



# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Planned Construction for 2021 to 2030 Report

June 2021



# APPALACHIAN REGIONAL COMMISSION

1666 Connecticut Avenue NW, Suite 700  
Washington, DC 20009-1068

*June 2021*

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## Funding Commitments for the Appalachian Development Highway System in the Next Decade

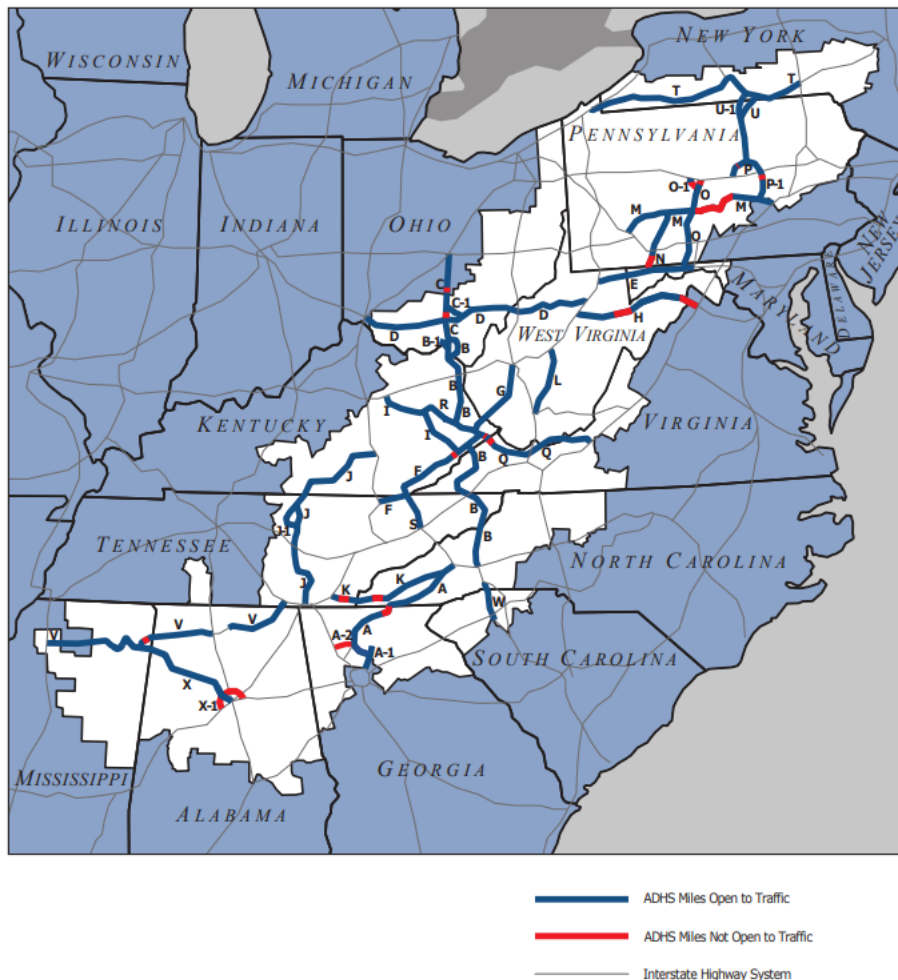
In cooperation with the Federal Highway Administration and the state departments of transportation (DOTs), the Appalachian Regional Commission (ARC) regularly updates the cost-to-complete estimates for the unfinished Appalachian Development Highway System (ADHS) corridors. In March 2021, ARC completed the *2021 Cost-to-Complete Estimate Report*.

Now, with renewed congressional interest in providing additional dedicated resources for completing the ADHS, this *ADHS Planned Construction for 2021 to 2030 Report* further details new funding commitments of state DOTs for work on specific corridors in the next decade.

This report documents construction activities of states that have displayed a “Readiness” to advance the ADHS in the next decade. The report also demonstrates how such “Readiness” could be used in apportioning future funding.

In the future, the *2021 Cost-to-Complete Estimate Report* will be updated on a five-year cycle and the *ADHS Planned Construction for 2021 to 2030 Report* will be updated mid-cycle between future *Cost-to-Complete Estimate Reports*.

**Appalachian Development Highway System Completion Map**  
(as of September 30, 2020)



## State Departments of Transportation—New Planned Funding Obligations for the ADHS

Table 1 shows each state DOT’s new planned funding obligations from 2021 to 2030. These funding commitments were developed based on the cost-to-complete narratives provided by state DOTs to ARC in support of the *2021 Cost-to-Complete Estimate Report*. Each state’s new planned funding obligations were divided by the total planned obligations of all states to provide an initial apportionment percentage.

**Table 1 - New Planned Funding Obligations  
or Conversion of Pre-Financing (Advance Construction - AC), by Year (in millions)**  
Source: State Cost-to-Complete Narratives, as of December 31, 2020

State	Corridor*	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	State Subtotals	Percentage of Overall Planned Obligations
AL	V												
AL	X				\$39.40	\$44.40							
AL	X-1		\$45.25	\$265.22							\$1,131.08		
ALABAMA												\$1,525.35	36.94%
GA	A		\$105.30										
GA	A-2							\$242.50					
GEORGIA												\$347.80	8.42%
KY	F												
KY	Q		\$106.90										
KENTUCKY												\$106.90	2.59%
MD	N												
MD	O												
MD	AC	\$16.04											
MARYLAND												\$16.04	0.39%
MS	AC	\$13.99											
MISSISSIPPI												\$13.99	0.34%
NC	A												
NC	K		\$165.00										
NORTH CAROLINA												\$165.00	4.00%
OH	C												
OH	AC	\$12.36	\$12.36	\$12.36	\$12.36	\$12.36	\$12.36	\$12.36	\$12.36	\$12.36	\$12.36		
OHIO												\$123.58	2.99%
PA	M												
PA	N												
PA	O		\$175.00										
PA	O1												
PA	P												
PA	P1		\$50.10										
PENNSYLVANIA												\$225.10	5.45%
TN	F	\$50.00											
TN	K				\$110.25 (Over several years)								
TN	S			\$6.00									
TENNESSEE												\$166.25	4.03%
VA	H												
VA	Q	\$218.98											
VA	AC	\$64.90											
VIRGINIA												\$283.88	6.88%
WV	H		\$789.10					\$270.00					
WV	AC	\$96.00											
WEST VIRGINIA												\$1,155.10	27.98%
<b>TOTAL</b>												<b>\$4,128.99</b>	

\* AC denotes unconverted Advance Construction, as of December 31, 2020 or Availability Payment amount for Ohio Corridor B.

Advance Construction or Availability Payment

Construction Activity



## “Readiness” Apportionment Calculation Based on State DOT Planned Funding Obligations from 2021 to 2030

To demonstrate how apportionment factors can be calculated based on state planned funding obligations from 2021 to 2030, Table 2 shows final apportionment percentages based on a total theoretical five-year \$1.75 billion apportionment with a \$100 million “floor” apportionment for each state. The \$100 million “floor” apportionment was provided to ensure that all states receive a significant initial amount of funding to advance ADHS projects.

In this apportionment calculation, each state receives at least \$100 million or its “Remaining Funds Needed” amount, whichever is less, as documented in the *2021 Cost-to-Complete Estimate Report*. The remaining funds are then apportioned to each state based on the ratio of the state’s new planned funding obligations from 2021 to 2030 to all states’ new planned funding obligations from 2021 to 2030. This “Readiness” apportionment option provides additional funding to states who have planned to move forward with construction of ADHS projects in the next ten years.

### Based on a Theoretical 5-Year \$1.75 B Apportionment with a \$100 M Floor

State	Percentage of Overall Funds Planned (2021-2030)	Theoretical 5-Year Total Apportionment of \$1.75 B	Apportionment Adjusted for \$100 M Floor *	Adjusted to Exclude States with No Remaining Funds Needed	Final Apportionment - With Distribution of Surplus After Applying Floor of \$100 M	Final Apportionment Factors
AL	36.94%	\$ 646,493,193	\$ 100,000,000	37.07%	\$ 373,013,703	21.32%
GA	8.42%	\$ 147,409,009	\$ 100,000,000	8.45%	\$ 162,250,740	9.27%
KY	2.59%	\$ 45,307,715	\$ 100,000,000	2.60%	\$ 119,133,422	6.81%
MD	0.39%	\$ 6,798,276	\$ 100,000,000	0.39%	\$ 102,870,908	5.88%
MS	0.34%	\$ 5,929,419	\$ 13,480,000	0.00%	\$ 13,480,000	0.77%
NY						
NC	4.00%	\$ 69,932,394	\$ 100,000,000	4.01%	\$ 129,532,410	7.40%
OH	2.99%	\$ 52,376,730	\$ 100,000,000	3.00%	\$ 122,118,663	6.98%
PA	5.45%	\$ 95,404,738	\$ 100,000,000	5.47%	\$ 140,289,366	8.02%
SC						
TN	4.03%	\$ 70,462,185	\$ 100,000,000	4.04%	\$ 129,756,140	7.41%
VA	6.88%	\$ 120,317,200	\$ 100,000,000	6.90%	\$ 150,809,884	8.62%
WV	27.98%	\$ 489,569,140	\$ 100,000,000	28.07%	\$ 306,744,765	17.53%
		<b>\$1,750,000,000</b>	<b>\$1,013,480,000</b>		<b>\$1,750,000,000</b>	

\* The \$100 million apportionment was adjusted to not exceed the Remaining Funds Needed for Mississippi.

## Completing the ADHS

The ADHS is a vital part of the Appalachian Region’s transportation resources, providing residents with safe and reliable access to jobs, education, health care, and social services. It also plays a vital role in giving the Region access to domestic and international markets. In today’s global marketplace, a modern system of highways is essential for economic growth and for enabling Appalachia to become a net contributor to the national economy.

As stated in a “Sense of the Senate” provision in the MAP-21 Act, “the timely completion of the Appalachian Development Highway System is a transportation priority in the national interest.”