



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Iowa Division**

July 26, 2018

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In Reply Refer To:  
HDA – IA

Mark Lowe, Director  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010

Dear Mr. Lowe:

This letter serves as the Federal Highway Administration (FHWA) Iowa Division Office's process certification decision relative to the Iowa Department of Transportation (DOT)'s initial Transportation Asset Management Plan (TAMP).

The Iowa DOT's initial TAMP dated April 2018 was received by the Division Office on April 30, 2018. The Iowa DOT shall make the initial TAMP available to the public and is encouraged to do so in a format that is easily accessible and understood.

The processes you followed to develop your TAMP comply with the minimum requirements set forth in 23 CFR 515.11(a) and 515.11(b). **Iowa DOT's TAMP development processes are certified WITH COMMENTS.** The following comments are based on FHWA's certification guidance located at:

<https://www.fhwa.dot.gov/asset/guidance/certification.pdf>

#### *Performance Gap Analysis*

- The performance gap analysis as it relates to bridge is well developed and described.
- The performance gap analysis as it relates to pavements should include a description/analysis to identify the gaps, deficiencies hindering progress toward achieving and sustaining a state of good repair (SoGR) and alternative strategies that will close or address the gaps identified.

This will need to be addressed with the final TAMP (June 2019).

#### *Life Cycle Planning*

- Describe deterioration models for each asset class or asset sub-group.
- Describe a method for determining which management strategies will minimize life cycle costs while achieving the 23 U.S.C. 150(d) performance targets for asset condition.
- Identify any subgroups that have been excluded, with justification for their exclusion.

These will need to be addressed with the final TAMP (June 2019). Detailed guidance on using a life cycle planning process to support the asset management plan is located at:

[https://www.fhwa.dot.gov/asset/pubs/life\\_cycle\\_planning.pdf](https://www.fhwa.dot.gov/asset/pubs/life_cycle_planning.pdf)

### *Risk Management Plan*

- Part 667: What sources of information and the data that is going to be reviewed and included in the inventory, limitations of that available information, etc.
- Monitoring Risks: The Highway Program Development Group is tasked with monitoring the risks. The document should further describe how this is being done. Specifically, what strategies are being used to monitor the top priority risks ( e.g., training, communication, improvements to data management systems, periodic reviews, etc.)? How does the Highway Program Development Group interact with the risk owner? What are the roles for each in this process?

These will need to be addressed with the final TAMP (June 2019). Detailed guidance on incorporating risk management into the asset management plan is located at:

[https://www.fhwa.dot.gov/asset/pubs/incorporating\\_rm.pdf](https://www.fhwa.dot.gov/asset/pubs/incorporating_rm.pdf)

### *Financial Plan*

- The TAMP should cover a 10-year period for all financial plan components.
- Use consistent terminology. The correlation between investment categories, asset categories and work types isn't well defined making the charts, tables, graphs and discussion/description confusing.
- Funding gap during the 10-year period should be identified and discussed.

These will need to be addressed with the final TAMP (June 2019). Detailed guidance for developing an asset management financial plan is located at:

[https://www.fhwa.dot.gov/asset/pubs/developing\\_tamp\\_fp.pdf](https://www.fhwa.dot.gov/asset/pubs/developing_tamp_fp.pdf)

### *Investment Strategies*

- Identify investment strategies.
- Link the SoGR to investment strategies. How are investment strategies developed to achieve and sustain the SoGR?
- Link targets (not required to be established at the time of the initial TAMP submission) to investment strategies.
- Describe how investment strategies make progress towards achieving the national goals.

These will need to be addressed with the final TAMP (June 2019).

### *Obtaining Data from Other NHS Owners*

- No comments.

*Ensuring Use of Best Available Data and Use of Bridge and Pavement Management Systems*

- The Iowa DOT is working on bridge and pavement management plans, those and the recently approved pavement data quality management plan include the information to ensure the use of best available data and use of the bridge and pavement management systems.

We would like to commend you and your staff for the broad participation in development of the initial TAMP, a risk-based asset management plan. The initial TAMP is the first required TAMP submission, which includes the State DOT's proposed TAMP development. The State-approved asset management plan meeting all the requirements of 23 U.S.C. 119 and 23 CFR Part 515 is to be submitted to FHWA by June 30, 2019.

Should you have any questions, please contact Lisa McDaniel at (515) 233-7307.

Sincerely,

Karen A. Bobo  
Iowa Division Administrator