ARKANSAS

Current Condition of Transportation:

- 20% of AR's major roads are in poor condition[1]
  - ASCE grade D+ [2]
  - Driving on roads in need of repair costs Arkansas motorists $187m a year, or $461 a year per motorist[3]
  - 483 lives were lost on the state's roads in 2013[4]
- AR's population increased by 26% from 1990 to 2013[5]
- 39% of Arkansas's major urban highways are congested[6]
  - Congestion in America costs motorists $121b annually in wasted fuel

Current Condition of Commerce:

- Each year, 83% of the $102b worth of commodities delivered annually from sites in Arkansas is transported by trucks on the state's highways[7]

Need for Federal Investment:

- 70% Federal share of AR Highway Capital Program[8]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[9]
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

FAST Act ⟶ ***What this does for Arkansas***

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
  - AR's 861 structurally deficient bridges[10]
  - 22% of AR's bridges are structurally deficient or functionally obsolete[11]
  - Current ASCE grade of C+[12]

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[1] TRIP
[2] ASCE
[3] TRIP
[4] FHWA
[5] TRIP
[6] Ibid.
[7] Ibid.
[8] AASHTO
[9] AASHTO and FHWA
[10] FHWA
[11] TRIP
[12] ASCE

Improving Commerce:

- Over the life of the bill (FY2016-FY2020), AR will receive $83,012,548 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, AR, 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: $2,906,905,616 that the state would not get otherwise.
- 220 projects at risk without proper federal investment[13]
- Major State Projects that can benefit from the FAST Act:
    - **Monette Bypass**: proposes to complete the paving of an approximately 3.5-mile, four-lane Highway 18 bypass north of Monette[14]
    - **White River Bridge**[15]: under construction since 2010 at a cost of $34.1 million, is being built south of the old bridge[16]
    - **Street Overlay Program**[17]: a major annual highway overlay program that repairs road surfaces has been delayed do to uncertainty of federal funding[18]
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on AR's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase AR's ability to efficiently finish projects.
- FAST gives AR the ability to prepare for the next 50 years. With a focus on innovation, AR can better deploy technology to improve the state transportation network.

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[13] AASHTO
[14] http://www.idahopress.com/members/federal-funding-shortfall-falls-on-other-projects/article_6ff380ea-6d3d-11e4-82c1-93106ebdfef0.html
[15] AASHTO
[16] http://www.arkansasonline.com/news/2015/jun/08/support-for-white-river-bridge-widens-2/
[17] AASHTO
[18] https://www.tsp2.org/2015/03/30/value-of-delayed-us-highway-projects-tops-1-3-billion-as-arkansas-adds-more/