



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

June 23, 2022

Jermaine Hannon, Division Administrator
FHWA, Indiana Division
575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204

Subject: INDOT's State Fiscal Year 2022 Annual TAMP Implementation Documentation

Mr. Hannon –

23 CFR 515.13(b) requires Indiana DOT (INDOT) to identify our most recent Transportation Asset Management Plan (TAMP) and submit documentation demonstrating INDOT is following the investment strategies in its plan and is making progress toward achieving its targets for asset condition and performance of the NHS and supporting progress toward the national goals identified in 23 U.S.C. 150(b). 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 2022 (July 2021 to June 2022).

TAMP Funding Estimates vs. Actual

INDOT's approved TAMP detailed INDOT's anticipated funding by NHS and non-NHS routes for each work type for the next 10 years, as well as an estimate for in-house maintenance expenditures on NHS routes. INDOT's actual capital expenditures compared to our forecast are shown below. The actual expenditures were determined by utilizing data from our project tracking system (SPMS) and cross walking our project work types to FHWA TAMP work types. INDOT is also monitoring pavement and bridge conditions as well as capital expenditures on local NHS routes through the STIP. There were no local NHS projects in FY 2022.

TAMP Work Type	FY 2022 Actual Total	FY 2022 TAMP
Construction	\$971,867,864	\$388,500,000
Maintenance	\$34,830,028	\$600,000
Preservation	\$328,803,673	\$521,900,000
Reconstruction	\$263,712,542	\$249,200,000
Rehabilitation	\$356,605,022	\$361,000,000
Grand Total	\$ 1,955,819,129	\$ 1,521,200,000

In-House Maintenance on NHS (June 1, 2021 - June 1, 2022)

TAMP Work Type	FY 2022 Actual	FY 2022 TAMP
Maintenance	\$5,750,103	\$6,740,000
Preservation	\$4,690,119	\$4,400,000

Due to various federal initiatives, INDOT received more funding than we had expected when our TAMP was drafted. This included \$177M for COVID Stimulus, \$205M American Rescue Plan Act (ARPA), and \$156M BIL stimulus. These extra monies total \$538M, most of which went into the “construction” category. The discrepancy in the “maintenance” category is due to us using what was actually programmed in our TAMP at the time it was drafted. In 2018 we only had 3 “maintenance” projects programmed. In practice, maintenance projects are typically not programmed more than 1-2 years in advance. Based on this, we have made better estimates in our new TAMP.

INDOT’s NHS network includes the Indiana Toll Road and Ohio River Bridges, which are both managed by private entities. Each has their own asset management plan, as detailed in INDOT’s TAMP. Pavement and bridge conditions are exceeding INDOT’s targets, demonstrating successful implementation of their asset management plans.

Entity	Pavement % Poor	Pavement % Fair/Good	Bridge % Poor	Bridge % Fair/Good
Indiana Toll Road	0.8%	99.2%	3.3%	96.7%
Ohio River Bridges	0.0%	100.0%	0.0%	100.0%

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 and updated our targets in 2020. The new target conditions and current conditions are shown below.

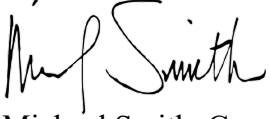
We are solidly meeting our infrastructure targets.

Measure	2021 Actual*	4 Yr Target
Percentage of Pavements of the Interstate System in Good Condition	69.1%	50.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.6%	0.8%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	57.1%	40.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	0.6%	3.1%
Percentage of NHS Bridges Classified as in Good Condition	50.5%	47.2%
Percentage of NHS Bridges Classified as in Poor Condition	2.3%	3.1%

*2021 Actual numbers are INDOT’s internal calculation, not official

In conclusion, INDOT 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 four year target conditions. INDOT will continue to monitor and update our targets as trends and issues are determined from the FHWA condition scoring methodology.

Thank you.

A handwritten signature in black ink, appearing to read "Michael Smith". The signature is fluid and cursive, with the first name "Michael" written in a larger, more prominent script than the last name "Smith".

Michael Smith, Commissioner
Indiana Department of Transportation

MS/dts