



U.S. Chamber of Commerce

Arkansas

About the Infrastructure Network

In the state of Arkansas:



Roads

99,165 miles of roads, with **44%** in poor or mediocre condition



Bridges

5.4% of **12,978** bridges are deemed structurally deficient



Rail

2,845 miles of freight rail; **395** miles of passenger rail



Transit

10+ transit providers serve **over 5 million** riders annually



Ports and Waterways

203 waterways throughout the state

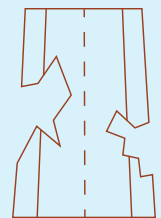


Airports

316 airports in the state

Moving People and Goods

Driving on deteriorated roads costs Arkansas motorists **\$2.3 billion**, or **\$981 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:

89.3%

of workers in Arkansas commute by driving

7.8%

use transit, walking, biking, or other modes of transportation

Freight:

\$136 billion

in domestic trade is shipped from the state each year

83%

of that volume moved by truck

Economic Impact



3,059
direct

and

43,633
indirect

transportation jobs generate
over \$2 billion in wages
each year within Arkansas.

Safety



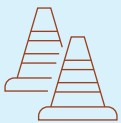
3,103

people died on Arkansas highways
from 2020 through 2025, an
average of **621** fatalities per year.



1.43 > 1.1

Arkansas traffic fatality rate of
1.43 fatalities per **100** million
vehicle miles traveled is **higher**
than the national average of **1.1**.



73 work zone fatalities
occurred in Arkansas between
2020–2024.



**695 structurally
deficient bridges**
pose safety risks if not addressed.

Federal Funding for Infrastructure

39%

Federal funding accounts for
39% of spending
on road and bridge projects...

61%

and provides
61% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

Arkansas has received approximately
\$3.9 billion in federal transportation
funding under the Infrastructure
Investment and Jobs Act.



What's at Stake

Without reauthorization at current or
increased levels, **Arkansas risks
losing federal funding** needed
to maintain aging roads and bridges,
support freight movement along
I-40 and I-30, and sustain transit
services that connect communities.

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