

MISSOURI (Sen. McCaskill and Blunt)

Current Condition of Transportation:

- 22% of MO's major roads are in poor condition¹
 - ASCE road grade of C ²
 - Costs each Missouri motorist \$408 a year in extra maintenance ³
 - A total of 4,064 lives were lost on MO's highways from 2009 to 2013⁴
- Vehicle travel on MO's highways increased 37% from 1990-2013⁵ while the state population grew by 18% in that time⁶
- 44% of MO's major highways are congested⁷
 - Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- Each year, 72% of the \$226b in goods shipped within MO traveled by truck across the state's vast highway infrastructure

Need for Federal Investment:

- 65% federal share of Missouri Highway Capital Program⁸
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate⁹
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS

DRIVE Act **→** *What this does for Missouri*

Prioritize bridge reconstruction and safety:

- Increased bridge set aside funding for:
 - MO's 3,310 structurally deficient bridges - 26% of Missouri's bridges are rated as structurally deficient or functionally obsolete¹⁰
 - Current ASCE bridge grade of C-¹¹

Improves Commerce:

- In the first 3 years of the DRIVE Act, MO will receive \$106,980,118 in addition to growth of the existing programs for freight.
- Prioritizes federal spending on the interstate for projects in the national economic interest.

¹ TRIP

² ASCE

³ TRIP

⁴ FHWA

⁵ TRIP

⁶ US Census

⁷ TRIP

⁸ AASHTO

⁹ AASHTO and FHWA

¹⁰ FHWA

¹¹ ASCE

Long-Term 6-Year Certainty:

- Total share for first 3 years of DRIVE Act: \$2,960,751,232 that the state would not get otherwise.
- Critical Projects:
 - a. Missouri North I-70 Interchange: connection between existing I-70 and the new bridge
 - b. Mississippi River Bridge: A new 4-lane bridge one mile north of the Martin Luther King Bridge
 - c. Illinois I-70 Connection: A roadway connection between the existing I-55/64/70 Tri-Level Interchange and the main span¹²
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase MO's ability to efficiently finish projects.
- DRIVE delivers 6 years of certainty. 12 short term extensions since SAFETEA-LU have impeded on MO's ability to properly plan and budget for transportation projects.
- DRIVE gives MO the ability to prepare for the next 50 years. With a focus on innovation, MO can better deploy technology to improve the state transportation network.

¹² <http://www.newriverbridge.org/overview-intro.html>