

Missouri Division



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

July 28, 2025

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In Reply Refer To:
HDA-MO

Mr. Ed Hassinger
Director, Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

Subject: Transportation Asset Management Plan (TAMP) Annual Consistency Determination

Dear Mr. Hassinger:

This letter serves as the Federal Highway Administration (FHWA) Missouri Division 2025 consistency determination, which is an evaluation whether the Missouri Department of Transportation (MoDOT) has developed and implemented a TAMP that is consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515.

MoDOT's most recent TAMP and its revised implementation documentation dated June 1, 2025, were received by the Division Office on June 25, 2025. Based on the most recent TAMP, as well as the documentation submitted to demonstrate implementation of the TAMP, the FHWA has determined **your TAMP complied with the minimum requirements set forth in 23 CFR 515.13(b)(1)**. Therefore, MoDOT's TAMP has met the following minimum requirements:

1. Was developed with FHWA-certified TAMP processes.
2. Includes the required TAMP content; and
3. Is consistent with other applicable requirements in 23 U.S.C 119 AND 23 CFR Part 515.

We also determine MoDOT has implemented its TAMP as provided in 23 CFR 515.13(b)(2).

We would like to commend you and your staff for the broad participation in development and implementation of the TAMP, a risk-based asset management plan, in accordance with 23 U.S.C. 119, to achieve and sustain a state of good repair over the life cycle of the assets and to improve or preserve the condition of the National Highway System (NHS).

Should you have any questions, or require further assistance, please contact Jason Marino at (573) 638-2603.

Sincerely yours,

KEVIN WAYNE
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Kevin W. Ward, P.E.
Missouri Division Administrator

2025 TAMP Consistency Review

Developing, monitoring, and improving the Transportation Asset Management Plan (TAMP) is an evolving and iterative process. The Missouri Department of Transportation (MoDOT) monitors the programming and project delivery process to evaluate the successes of the TAMP through the various methods described below.

Implementing MoDOT's TAMP through an asset management approach to project programming.

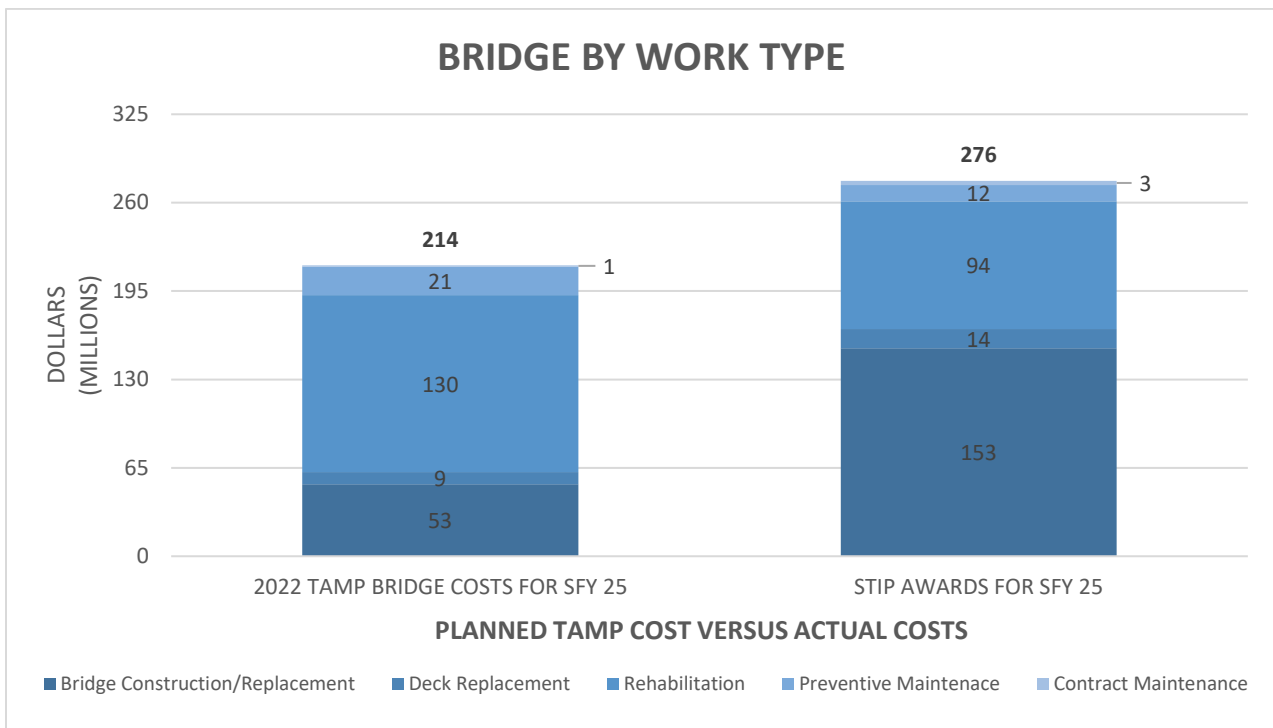
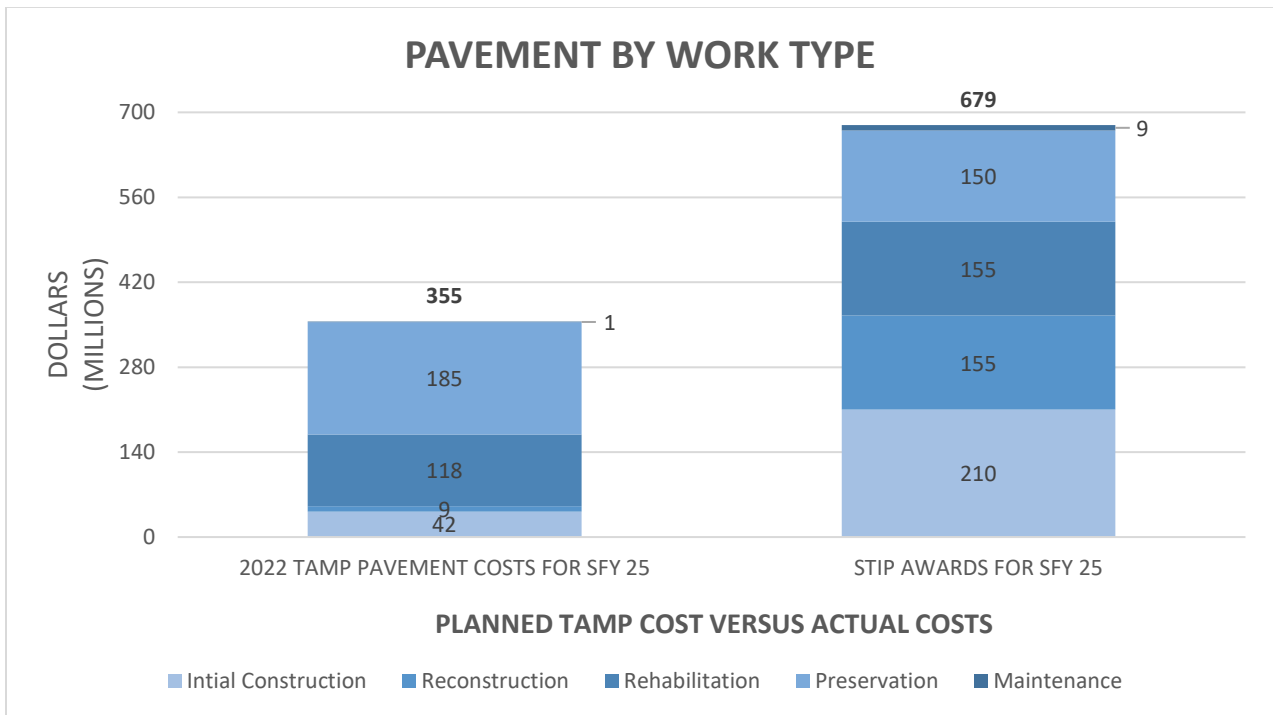
In accordance with our long-range transportation plan, MoDOT is committed to our primary goal of maintaining our existing transportation systems and services that Missouri has today. Each year, each of our seven districts work to update our 10-year rolling, statewide Asset Management Plan (AMP), which details the anticipated funds needed to manage our assets with current projected funding levels. This plan informs the conversation with regional partners and stakeholders and guides the decision-making process when identifying regional needs and priorities while updating our Statewide Transportation Improvement Program (STIP). As part of the programming cycle, MoDOT evaluates the planned asset management expenditures for the first three years in the draft STIP, which helps ensure that asset management projects are programmed, and necessary funds are committed, to support MoDOT's objectives.

As part of the Executive Team approval process of MoDOT's STIP, a comparison of the AMP goals and the fully programmed years of the STIP are reviewed to gauge compliance with our desired direction. MoDOT's AMP is the implementation tool for our TAMP.

The current approved TAMP, as supported by the AMP, provides the anticipated investment to meet our performance goals, as MoDOT balances the road and bridge needs of the NHS system and our other assets. To balance the available funds amongst the needs, while also allowing the necessary non-NHS investment, MoDOT works to identify those facilities that have begun to demonstrate lagging performance and to address them with more robust treatments. These system level strategies put MoDOT on target to meet performance goals.

MoDOT is committed to our preservation strategies on a system-wide basis for the optimal use of available funds. MoDOT also recognizes the need for flexibility on a project-to-project basis to ensure the best decisions are made.

2025 Performance



SFY 2025 project details were reviewed, including the work type categories. Projects were then sorted based upon work types and then categorized based upon TAMP criteria.

Resultant System Conditions and Targets

Measure	2021 Baseline	2023 Results (Current Year)	2023 Target
Good Cond. IS Pavement	79.9%	78.2%	77.5%
Poor Cond. IS Pavement	0.0%	0.1%	0.1%
Good Cond. Non-IS NHS Pavement	61.3%	52.6%	61.1%
Poor Cond. Non-IS NHS Pavement	0.9%	1.6%	1.0%
Good Deck on NHS	27.2%	26.8%	22.8%
Poor Deck on NHS	7.1%	6.0%	7.7%

Gap Analysis

Fiscal Responsibility and Coordination of Work Efforts

MoDOT's SFY 2025 had a significant impact with legislatively designated and funded projects being added through the General Assembly and the Governor's office. The most impactful of these projects was the \$2.4 billion towards the Improve I-70 project, intended to address an aging and overcapacity corridor across the state and \$577.5 million towards the Forward 44 project, intended to address an aging and overcapacity corridor which are both programmed in MoDOT's 2025-2029 Statewide Transportation Improvement Program.

For the TAMP, MoDOT considers the General Revenue funded project delivery to align with the TAMP commitment of seeking out and using potential additional funds to accelerate asset management and improvement through all available means. The additional funds serve to address an existing asset management need while also allowing improving flexibility to address other needs throughout the impacted Districts.

In SFY 2025, it became necessary for MoDOT to adjust the schedule of a planned Major Bridge project, 6P3554. The project moved to SFY 2026, and associated work was therefore not delivered which resulted in \$60 million of planned rehabilitation work to move out of the current fiscal year.

In SFY 2023, MoDOT adjusted the schedule of several projects, including projects with scopes that are applicable to the TAMP, to later fiscal years. Several of those projects were delayed to SFY 2025 which is partially responsible for exceeding the TAMP anticipated NHS expenditures for bridges and pavement in the current fiscal year.

Pavement:

MoDOT contracted 191.05% of the SFY 2025 TAMP planned expenditure for NHS pavements.

- The greatest discrepancy in expenditure occurred in the breakdown of preservation. MoDOT's preservation category includes resurfacing up to 2". A Construction and Materials initiative changed MoDOT policy on minimum lift thickness which increased the minimum lift thickness for several mix types from 1 ¾" to 2". This adjustment shifted the amount of work that corresponded to each category, however the intent and purpose of the work was the

same, to keep good condition pavement in good condition by using preventative treatments to maintain condition, before it falls out of the thresholds.

- Moving into SFY 2025, inflation increased the cost associated with these projects, raising the expenditures higher than originally anticipated at the time that the initial estimates for TAMP development were completed.
- General revenue funded projects to reconstruct portions of I-70 and I-44, have begun to be included in the pavement work by type for the NHS pavement. This funding is above and beyond the traditionally available dollars considered in the TAMP, which results in greater expenditure for the initial construction category of delivered pavement work.

Bridge:

MoDOT contracted 129.01% of the SFY 2025 TAMP planned expenditure for NHS bridges.

- The greatest discrepancy in expenditure occurred in the replacement category, where we exceeded the planned expenditure considerably.
- Actual expenditures in the category of rehabilitation and preventive maintenance were below the planned expenditure. Most notably a \$60 million major bridge rehabilitation project moved out of the current fiscal year.
- Moving into SFY 2025, inflation increased the cost associated with these projects, raising the expenditures higher than originally anticipated at the time that the initial estimates for TAMP development were completed.

Performance Gaps:

MoDOT's federal performance goals for pavement were set around the time that the most recent TAMP was completed. Since that time, MoDOT has upgraded one of our pavement condition collection system, ARAN Vans, by updating the Laser Crack Measurement System to LCMS-2. This new system has improved capabilities, one of which is that it collects cracking in far greater detail, decreasing our resultant pavement performance. Since our pavement history was based upon the results from our old system and the new system has improved the crack detection, resultant pavement condition is lower than anticipated but has not actually changed significantly. As more of the system is collected using the LCMS-2, the pavement condition may continue to decline, ultimately stabilizing once the entire system is collected with LCMS-2. MoDOT is currently in the process of purchasing two new ARAN vans, which will both operate with LCMS-2.

Estimates for MoDOT's TAMP were established in 2021 and inflated at our normal anticipated STIP inflation rate. Actual inflation rates for 2022-2024 exceeded initial projections, impacting overall cost to deliver this work. Project estimates are updated annually through the STIP programming process and are adjusted to the current market.

Review of SFY 2025 Implemented Improvement Strategies

- 10-year pavement and bridge plans. MoDOT continues to work with district staff to have a longer outlook on anticipated construction projects, to aid in project grouping, project size,

consistency in pavement type and construction. As our pavement and bridge plans evolve and improve, our asset management planning is not only better informed, but it is more accurate.

SFY 2026 Improvement Strategies

- MoDOT continues to work with District and Division staff to improve their 10-year Bridge Plans, providing better insight and guidance to the outer years of the STIP. These improvements should better inform the projections by work type for the TAMP.

Once approved, this Consistency Determination document will be posted on MoDOT's website.