

Missouri Division

July 29, 2021



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

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Mr. Patrick McKenna
Director, Missouri Department of Transportation
P.O. Box 270
Jefferson City, Missouri 65102

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

Dear Mr. McKenna:

This letter serves as the Federal Highway Administration (FHWA) Missouri Division Office's 2021 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.

The Missouri DOT's most recent TAMP and its implementation documentation dated June 30, 2021, were received by the Division Office on June 30, 2021. Based on the most recent TAMP submitted by the State DOT, as well as the documentation submitted by the State DOT 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, Missouri DOT'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 determined Missouri DOT 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 Mr. Mike Latuszek of FHWA Missouri Division at (573) 638-2619.

Sincerely,

Kevin Ward
Missouri Division Administrator

2020 Consistency Review

Developing, monitoring and improving the TAMP is an evolving and iterative process. MoDOT monitors the programming and project delivery process to evaluate the successes of the TAMP through the various methods described below.

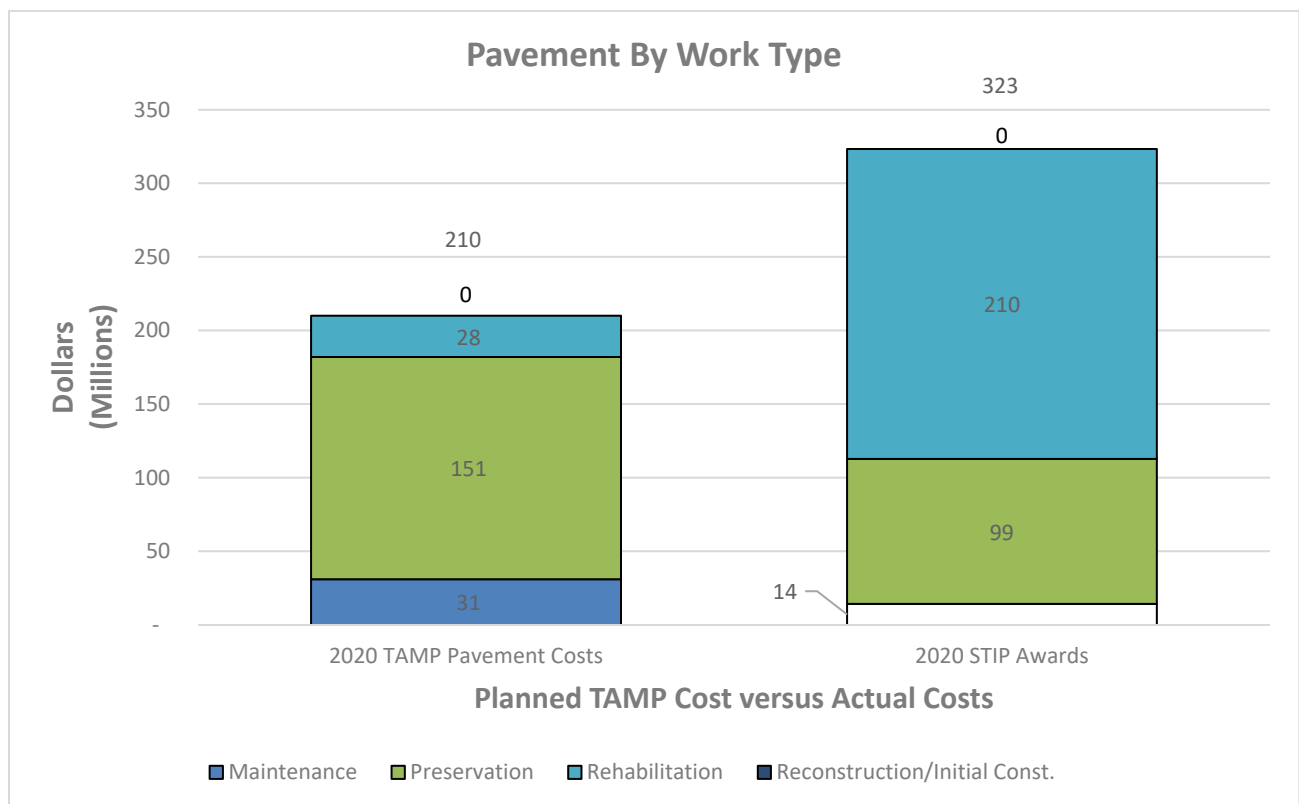
Implementing the TAMP through an asset management approach to programming projects

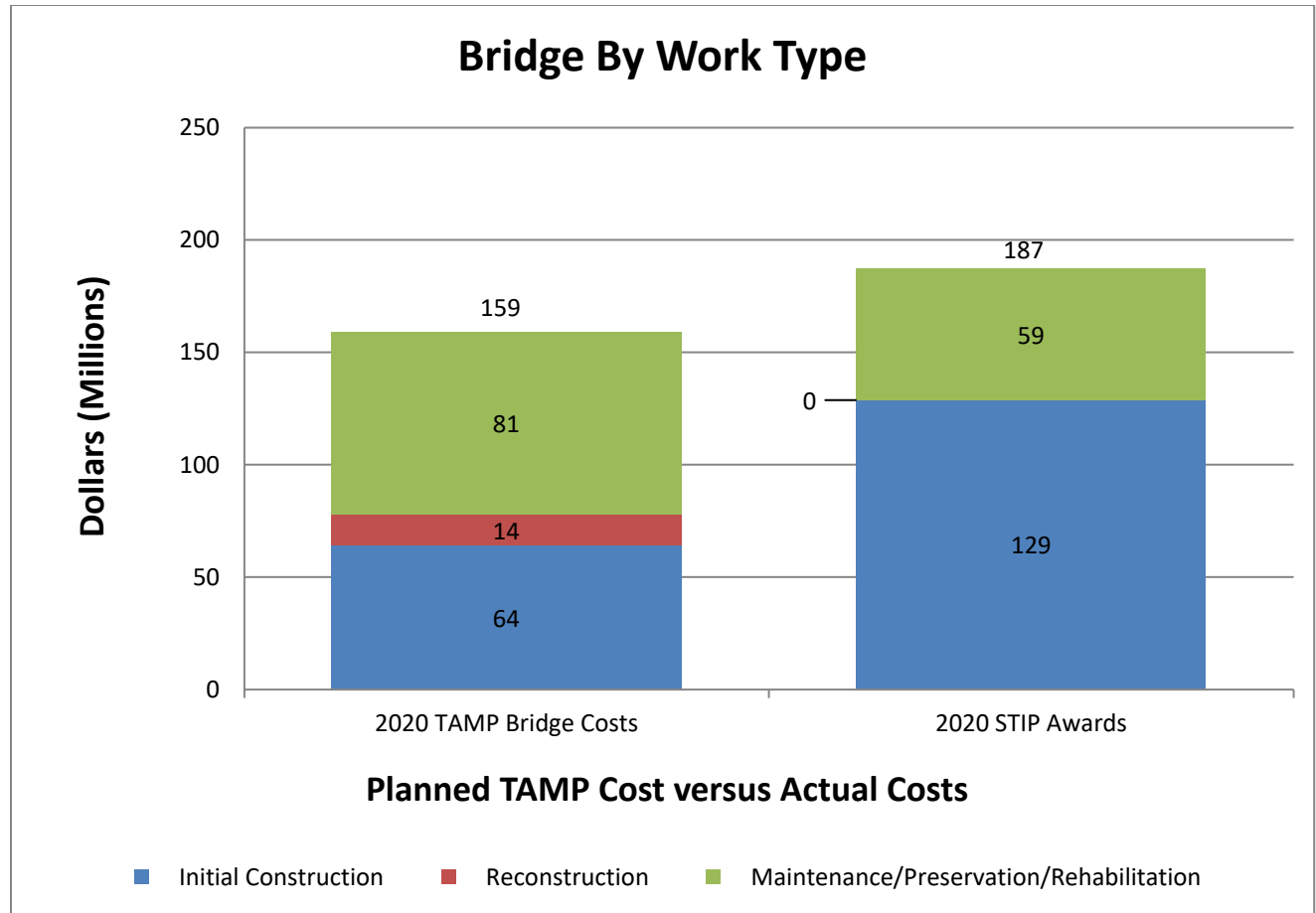
In keeping with our long-range transportation plan, MoDOT Districts work with regional partners to update the STIP, using their asset management plan (AMP) as a guide to program projects. As part of the programming cycle, MoDOT evaluates the draft STIP to compare the planned asset management expenditures for the applicable years to the draft programming to help ensure that projects are programmed, and funds are committed to support the objectives of the TAMP. MoDOT’s 10-year rolling AMP is reviewed and refined each year with the latest information.

As part of the Executive Team approval process of MoDOT’s STIP, a comparison of the AMP goals and the first three years of the 5-year STIP are reviewed to gauge compliance with our desired direction. MoDOT’s AMPs are the implementation tool for our TAMP.

Each district office actively reviews their treatment costs, pavement and bridge conditions, treatment cycles and projected budget, to balance the needs of their system with the overall system goals.

2020 Performance





Notes:

- SFY 2020 project details were reviewed, including correct SIMS work type categories. Projects were then sorted based upon SIMS work types categories and then sub-categorized based upon the primarily impacted TAMP criteria.
- Complex, large budget projects (such as design build projects) with significant pavement and bridge work were prorated based upon the anticipated scope of work. When split, the corresponding SIMS work type was adjusted to reflect the correct category of which the primary work was associated.

Resultant System Conditions and Targets

Measure	2017 Baseline	2019 Results	2021 Target	2020 Results (Current)
Good Cond. IS Pavement	77.5%	75.0%	77.5%	82.1%
Poor Cond. IS Pavement	0.0%	0.0%	0.1%	0.02%
Good Cond. Non-IS NHS Pavement	74.8% (IRI Only)	61.6%	61.1%	63.3%
Poor Cond. Non-IS NHS Pavement	5.1% (IRI Only)	0.8%	1.0%	0.8%
Good Deck on NHS	34.0%	29.8%	26.4%*	28.4%
Poor Deck on NHS	7.1%	7.5%	8.2%*	7.3%

Note: 2021 BR Target revised from the original May 2018 target.

Documentation

- Project investment included a substantial Pavement and Bridge Design Build project on I-270, that positively influenced overall expenditure in both categories.
- The results suggest a basis for optimism, having met or exceeded applicable 2021 targets, however, we are fully aware that year to year fluctuations in performance can occur as the focus and associated funds of any given fiscal year are balanced over Interstate, Non-Interstate NHS and the minor system. Our current bridge trend is still a downward trend.
- On the average, over the last three years MoDOT has committed resources at or above the asset management goals for Bridge related work, which has helped slow the decreasing trend associated with bridge deck condition and allowed us to exceed our 2021 Target.
- Major bridges can have significant impact to overall performance due to the associated size of the structures. A single structure moving between good, fair, and poor can impact the performance by ½ percent, and thus can fluctuate from year to year. No additional major bridge work was added during SFY 2020; however two separate major bridges are scheduled for SFY 2021 and SFY 2022.
- Updating bridge and pavement costs: Asset management plans are used to guide STIP investment decisions. Asset management investment and project costs must be monitored to the square foot and lane mile cost, to ensure projected funding commitments adequately cover the projected needs. MoDOT monitors these costs through the STIP and through the asset management program. For most areas, the asset management program costs align closely with STIP programming estimates, however some variances exist and must be closely watched with each asset management update.

This Consistency Determination document will be updated and posted on MoDOT's website annually.