

ARKANSAS

Current Condition of Transportation:

- 20% of AR's major roads are in poor condition¹
 - ASCE grade D+ ²
 - Driving on roads in need of repair costs Arkansas motorists \$187m a year, or \$461 a year per motorist³
 - 483 lives were lost on the state's roads in 2013⁴
- AR's population increased by 26% from 1990 to 2013⁵
- 39% of Arkansas's major urban highways are congested⁶
 - 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 highways⁷

Need for Federal Investment:

- 70% Federal share of AR Highway Capital Program⁸
- 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 bridges¹⁰
 - 22% of AR's bridges are structurally deficient or functionally obsolete¹¹
 - Current ASCE grade of C+¹²

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 investment¹³
- 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 Monette¹⁴
 - **White River Bridge**¹⁵: under construction since 2010 at a cost of \$34.1 million, is being built south of the old bridge¹⁶
 - **Street Overlay Program**¹⁷: a major annual highway overlay program that repairs road surfaces has been delayed do to uncertainty of federal funding¹⁸
- FAST delivers 5 years of certainty. 36 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, FAST 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.

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/>