

Iowa DOT TAMP – FHWA (Iowa Division) Informal Review

- Iowa FHWA used the certification guidance to review the Iowa DOT's TAMP and provided preliminary information on findings.
- TAMP must have the following seven processes:
 1. Performance gap analysis and to identify strategies to close gaps
 2. Life Cycle Planning
 3. Risk analysis and risk management plan
 4. Financial plan covering at least a 10-year period
 5. Investment strategies
 6. Obtaining necessary data from NHS owners other than the Iowa DOT
 7. TAMP is developed with the best available data and that the Iowa DOT uses bridge and pavement management systems meeting the requirements in 23 CFR 515.17 to analyze NHS bridges and pavements.
- The following processes do not need to be included in the initial asset management plan, but must be included in the June 30, 2019 asset management plan submittal:
 - Life Cycle Planning
 - Risk analysis and risk management plan – Well developed; need owners, monitoring plan and summary of the results of the evaluations of facilities in the State repeatedly damaged by emergency events (minimum the results relating to NHS pavements and bridges).
 - Financial plan covering at least a 10-year period
- The Iowa DOT's November 2016 TAMP has two fatal flaws that need to be addressed for the initial asset management plan, due April 30, 2018:
 - Obtaining necessary data from NHS owners other than the Iowa DOT. TAMP only includes state owned pavement and bridge assets.
 - TAMP is developed with the best available data and that the Iowa DOT uses bridge and pavement management systems meeting the requirements in 23 CFR 515.17 to analyze NHS bridges and pavements. TAMP states that they do not have functioning pavement and bridge management systems
- The following processes need to be improved in the Iowa DOT's TAMP before the initial submittal:
 - Performance gap analysis and to identify strategies to close gaps
 - Investment strategies
- Targets based on 23 CFR 490 are not required to be included in the initial asset management plan. If targets are not included, then the process used to establish targets should be described. Not having targets established can make determining a process for the gap analysis and investment strategies a bit challenging.
- The Iowa DOT plans to have discussions to decide if they will include additional targets and measures in their asset management program and the basis for the targets required for the section 490 performance measures (PCI??).
- Bridge program objectives identified in the TAMP provide the foundation from which targets can be inferred and providing the foundation on which the processes for the gap analysis and investment strategies can be established. A similar discussion is lacking in the pavement section.