1 2020)

TAMP Work Type	FY 2020 Actual	FY 2020 TAMP
Maintenance	\$5,302,776.59	\$6,413,906.61
Preservation	\$4,480,500.68	\$4,188,953.00

### *Asset Conditions Compared to TPM Targets*

In October 2018, INDOT established and submitted two and four year pavement and bridge targets through FHWA Transportation Performance Management portal. Target conditions, conditions as of target submittal, and current conditions are shown below.

Last year, INDOT determined that the pavement conditions were not correctly calculated for the “good” category. We will be revising the 4 year targets for the mid performance period report. INDOT is working with its MPO’s to coordinate this modification. We will be revising those with our mid year performance reporting this fall. Our current conditions and targets are shown below.

<b>Measure</b>	<b>2019 Actual</b>	<b>2 Yr Target</b>	<b>4 Yr Target</b>
Percentage of Pavements of the Interstate System in Good Condition	61.24%	N/A	84.2%
Percentage of Pavements of the Interstate System in Poor Condition	0.68%	N/A	0.8%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	45.91%	78.7%	78.7%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	0.92%	3.1%	3.1%
Percentage of NHS Bridges Classified as in Good Condition	49.7%	48.3%	48.3%
Percentage of NHS Bridges Classified as in Poor Condition	2.0%	2.6%	2.6%

In conclusion, INDOT believes it is meeting or exceeding its projected financial commitment to maintain its pavement and bridge assets in a state of good repair. This is reflected in the fact that we are on track to meet or exceed our target conditions.

Thank you.

Joe McGuinness, Commissioner  
Indiana Department of Transportation

JM/dts