MISSOURI

Current Condition of Transportation:
- 22% of MO’s major roads are in poor condition¹
  - ASCE road grade of C²
  - 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

FAST Act ➔ What this does for Missouri

Prioritize bridge reconstruction and safety:
- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - 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

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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
Improves Commerce:
- Over the life of the bill (FY2016-FY2020), MO will receive $151,454,999 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, MO, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:
- Total share over 5 years of the FAST Act: $5,524,619,455 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
  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 1-70 Connection: A roadway connection between the existing I-55/64/70 Tri-Level Interchange and the main span\(^\text{12}\)

- FAST delivers 5 years of certainty. 36 short term extensions since SAFETEA-LU have impeded on MO’s ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, FAST is cutting red tape and accelerating project delivery to increase MO’s ability to efficiently finish projects.
- FAST 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](http://www.newriverbridge.org/overview-intro.html)