Missouri Division

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Federal Highway Administration

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July 17, 2026

In Reply Refer To:
HDA-MO

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

Subject: Asset Management Plan (AMP) Annual Consistency Determination

Dear Mr. Hassinger:

This letter serves as the Federal Highway Administration (FHWA) Missouri Division's 2026 consistency determination, which is an evaluation assessing whether the Missouri Department of Transportation (MoDOT) has developed and implemented an AMP that is consistent with the requirements established by 23 U.S.C. 119 and 23 CFR part 515.

MoDOT's most recent AMP and its implementation documentation dated June 2026, were received by the Division Office on June 26, 2026. Based on the most recent AMP, as well as the documentation submitted to demonstrate implementation of the AMP, FHWA has determined **your AMP complied with the minimum requirements set forth in 23 CFR 515.13(b)(1)**. Therefore, MoDOT's AMP has met the following minimum requirements:

1. Was developed with FHWA-certified AMP processes.
2. Includes the required AMP 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 AMP 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,

Dawn Perkins, P.E.
Acting Missouri Division Administrator

2026 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 alignment with Missouri's long-range transportation plan, MoDOT remains focused on our primary goal: preserving the assets and services currently in place. Each year, our seven districts update the 10-year rolling statewide Asset Management Plan (AMP), which outlines the funding needed to responsibly manage our assets based on current revenue projections. This plan supports informed discussions with regional partners and stakeholders and helps guide decisions when identifying regional priorities during development of the Statewide Transportation Improvement Program (STIP).

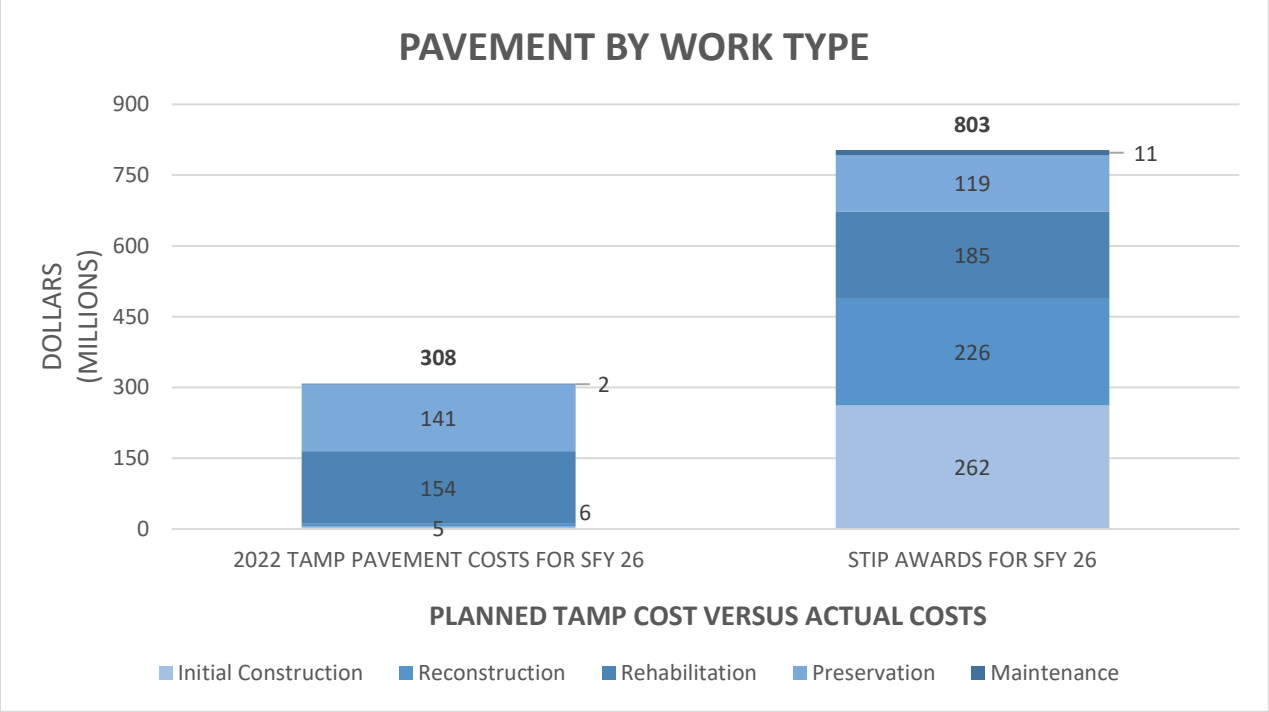
During each programming cycle, MoDOT reviews planned asset management investments for the first three years of the draft STIP. This evaluation ensures that necessary preservation and rehabilitation projects are programmed and that sufficient funds are committed to support MoDOT's objectives.

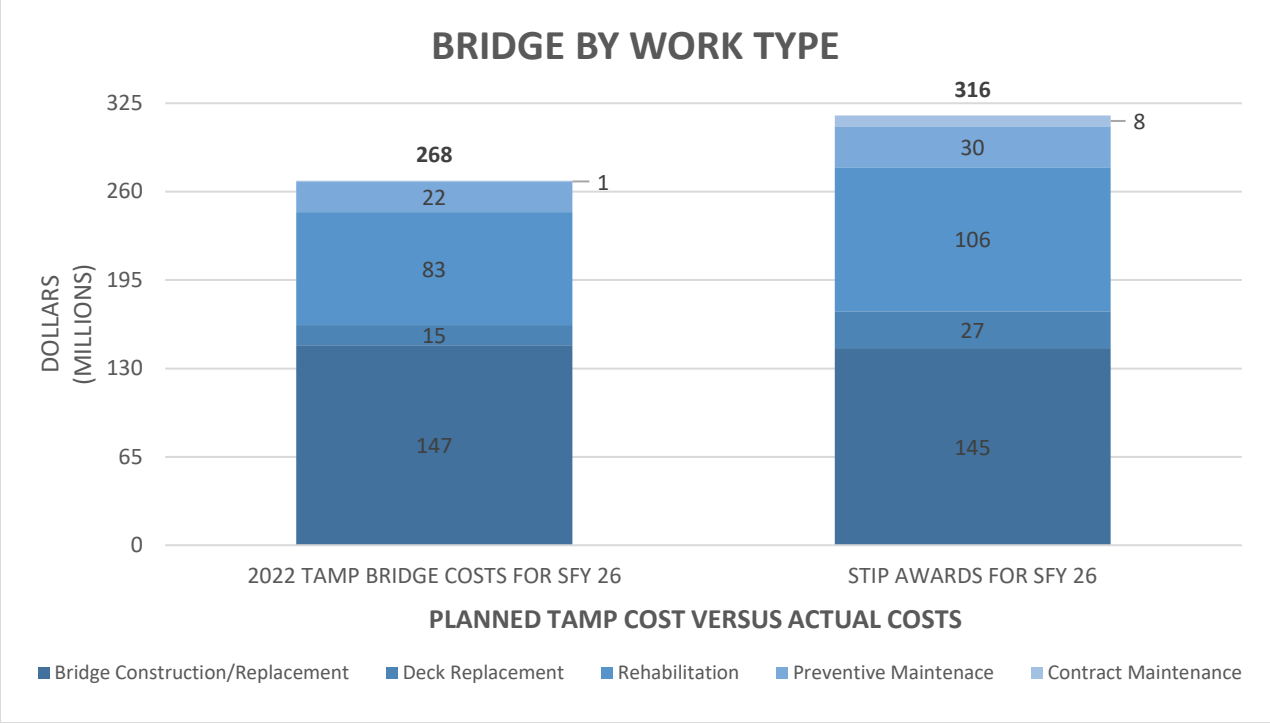
As part of the Executive Team's approval of the STIP, we compare AMP goals with the fully programmed years of the STIP to measure alignment with MoDOT's desired direction. The AMP functions as the implementation mechanism for the TAMP, linking long-term strategy to near-term project programming.

The current approved TAMP, supported by the AMP, identifies the investments needed to meet MoDOT's performance goals across pavements and bridges. To effectively balance funding between National Highway System (NHS) needs and non-NHS priorities, MoDOT monitors system performance to identify locations that show signs of declining condition. These areas may require more robust treatments to maintain overall system health and keep MoDOT on track to meet established performance targets.

MoDOT remains committed to a preservation first approach to ensure the most effective use of available funds across the statewide system. At the same time, we recognize that each project is unique and flexibility at the project level is essential to making the best decisions for Missouri's transportation network.

2026 Performance





SFY 2026 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	2025 Results	2025 Target
Good Condition IS Pavement	79.9%	79.6%	65.0%
Poor Condition IS Pavement	0.0%	0.0%	1.0%
Good Condition Non-IS NHS Pavement	61.3%	54.9%	50.0%
Poor Condition Non-IS NHS Pavement	0.9%	1.6%	3.0%
Good Deck on NHS	27.2%	27.5%	19.2%
Poor Deck on NHS	7.1%	6.9%	7.8%

Gap Analysis

Fiscal Responsibility and Coordination of Work Efforts

In recent years, additional transportation revenue has played a major role, with projects receiving legislative designation and funding through both the General Assembly and the Governor's office. The most notable examples are the $2.4 billion allocated to the Improve I-70 project, which aims to fix an aging and overloaded corridor statewide, and $577.5 million directed to the Forward 44 project for similar issues. Both initiatives are scheduled in MoDOT's 2026-2030 STIP.

Preservation and rehabilitation projects on I-70 and I-44 shifted to more extensive treatments due to General Revenue investment, resulting in fewer planned projects in those categories this year.

It should be noted that the General Revenue funded project aligns with the TAMP commitment of seeking and using potential additional funds to accelerate asset management, address lagging performance and balance maintenance and improvement through all available means. The additional funds serve to address an existing asset management need while also improving flexibility to address other needs throughout the impacted Districts.

Pavement:

- MoDOT contracted 261% of the SFY 2026 TAMP planned expenditure for NHS pavements. General revenue funded projects to reconstruct portions of I-70 and I-44 have been awarded and are reflected 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 and reconstruction category of delivered pavement work.

- A few larger preservation projects along I-70 projected to occur in SFY 2026 were eliminated when the reconstruction projects were added to the STIP.

Bridge:

MoDOT contracted 118% of the SFY 2026 TAMP planned expenditure for NHS bridges.

- Most category expenditures matched or slightly surpassed the TAMP's planned spending.

Performance Gaps:
MoDOT met the 2025 pavement and bridge targets. MoDOT focuses on keeping good pavements good along with improving poor condition bridges, while maintaining the entire system the best MoDOT can with the resources available.

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 2026 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 2027 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.

- The Bridge Management System in the Transportation Management System was updated to address additional NBI data needs. These improvements, working in concert with the 10-year bridge plan should provide greater consistency and better outlook related to future year bridge needs.

- MoDOT is making improvements to the Pavement Planning Tool, which will improve scenario planning and improve pavement plan data analysis which will help district staff with decision making. This upgrade also aims to make district pavement data more consistent.

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