

Scott E. Bennett, P.E.
Director



Freshmen Legislator Orientation

Monday, November 26, 2018



History



“We are always yapping about the ‘Good Old Days’ and how we look away back and enjoy it, but I tell you there is a lot of hooley to it.”

– Will Rogers



The Teens

- ***First Commission Created***
 - ✓ ***No Highway Department***
 - ✓ ***No Highway System***
- ***\$72,000 Total Budget***
- ***36,000 Miles of Public Roads***

Highway 71 near Bella Vista



The Twenties

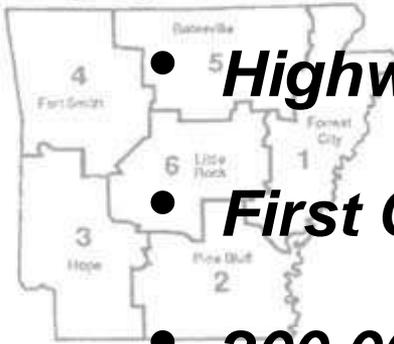


Repair Shop of State Highway Department, Little Rock, early 1930s



- **Highway System Created**

Highway Districts 1923



- **Highway Department Created**

- **First Gas Tax – 1 cent per gallon**

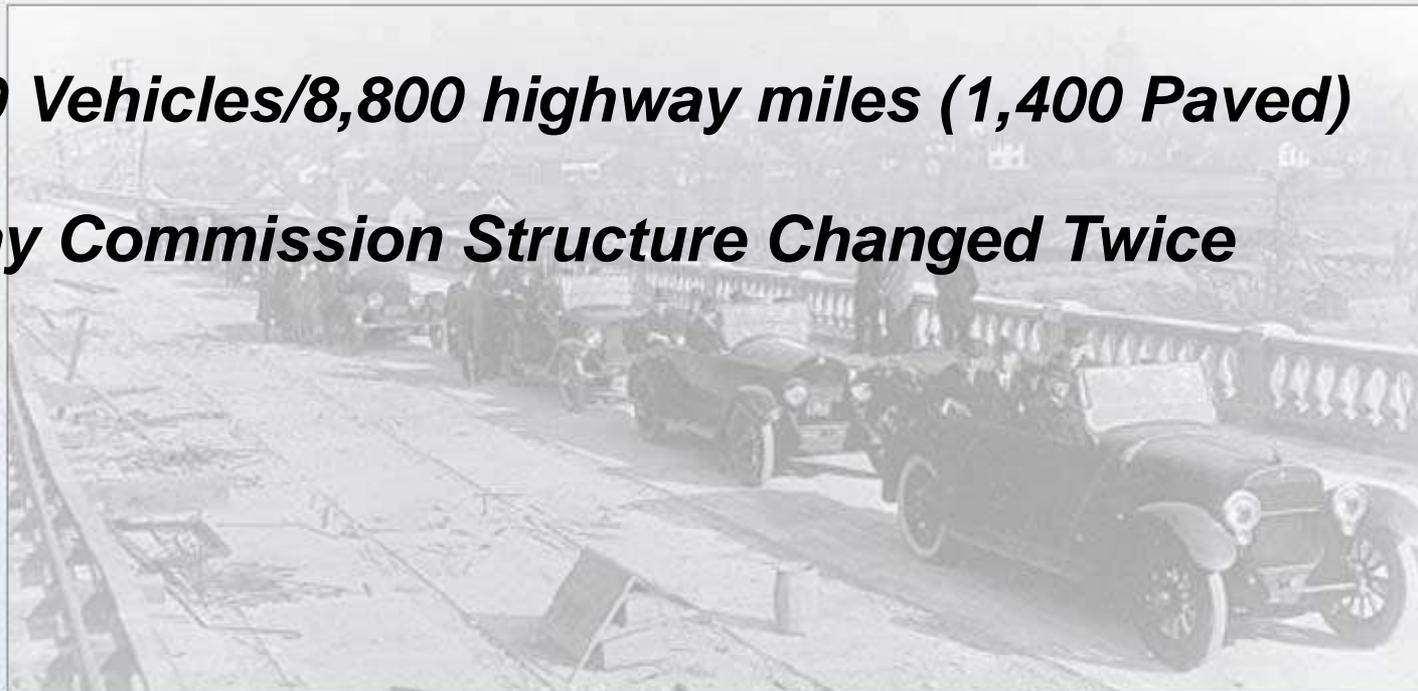
- **200,000 Vehicles/8,800 highway miles (1,400 Paved)**

Highway Districts 1925

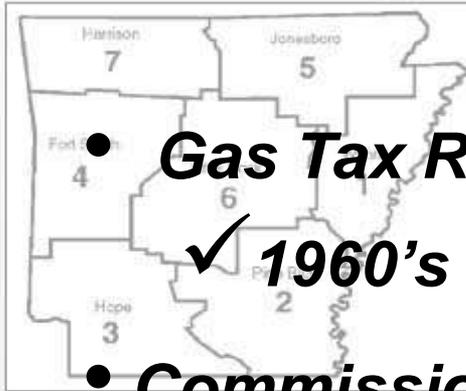


- **Highway Commission Structure Changed Twice**

Broadway Bridge dedication, 1922. View is looking towards North Little Rock



The Thirties and Forties



- **Gas Tax Raised to 6.5 cents per Gallon**
- ✓ **1960's Before Next Increase**

- **Commission Structure Changed Four More Times**



Magnet Truck, Picked up an average of 100 lbs of metal per mile

- **9,700 Highway Miles (4,900 Paved)**

State Highway Department HQ, 1939

- **Too much Political Influence on Highways**
– **Growing Discontent**





- **1951 - Highway Audit Commission Report**

- ✓ **“the advice, counsel and expert know-how which is available from the Department’s own technical and administrative staffs has scant weight indeed when they are in conflict with the political pressures and political promises of the moment.”**

- **9 Legislative Acts Restructured Commission since 1913**
- **1952 – Mack Blackwell Amendment**

Widening Hwy 67 near Malvern, 1956



The Sixties and Seventies



- **No changes to Commission Structure**
- **Department became Debt Free**

South Terminal, Little Rock, Arkansas. Lawrence Blackwell burning bonds at a ceremony in 1975.

- **Legislature transferred nearly 4,400 more miles of County Roads to Highway System**



- **Department adds "Transportation" to its name – Authority Expanded**



- **1st State to Complete its Interstate System (1975)**
- **16,000 Highway Miles (15,000 Paved)**

Toad Suck Ferry on Arkansas River at Highway 60, 1970

I-430 River Bridge, 1973

The Eighties and Nineties

- **1985 – Rural Road Program – out of the mud**
- **Early Retirements – huge workforce turnover**
- **1991 – Highway Improvement Program**
- **1993 – Last Federal Gas Tax Increase**
- **1999 – Last State Gas Tax Increase**
- **1999 – Interstate Rehabilitation Program – First Highway Bond Issue in 50 years**
- **I-540 (now I-49) and I-530 Completed**
- **16,400 Highway Miles**



Section of Hwy 7 named first Scenic Byway of Arkansas.

1991 Highway Improvement Program authorized to improve or replace approximately 560 bridges.



Hopper Tunnel, 1999



- **2011 – 2nd Interstate Rehabilitation Program**
- **2012 – Connecting Arkansas Program**



Winter Weather in Dec 2000 and Jan 2001 cost almost \$40 M.

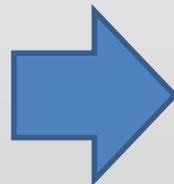
- **Governor's Working Group on Highway Funding**

- **16,400 miles State Highways**



New White River Bridge on Hwy 64 at Augusta opened in 2001.





1929
Arkansas
Highway and
Department of
Lands

1977
Arkansas State
Highway and
Transportation
Department

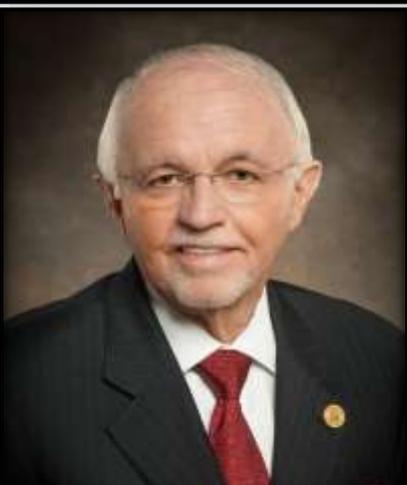
2017
Arkansas
Department of
Transportation



About Us



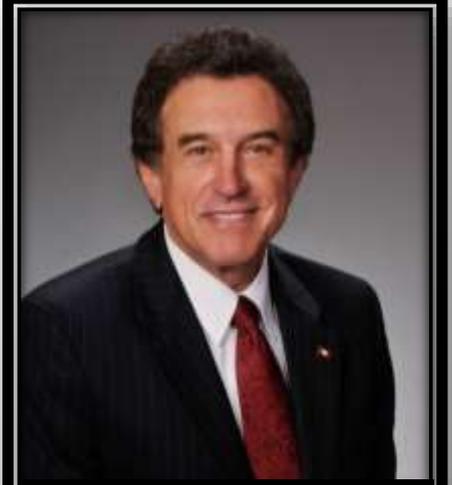
Arkansas Highway Commission



Dick Trammel



Tom Schueck



Robert Moore



Alec Farmer



Philip Taldo

Scott E. Bennett - Director

Lorie H. Tudor - Deputy Director and Chief Operating Officer

Emanuel Banks - Deputy Director and Chief Engineer

Randy Ort - Assistant Chief-Administration

Kevin Thornton - Assistant Chief Engineer-Planning

Michael Fugett - Assistant Chief Engineer-Design

Tony Sullivan - Assistant Chief Engineer-Operations

Rita Looney - Chief Legal Counsel

Patrick Patton - Chief Fiscal Officer

Danny Straessle - Public Information Officer



Gill Rogers

Governmental Relations Officer

Office: 501-569-2108

Cell: 501-920-3172

Gill.Rogers@ardot.gov



3rd Largest State Agency
(3,698 Employees)

Maintains
16,418 miles of Highway
7,300 Bridges

Central Offices in Little Rock

10 Districts Statewide

Core Values

Safety

- Safety first in all we do

Public Service

- Focus on the greater good

Teamwork

- One vision through collaboration and communication

Quality

- Deliver reliable transportation solutions

Integrity

- Commitment to ethics and transparency

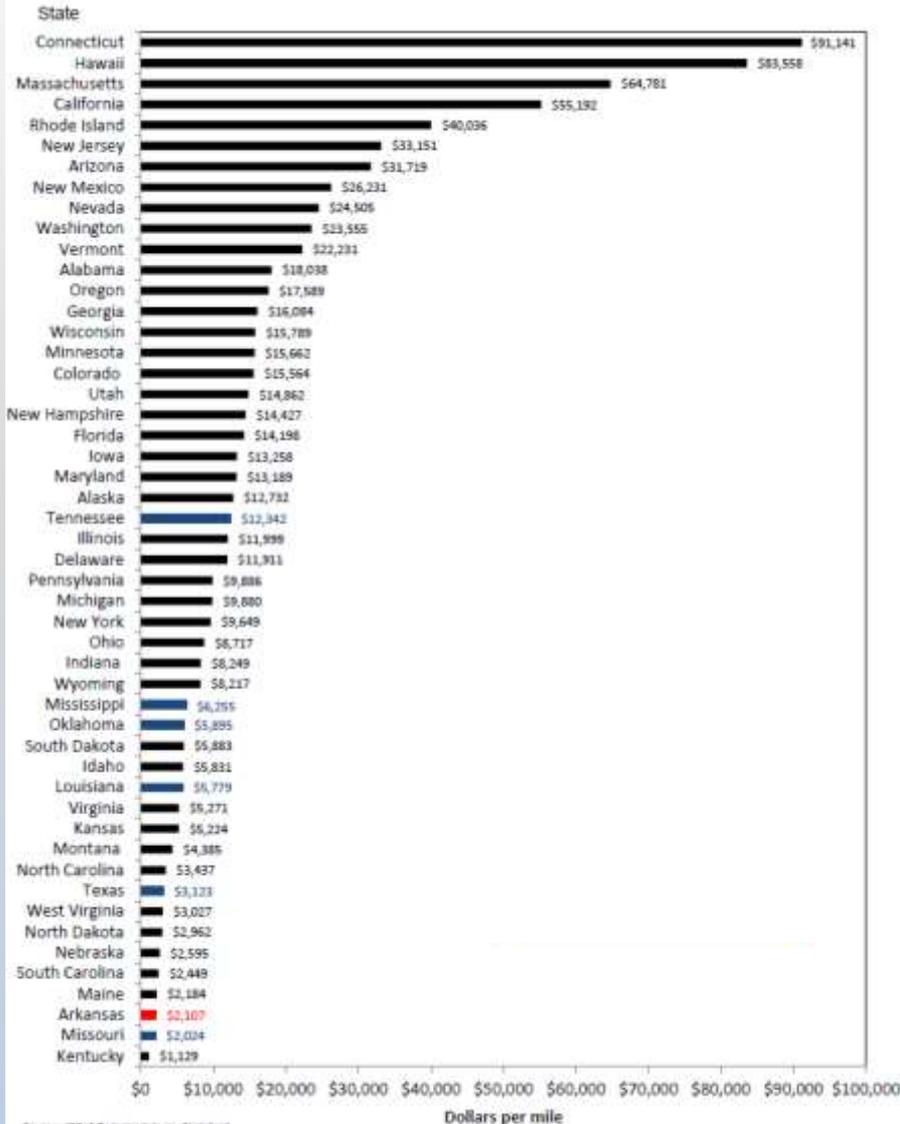
Efficiency

- Achieve maximum benefit through fiscal responsibility

*Provide safe and **efficient** transportation solutions to support Arkansas' economy and enhance the quality of life for generations to come.*

Adopted June 7, 2017

Administrative Cost Per Mile
 Arkansas Ranks 48th in the Nation



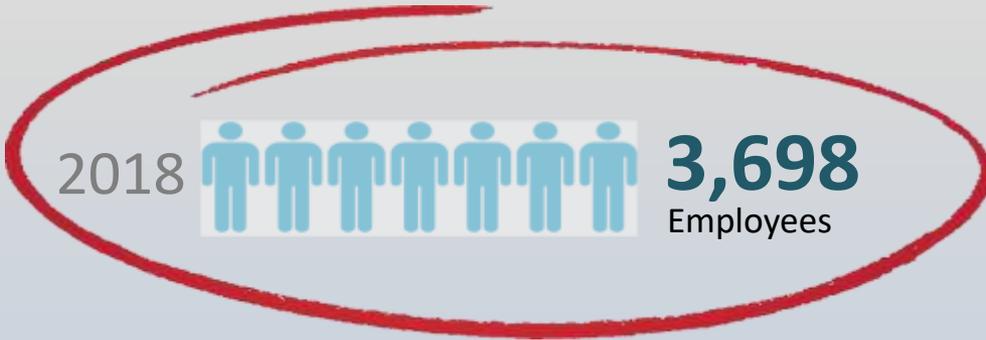
Source: "2013 Federal Highway Statistics"
 Note: Excludes Toll Facilities

Arkansas = \$2,107

Surrounding States Average = \$4,334

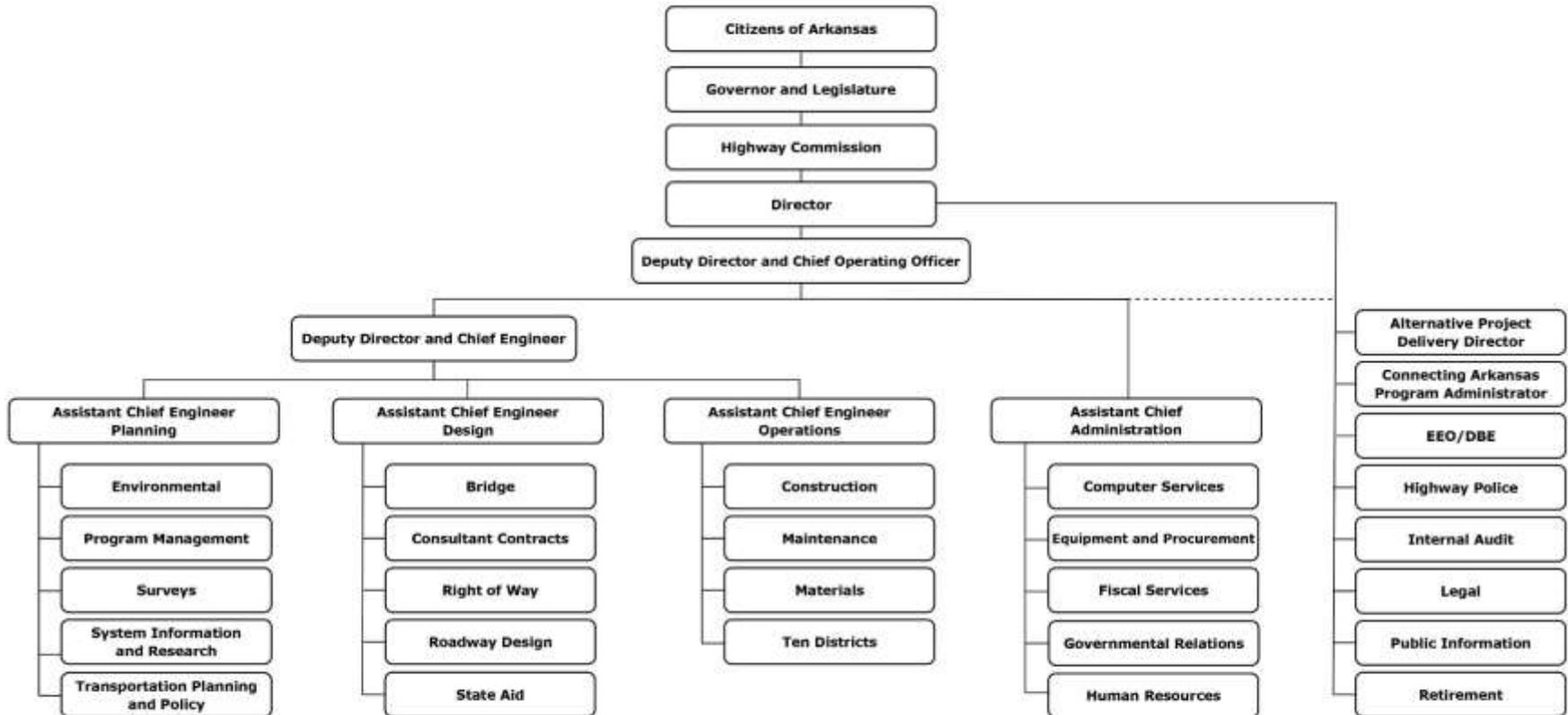
National Average = \$9,224

Arkansas has the
 3rd Lowest
 Administrative Cost Per
 Mile
 in the Nation



Organization Chart

ARKANSAS DEPARTMENT OF TRANSPORTATION ORGANIZATION CHART



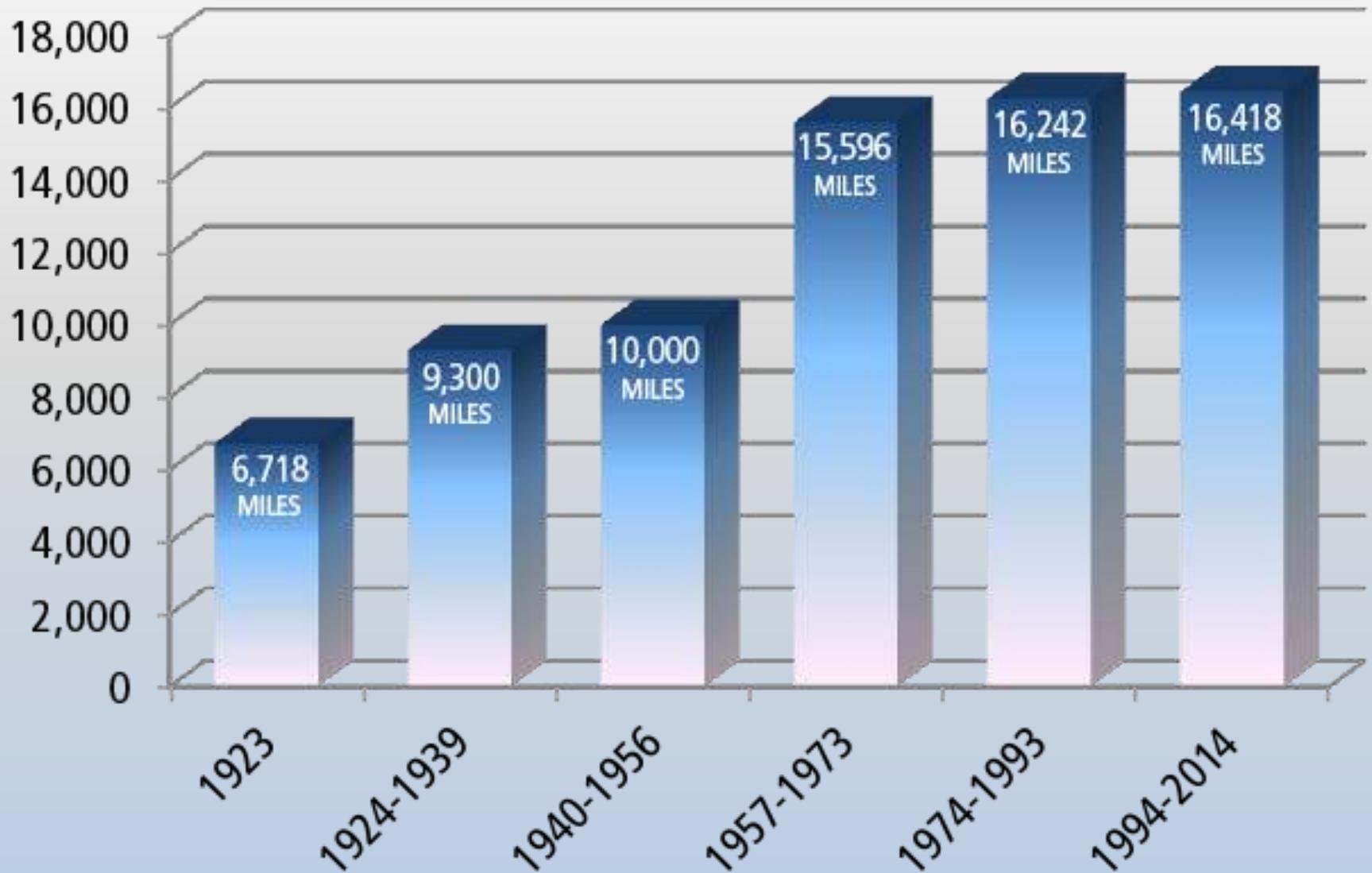
Director of Highways and Transportation

April 11, 2017

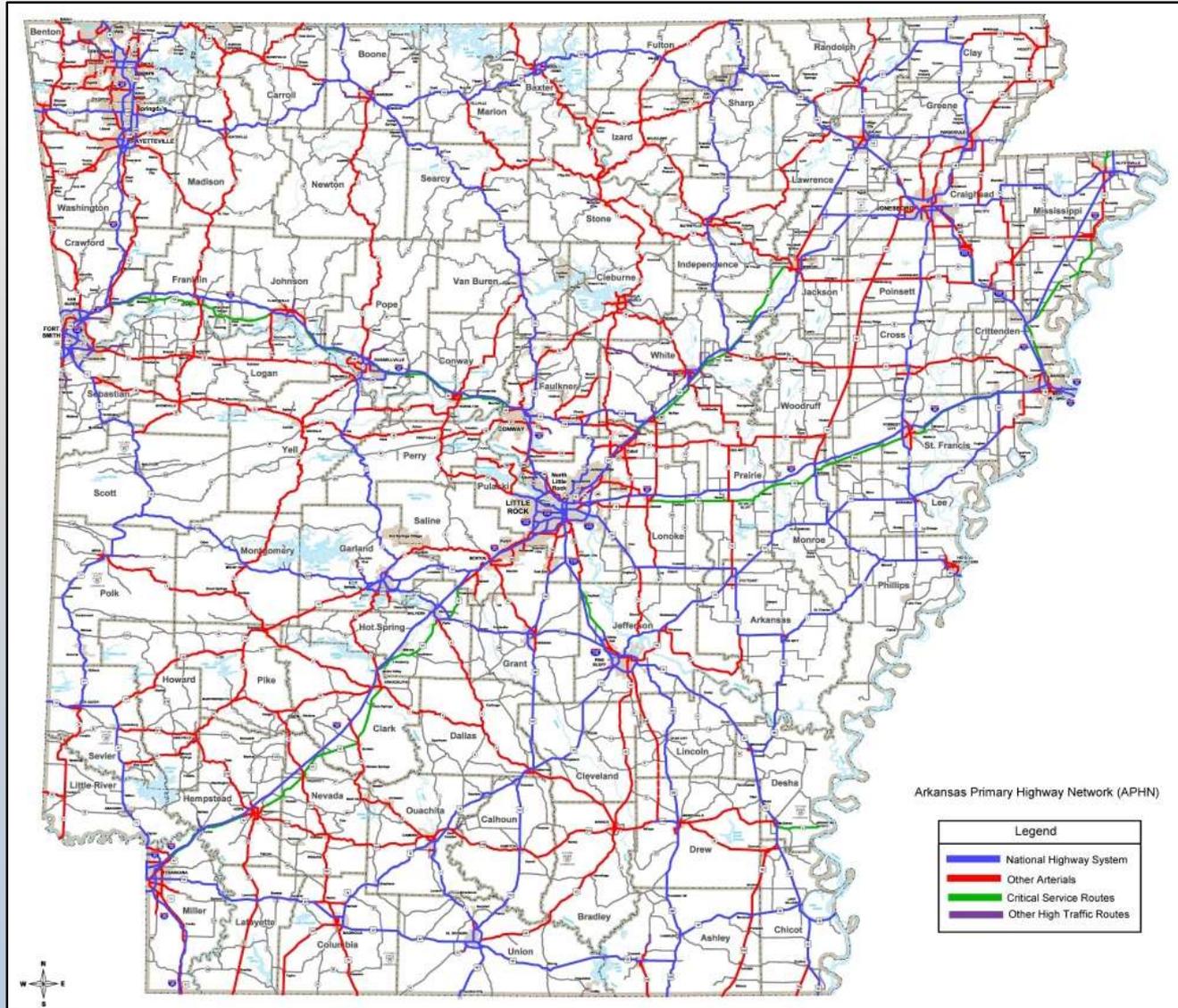
Date

GROWTH OF THE HIGHWAY SYSTEM

MILES



Arkansas Primary Highway Network

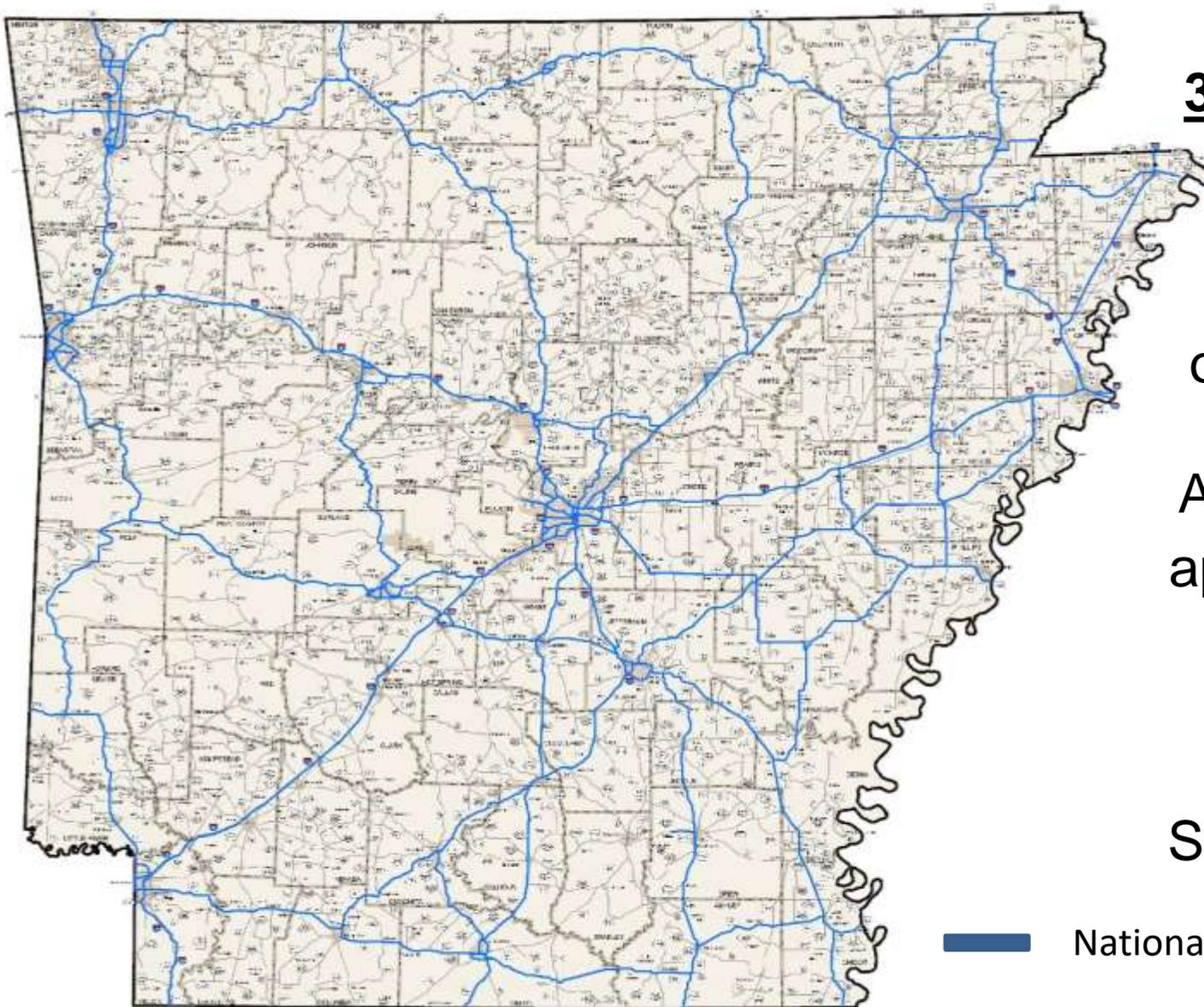


7,927 miles

Carries
90%
of All Traffic

Accounts for
approximately
48%
of State Highway
System Miles

National Highway System



3,331 miles

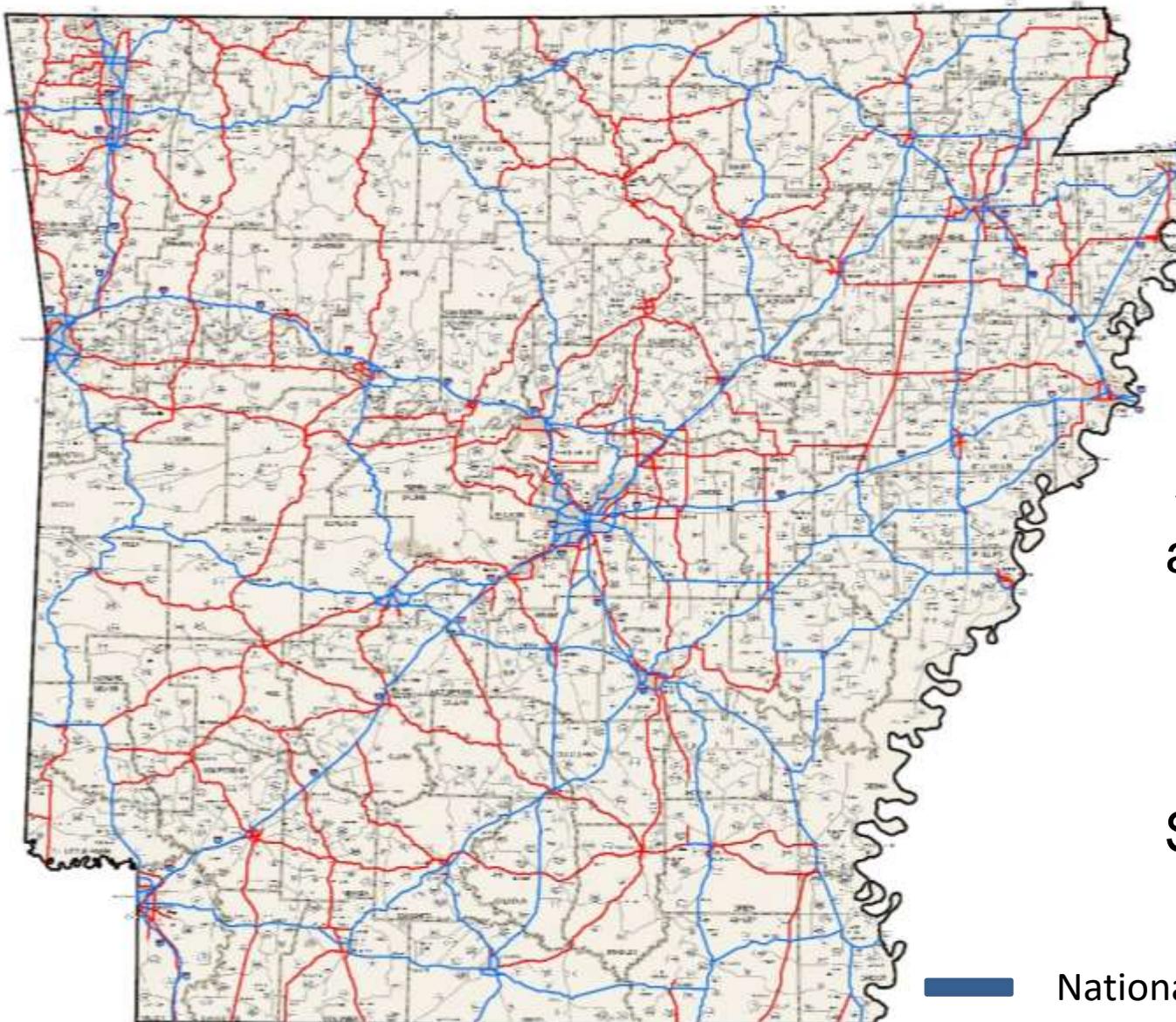
Carries
66%
of All Traffic

Accounts for
approximately
20%
of State
Highway
System Miles



National Highway System

Other Arterials



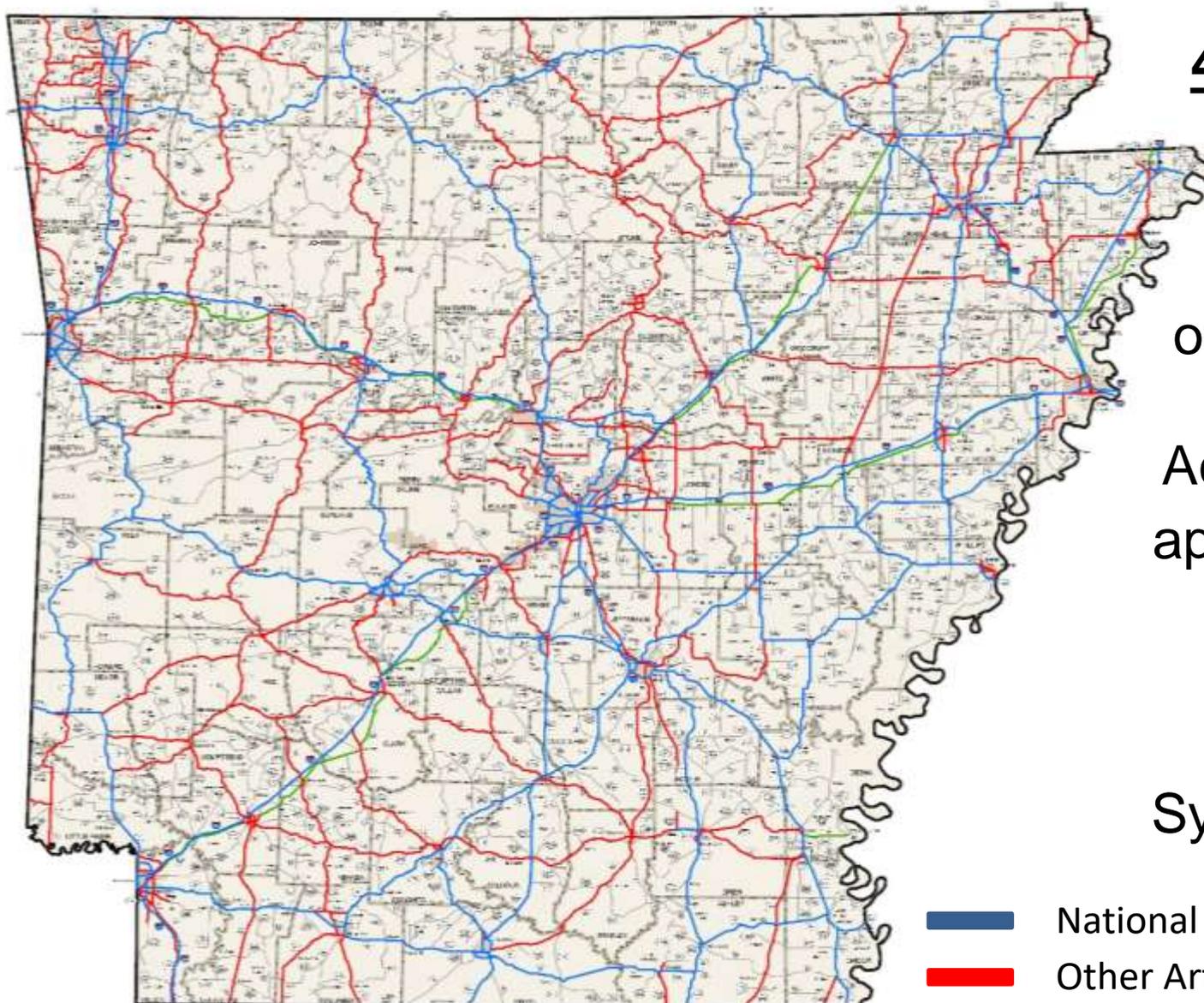
3,977 miles

Carries
21%
of All Traffic

Accounts for
approximately
24%
of State
Highway
System Miles

-  National Highway System
-  Other Arterials

Critical Service Routes



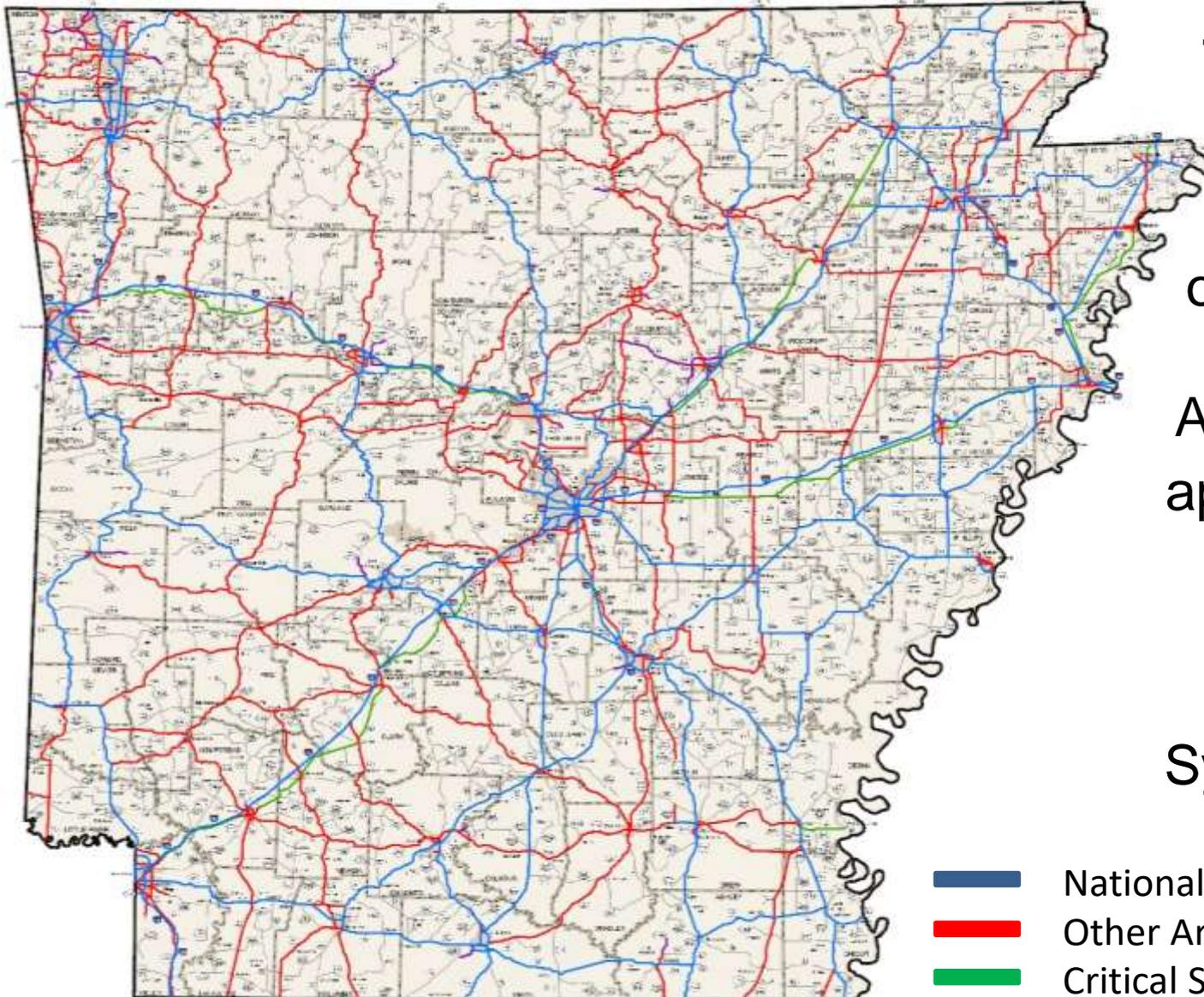
423 miles

Carries
2%
of All Traffic

Accounts for
approximately
3%
of State
Highway
System Miles

-  National Highway System
-  Other Arterials
-  Critical Service Routes

Other High Traffic Routes



196 miles

Carries
1%
of All Traffic

Accounts for
approximately
1%
of State
Highway
System Miles

-  National Highway System
-  Other Arterials
-  Critical Service Routes
-  Other High Traffic Routes

Arkansas Primary Highway Network

Level	Miles	Traffic
National Highway System	20%	66%
Other Arterials	24%	21%
Critical Service Routes	3%	2%
Other High Traffic Routes	1%	1%
Totals	48%	90%

Other Programs & Activities

- State Aid Programs for Cities and Counties
- Game & Fish Roads
- State Park Roads
- Institutional Roads
- Airport Access Roads
- Arkansas Recreational Trails
- Public Transportation Programs
- Transportation Alternatives Program



- Arkansas Commercial Truck Safety and Education Program
- Adopt-A-Highway Program
- Litter Hotline
- Research Grants to State Universities
- Wildflower Program
- Historic Bridge Program
- Welcome Centers & Rest Areas





Statewide Programs

Promises Made

Promises Kept

Promises



**Rebuilding Arkansas
Interstates**



INTERSTATE
REHABILITATION
PROGRAM

IRP



CONNECTING
ARKANSAS
PROGRAM

CAP



1999 Interstate Rehabilitation Program



50 Projects
356 Miles
\$973 Million

Prior to Program
63% Poor or
Mediocre

After Program
72% Good

Completed

45 Projects
290 Miles
\$997 Million

Under Construction

7 Projects
54 Miles
\$317 Million

Scheduled

27 Projects
150 Miles
\$218 Million



Completed

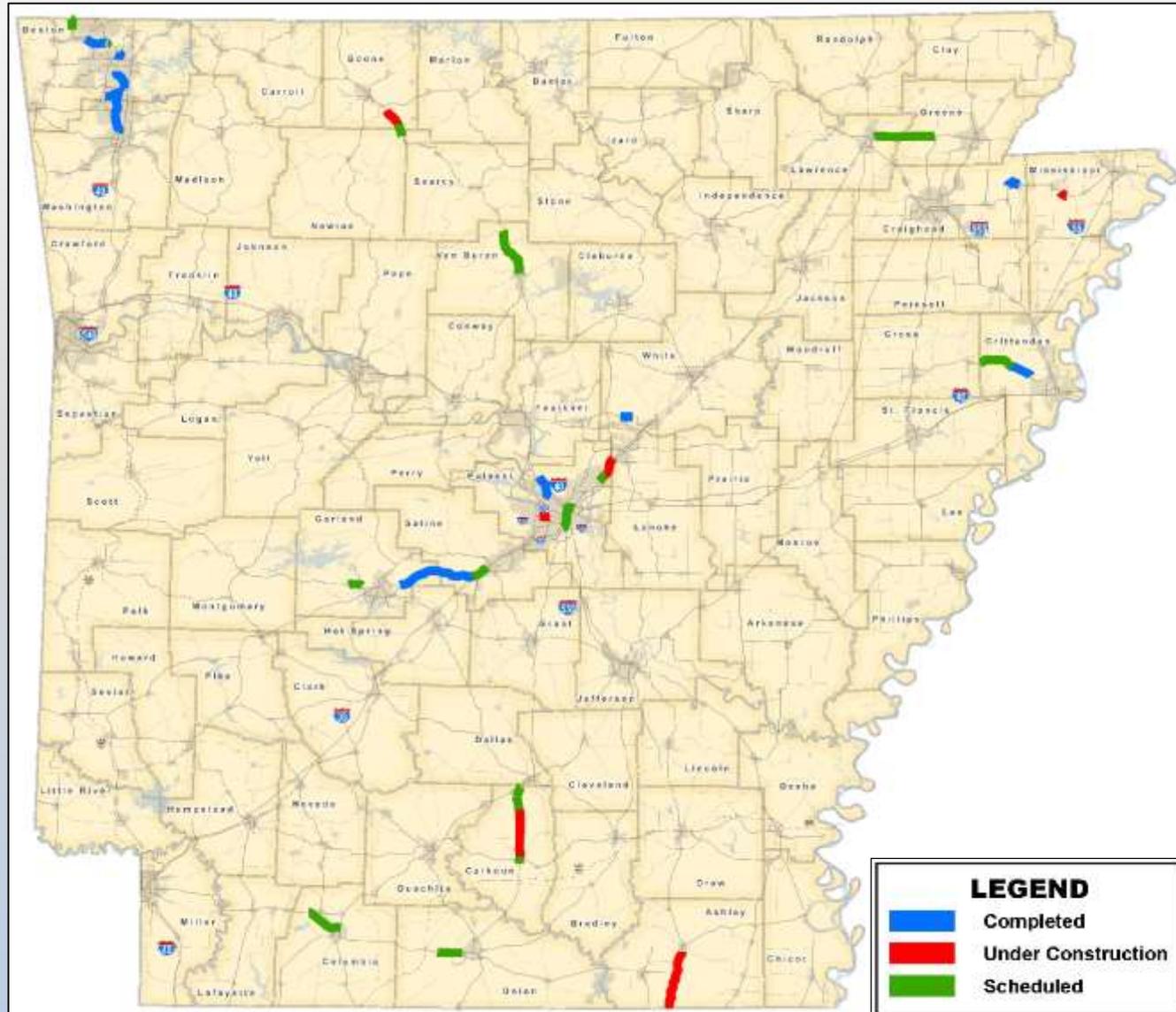
11 Projects
61 Miles
\$432 Million

Under Construction

8 Projects
40 Miles
\$347 Million

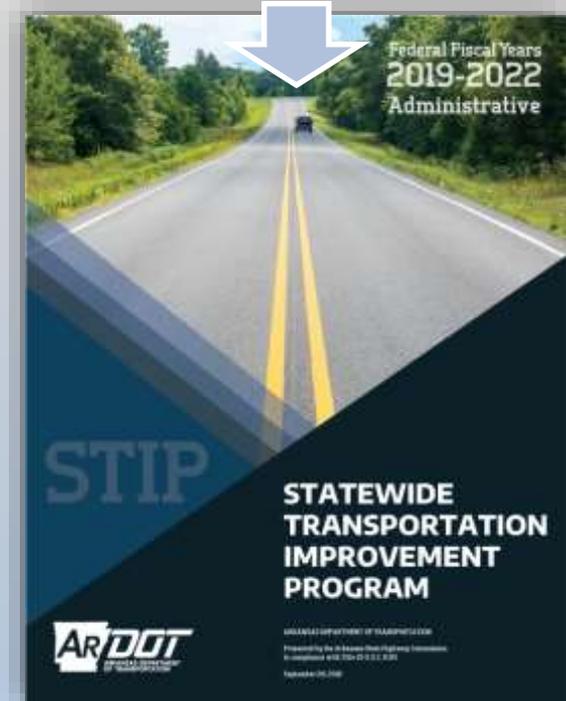
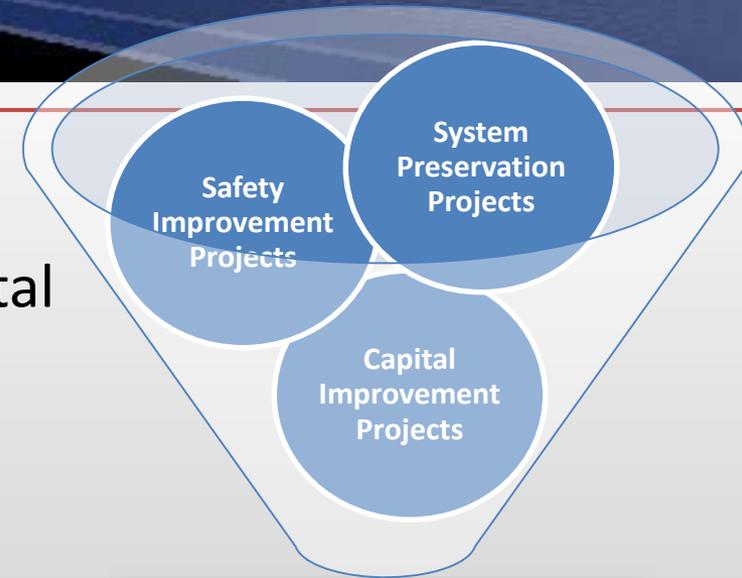
Scheduled

17 Projects
85 Miles
\$1.2 Billion



Statewide Transportation Improvement Program (STIP)

- ✓ Federal Requirement
- ✓ Arkansas State Highway Needs and Capital Improvements Study
- ✓ Investment Plan Determined
- ✓ Projects Prioritized
- ✓ Projects Scheduled Next 4 Years
- ✓ Financial Constraint
- ✓ Public Involvement
- ✓ Federal Highway and Federal Transit Administrations Approval





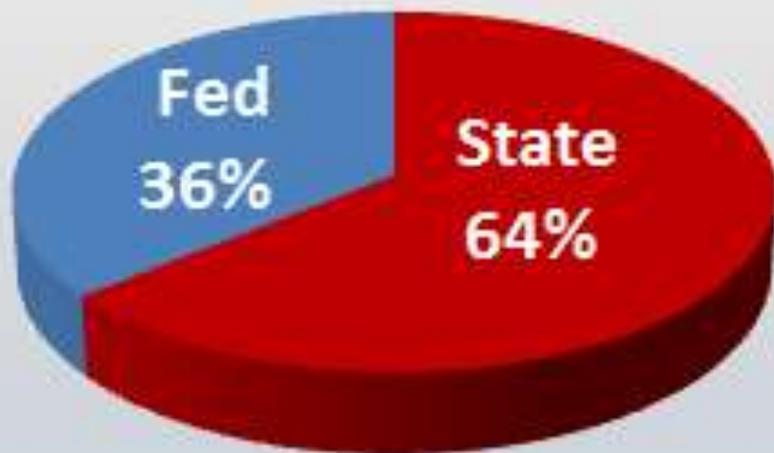
Funding Challenges



Federal vs. State Funding

1993

Hwy. Funding Breakdown



2016

Hwy. Funding Breakdown



A vertical stack of US dollar bills, including \$100 and \$20 bills, is visible on the left side of the slide.

Current Hwy. Funding Sources

State

Per-Gallon Motor Fuel Taxes

Vehicle Registration Fees

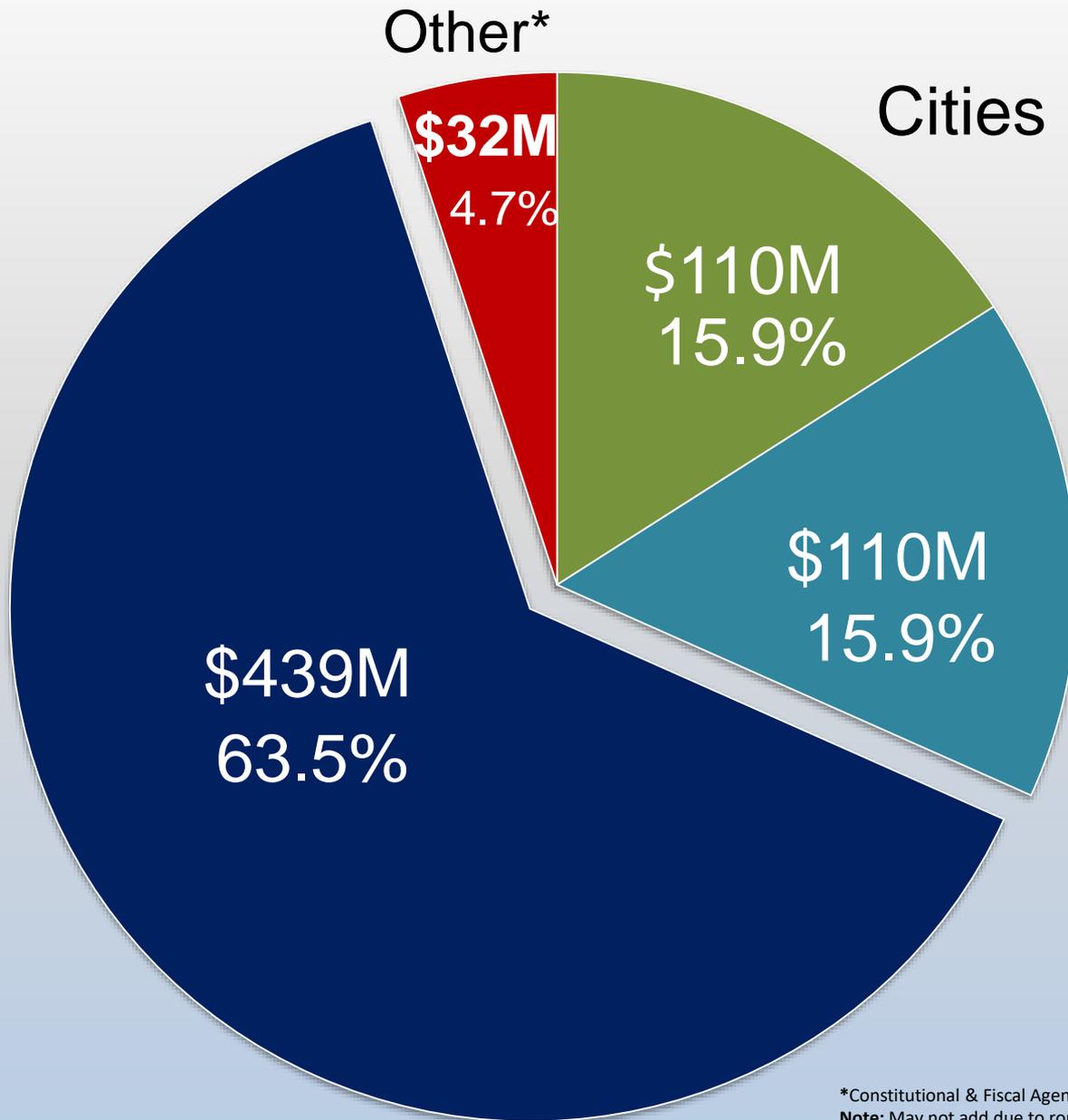
License/Permit/Inspection Fees

Severance Taxes

Temporary Sales Tax Increase



Average Annual Highway User Revenue Distribution



Counties



*Constitutional & Fiscal Agencies and Non-Highway Uses.
Note: May not add due to rounding

Challenges

➤ **12th** largest system in the country

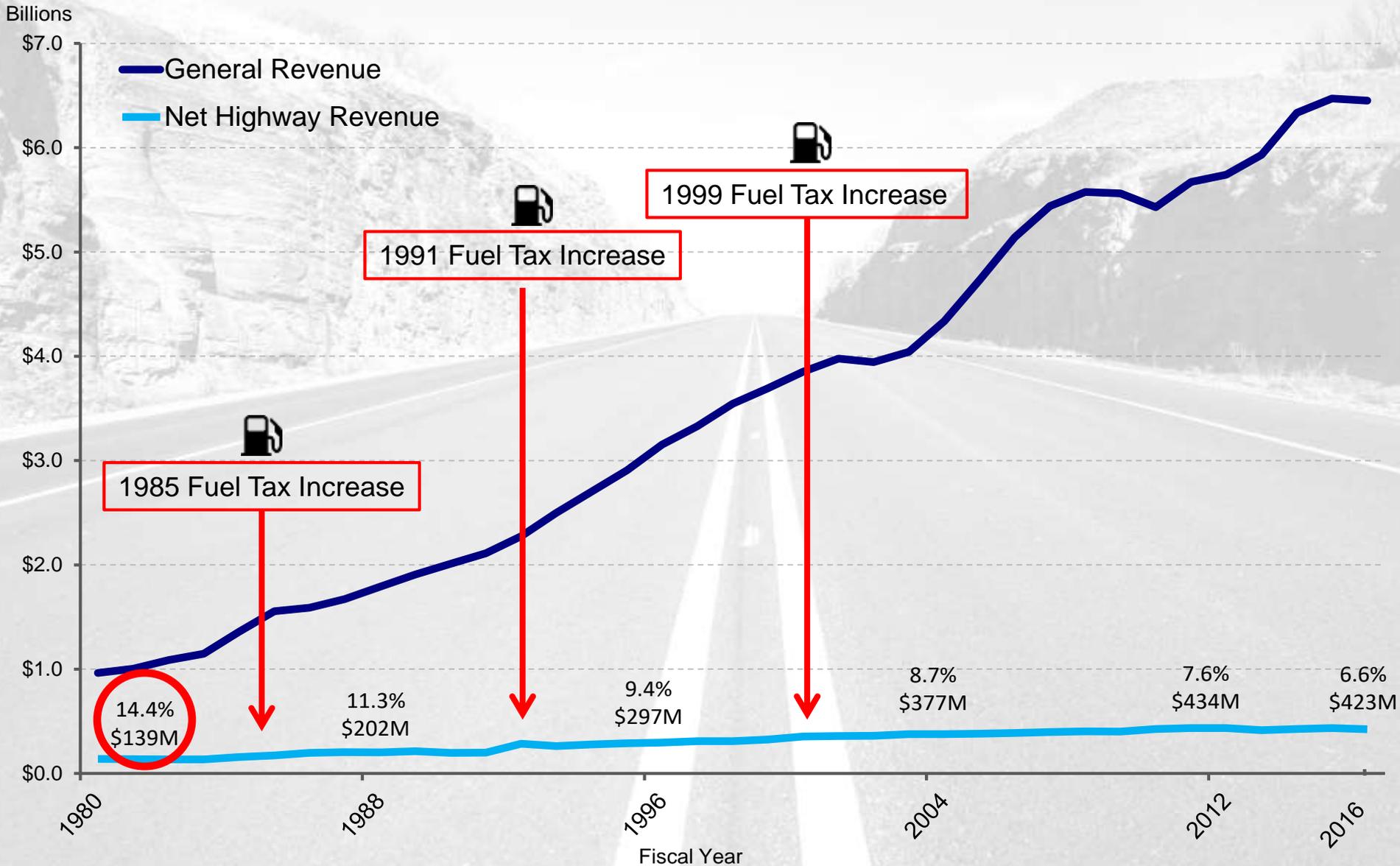
➤ **42nd** in highway revenue per mile.

➤ **\$9.2 billion** in needs

➤ **\$4.4 billion** in available revenue

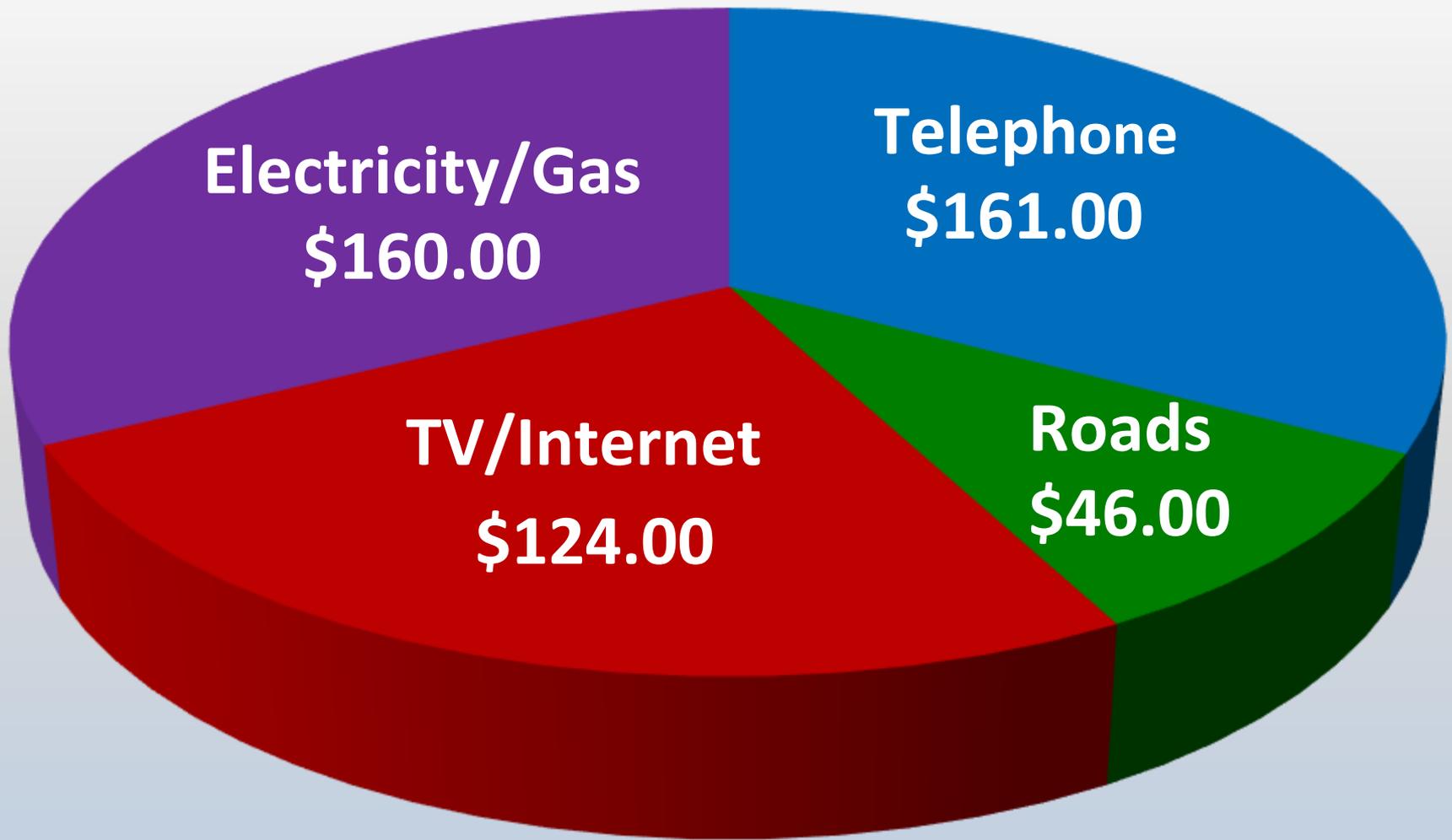


Percent of Highway vs. General Revenue



Excludes County & City Aid funds | Excludes CAP funds

Average Monthly Household Expenditures



SIGNIFICANT LOSS OF PURCHASING POWER

Sample of Nominal Prices Relative to Federal Gas Tax, 1993 and 2010

ITEM	UNIT/DESCRIPTION	1993	2010	PERCENT CHANGE
College Tuition	Average Tuition and Required Fees	\$ 3,517	\$ 9,136	160%
Gas	Per Gallon	\$ 1.12	\$ 2.73	144%
Movie Ticket	Average Ticket Price	\$ 4.14	\$ 7.89	91%
House	Median Price	\$ 126,500	\$ 221,800	75%
Bread	Per Pound	\$ 1.08	\$ 1.76	62%
Income	Median Household	\$ 31,272	\$ 49,167	57%
Stamp	One First-class Stamp	\$ 0.29	\$ 0.44	52%
Beef	Per Pound of Ground Beef	\$ 1.57	\$ 2.28	46%
Car	Average New Car	\$ 19,200	\$ 26,850	40%
Federal Gas Tax	Per Gallon	\$ 0.184	\$ 0.184	0%

Sources: U.S. Census Bureau, U.S. Department of Transportation, U.S. Postal Service, U.S. Department of Commerce, U.S. Department of Education, National Association of Theater Owners



THEN

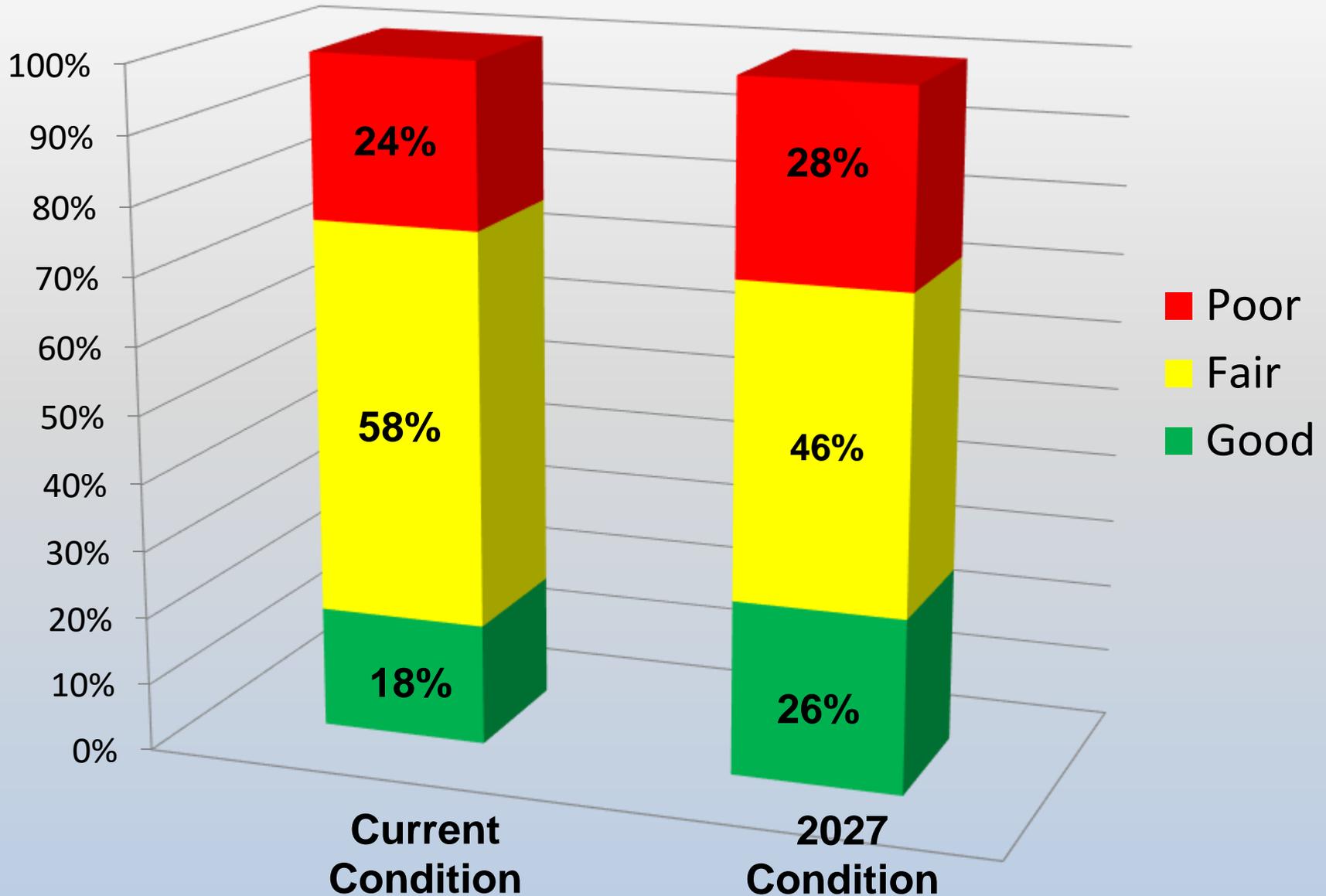
23 years ago, in 1995,
200 miles of Highway
could be overlaid.

NOW

As of 2017, using the
same resources, only
54 miles of Highway
could be overlaid.



All State Highways – Including Interstates





“... 70% of our highway, road and street funding comes from a consumption-based tax, while it is a national goal to reduce consumption. The trend... is simply a losing proposition. We’re moving backwards.”

-Final Report, Dec 2010



Blue Ribbon
Committee
on Highway Finance
BlueRibbonHighways.com

- Reissue GARFIELD Bonds for Interstate Rehabilitation Program
- State Aid Programs for Cities
- Temporary One Percent General Sales Tax to Fund Multi-Year Construction Program
- Transfer Sales Tax on New and Used Vehicles, Auto Repair Parts and Services, Tires and Batteries

HB 1418 Revenue Transfer

Transferred sales tax on
new and used vehicles to
the Highway Department fund phased in
over 10 years.



**FAILED TO
GET OUT OF
THE HOUSE
COMMITTEE**

90 SPONSORS

HB 1346 REVENUE TRANSFER

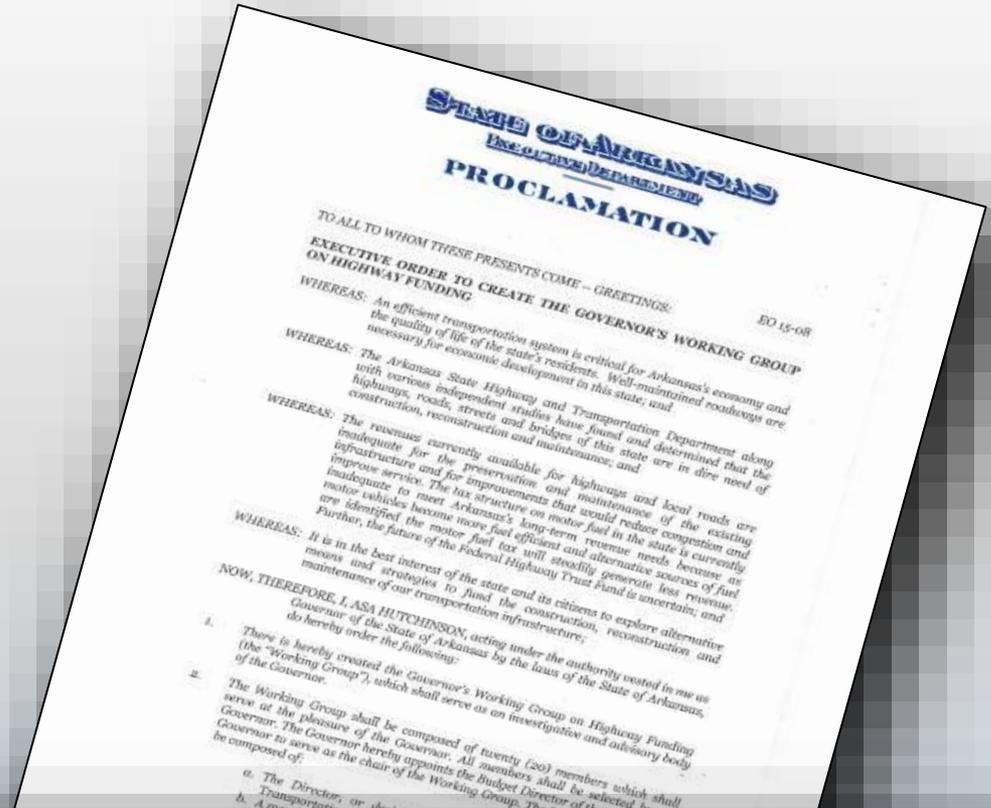
Transferred sales tax on new and used vehicles to the Highway

Department fund phased in over 10 years AND transferred the natural gas severance tax revenue from the Highway Department fund into a newly created higher education workforce development fund.



**PASSED THE
HOUSE
COMMITTEE**

**PULLED
BEFORE A
VOTE ON THE
HOUSE FLOOR**



“An efficient transportation system is critical for Arkansas’ economy and the quality of life of the state’s residents.”

GOVERNOR'S WORKING GROUP ON HIGHWAY FUNDING

Short-Term Recommendation



December 15, 2015

Presented to:
The Honorable Asa Hutchinson, Governor

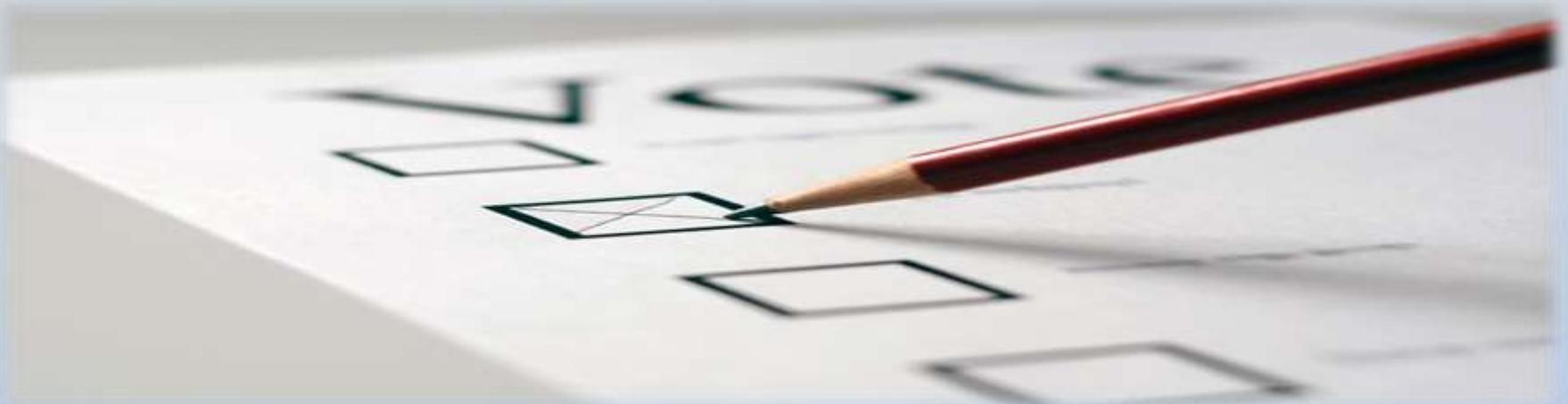
Compiled and drafted by:
Chairman Duncan Baird, State Budget Administrator
Tori B. Gordon, Policy Advisor, Office of Governor Asa Hutchinson



□ Funding Targets

- ✓ Immediate: \$ 50 Million
- ✓ Short-term (0-3 years): \$110 Million
- ✓ Mid-term (3-5 years): \$250 Million
- ✓ Long-term (6-9 years): \$400 Million

All figures are annual amounts for state highways.





Governor's Plan – As Originally Proposed

	FY16	FY17	FY18	FY19	FY20
	(x \$1 M)				
2016 Special Session					
Transfer Funds from the FY15 Unobligated Surplus	20.0				
Provide Governor's Rainy Day Funds	20.0				
Special Revenue from Sales Tax on New and Used Vehicles	1.5	8.0	15.0	20.0	25.0
Redirect the \$4 Million of the Diesel Tax that goes to General Revenue to Highways (70/30 split)		2.7	2.7	2.7	2.7
Eliminate the State Central Services Deduction from 1/2 Cent Sales Tax (70/30 split)	5.4	5.4	5.4	5.4	5.4
Sub-Totals 2016 Special Session	46.9	16.1	23.1	28.1	33.1
Potential in Future Years					
Allocate up to 25% of Future GIF to Highways (Estimate Based on 10 Year Average)		48.0	48.0	48.0	48.0
Totals 2016 Special Session and Potential in Future Years	46.9	64.1	71.1	76.1	81.1

As Passed and Projected

Act 1 - Arkansas Highway Improvement Plan of 2016

	FFY16	FFY17	FFY18	FFY19	FFY20
	(x \$1 M)				
2016 Special Session					
Long Term Reserve Fund (formerly named Arkansas Rainy Day Fund)	40.0				
Securities Reserve Fund	1.5	20.0	20.0	20.0	20.0
Redirect the \$4 Million of the Diesel Tax that goes to General Revenue to Highways (70/30 split)		2.7	2.7	2.7	2.7
Eliminate the State Central Services Deduction from 1/2 Cent Sales Tax (70/30 split)		5.4	5.4	5.4	5.4
Sub-Totals 2016 Special Session	41.5	28.1	28.1	28.1	28.1
Potential in Future Years					
Allocate up to 25% of Future GIF to Highways (Estimate Based on 10 Year Average)		48.0	48.0	48.0	48.0
Total Projected	41.5	76.1	76.1	76.1	76.1

Actual Compared to Projected

Act 1 - Arkansas Highway Improvement Plan of 2016

	FFY16	FFY17	FFY18	FFY19	FFY20
	(x \$1 M)				
2016 Special Session					
Long Term Reserve Fund or Arkansas Rainy Day Fund	40.0	20.0	21.9		
Securities Reserve Fund	1.5	1.7	20.0	? 20.0	? 20.0
Redirect the \$4 Million of the Diesel Tax that goes to General Revenue to Highways (70/30 split)		0	2.7	2.7	2.7
Eliminate the State Central Services Deduction from 1/2 Cent Sales Tax (70/30 split)		5.4	5.8	5.4	5.4
Allocate up to 25% of Future GR Surplus to Highways		3.9	0	?	?
Total Received	41.5	31.3	50.4	?	?
Total Projected	41.5	76.1	76.1	76.1	76.1
Difference	0	(44.8)	(25.7)	?	?

Act 1 - Arkansas Highway Improvement Plan of 2016



- Rule Review
- Reporting
- Structured Communication



HB 1726 BOND ISSUE

Authorizes the State Highway Commission to issue bonds for highway maintenance and improvements, upon approval by voters in a statewide election.

FAILED

HB 1727 GAS TAX

Establishes additional fuel sales tax at the wholesale level to be levied, only if the State Highway Commission is authorized by a statewide vote to issue highway maintenance and improvement bonds.

FAILED



Arkansas Legislative Audit

- May 16, 2017 – Arkansas Legislative Audit - Review of Highway Funding
- Purpose:
 - ✓ To review and verify ARDOT information, estimates and calculations related to highway funding
- Report Objectives:
 - ✓ History of funding sources
 - ✓ History of construction and maintenance costs
 - ✓ State match needed for Federal funds
 - ✓ Additional State revenue to meet system preservation needs
 - ✓ History of bond activities



Report Released
August 31, 2017

Special Report Arkansas Legislative Audit

Review of Sources and Uses of Funds

Arkansas Department of Transportation
For the Period July 1, 2009 through June 30, 2016 and
Projected for Fiscal Years 2017 through 2020



INTRODUCTION

This report is presented in response to a request for Arkansas Legislative Audit (ALA) to review information, estimates, and calculations provided by the Arkansas Department of Transportation (ARDOT), formerly known as the Arkansas State Highway and Transportation Department, related to highway funding. ARDOT has indicated that additional state funding is needed to fully maximize available federal funds and to expand non-federal construction and maintenance projects.

OBJECTIVES

The objectives of this report were to:

1. Provide information regarding state funding sources and uses for highways, with associated construction and maintenance costs, for prior years.
2. Determine the amount of matching funds needed annually in order for ARDOT to receive the maximum federal aid available.
3. Determine the amount of additional state revenues needed to fund ARDOT's proposed construction and maintenance program for roads and facilities.
4. Provide a history of bond issuances, including balances and associated costs.

SCOPE AND METHODOLOGY

This report was prepared by reviewing activities for state fiscal years ended June 30, 2010 through 2016, and projections and estimates for federal fiscal years ending September 30, 2017 through 2020. ALA staff reviewed audit reports from prior years, particularly revenues and expenditures related to construction, and determined future federal funding from reports obtained from the Federal Highway Administration. All information for additional construction and maintenance projects was provided by ARDOT and tested for accuracy and reasonableness by ALA staff.

The methodology used in preparing this report was developed uniquely to address the stated objectives; therefore, this report is more limited in scope than an audit or attestation engagement performed in accordance with Government Auditing Standards issued by the Comptroller General of the United States.

BACKGROUND

ARDOT recognizes revenues from both federal and state sources. State revenues include motor fuel taxes, registration fees, natural gas severance fees, and overload permits and penalties. Many highway construction projects are funded with both federal and state monies. The percentage of state participation in these projects varies depending on the federal program involved, but most programs require a 20% match.

ARKANSAS LEGISLATIVE AUDIT

500 Woodlane Street, Suite 172, Little Rock, AR 72201
Phone: 501-683-8600 • Fax: 501-683-8605
www.arklegaudit.gov

Report ID: SPSA02516

Report Date: August 31, 2017



Presented to
Legislative Joint
Audit Committee in
September 2017

Exhibit III

Arkansas Department of Transportation (ARDOT) Summary of Annual State Funds Needed to Meet Proposed Highway Construction Plan Over a 10-Year Period

Description	Annual Funds Needed for Highway Construction Plan	Annual Funds Available for Highway Construction	Additional Annual State Revenues Needed for Highway Construction Plan
System Preservation			
Pavement	\$ 387,000,000	\$ 137,000,000	\$ 250,000,000
Bridges	117,000,000	90,000,000	27,000,000
Total System Preservation	504,000,000	227,000,000	277,000,000
Capacity Relief	305,000,000	157,000,000	148,000,000
Safety Improvements	86,000,000	44,000,000	42,000,000
Maintenance			
Equipment upgrades	19,000,000	19,000,000	
Facilities upgrades	8,000,000		8,000,000
Intelligent Transportation System (ITS)	3,000,000		3,000,000
Total Maintenance	30,000,000	19,000,000	11,000,000
Totals	\$ 925,000,000	\$ 447,000,000	\$ 478,000,000

Note: Amounts shown are rounded.

\$ 447,000,000



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\$ 925,000,000

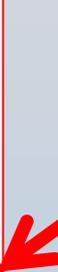
**Does Not Include
Capital Improvement
Projects**

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Intelligent Transportation System (ITS)	3,000,000		3,000,000
Total Maintenance	<u>30,000,000</u>	<u>19,000,000</u>	<u>11,000,000</u>
Totals	<u>\$ 925,000,000</u>	<u>\$ 447,000,000</u>	<u>\$ 478,000,000</u>

\$ 478,000,000

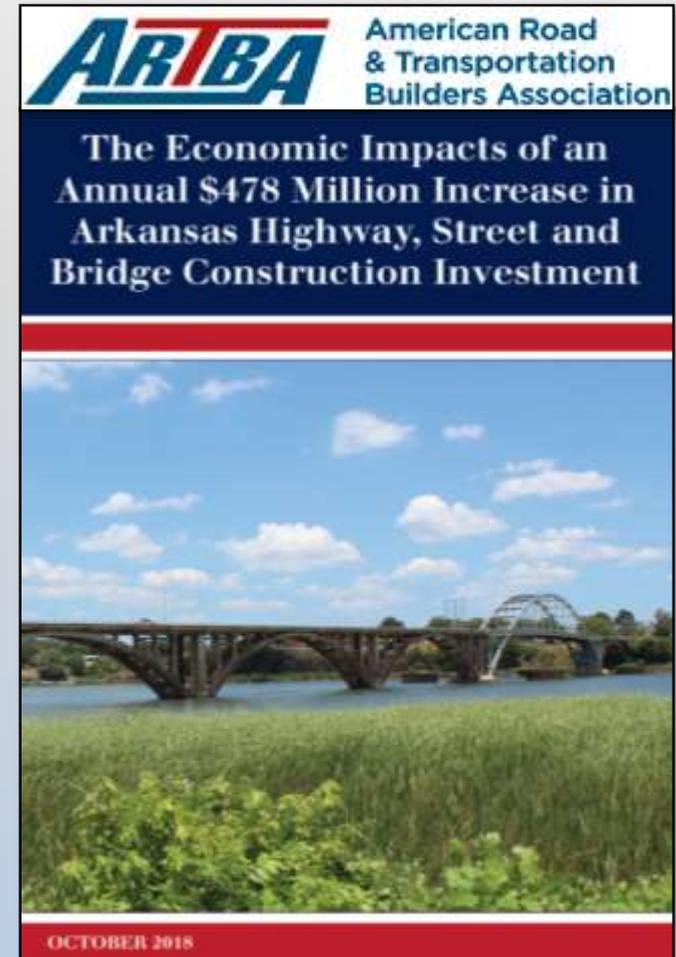


Note: Amounts shown are rounded.

American Road & Transportation Builders Association

\$478 Annual Investment Results

- **Immediate Economic Benefits of Increasing Investment**
 - ✓ Supports **\$1.3 Billion** in Economic Activity
 - ✓ Supports **5,729 Jobs**
- **Neighbors Are Not Waiting**
 - ✓ Seven Have Raised State Gas Tax
 - ✓ Six Have Variable Gas Tax
 - ✓ Eight Have Electric Vehicle Registration Fees
- **Significant Transportation Challenges**
 - ✓ Safety Needs
 - ✓ Increasing Freight Demands
 - ✓ Impacts From Congestion



Arkansans Major Public Asset Transportation Infrastructure

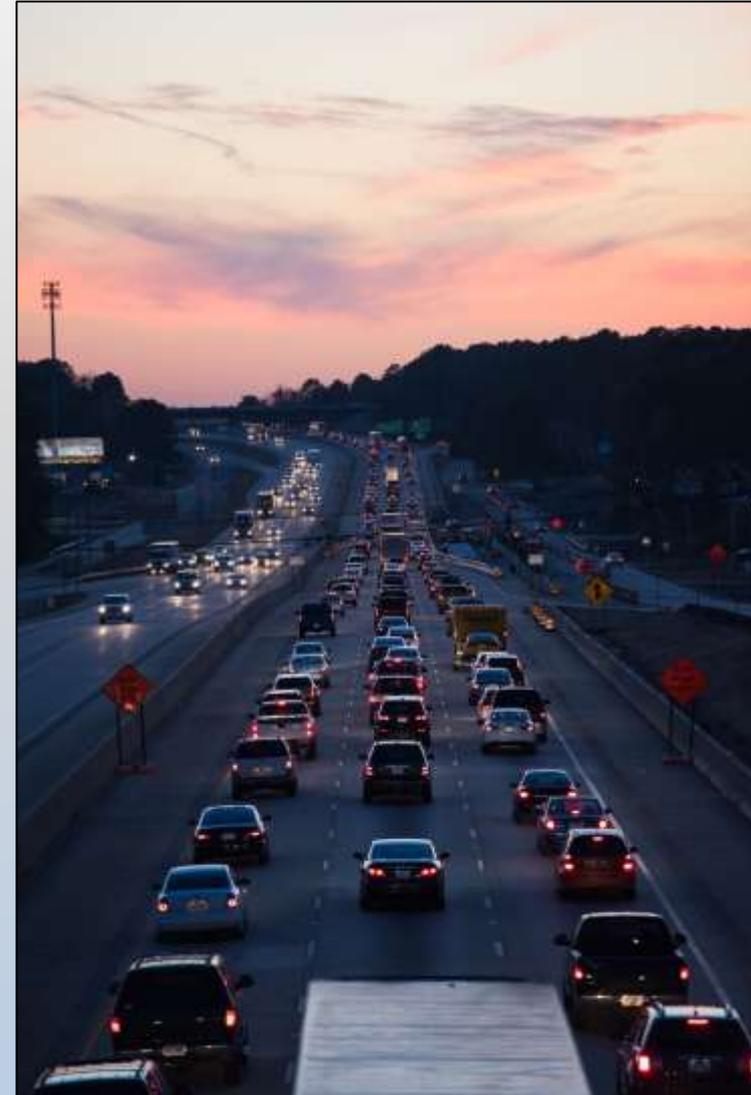
State Highway System	Gross Replacement Value	Average Annual Investment to Maintain State of Good Repair
Roads	\$58.1 Billion	\$387 Million (0.67%)
Bridges	\$11.0 Billion	\$117 Million (1.06%)
Total	\$69.1 Billion	\$504 Million (0.73%)

Based on Arkansas DOT Transportation Asset Management Plan and Legislative Audit Report



Economic Impact of Infrastructure Investment

- Increased Property Values
- Attraction to Businesses
 - ✓ Higher Wages
 - ✓ More Job Opportunities
- Less Expense on Vehicle Wear and Tear = Greater Expendable Income
- Safety Benefits
 - ✓ Reduced Fatalities
 - ✓ Reduced Property Damage



Economic Impact of Infrastructure Investment Consequences of Delayed Maintenance

Apartment Complex Analogy

- **Construction Funding - Investment**
 - ✓ Income Generator
 - ✓ Monthly Rent
- **Maintenance Funding – Unavailable**
 - ✓ Roof Leaks
 - ✓ Roof Deck is Damaged
 - ✓ Mold Develops
 - Monthly Rent Income Decreases
 - Resale Value Decreases
- **Final Result**
 - ✓ Health Department Shuts Down
 - Monthly Rent Income Completely Lost
 - High Cost to Replace/Renovate

*“Assets become a liability
without adequate funding.”
~ Commissioner Tom Schueck*



Infrastructure Investment and Quality of Life

Quality of Life is Directly Linked to:

- Reliable Access to:
 - ✓ Housing
 - ✓ Family, Friends, Spirituality
 - ✓ Employment
 - ✓ School
 - ✓ Health Care
 - ✓ Recreation/Entertainment
 - ✓ Consumer Goods
 - ✓ Consumer Services



Infrastructure Investment and Quality of Life Consequences of Delayed Maintenance of Highway Assets

Pay a **Little** Now



Overlay
\$100,000
per lane mile

Pay a **Whole Lot** Later



Reconstruction
\$1,500,000
per lane mile

Crittenden County
Highway 42 Near Heafer



Hempstead County
Highway 195 East of Fulton



Miller County
Highway 134 Near Fouke



Jefferson County
Highway 199 East of Moscow



Sebastian County
Highway 71 South of Greenwood



Boone County
Highway 62 Near Alpena



Perry County
Highway 7 Near the Garland County Line



Sebastian County
Highway 255 in Fort Smith





Lawrence County
Highway 34 Near Okean



Mississippi County
Highway 34 East of Highway 77



Randolph County
Highway 34 North of Highway 90



Possible Potential New Program Discussion





Possible Hwy. Funding Sources

State

Increase Motor Fuel Taxes

Increase Registration Fees

Sales Tax on Motor Fuels

Road User Revenue Transfer

Permanent Sales Tax Increase

Other???



Options for Generating Additional Revenue for Highways

Source	\$400 Million for Highways ⁽¹⁾
Fuel Tax	28.4¢
Sales Tax on Fuel (wholesale)	16.67%
Registration Fee	\$208
General Sales Tax ⁽²⁾	1.16%

¹ Amount shown is annual net to highways – after deduction for CFA/CSF and 30% to cities and counties.

² Transfer of 4.5% (“general” portion of statewide sales tax)

Other Considerations

The Shrinking Highway Dollar

Category	1997-2016 Percent Increase
Construction Cost Index	146 %
Overlays – Cost Per Lane Mile	145 %
Bridges Replacement – Cost Per Square Foot of Deck Area	131 %
Widening from 2 to 5 Lanes – Cost Per Mile	139 %

Indexing?

Blue Ribbon Committee Recommendation:

Indexing Current Per-Gallon Tax on Motor Fuels to Arkansas' Highway Construction Cost Index

Governor's Working Group on Highway Funding Recommendation:

Proposal #1 – Going forward, index the motor fuel tax. Limit any increase to 2 cents per gallon.

Proposal #3 – Adjust the existing motor fuel taxes to recoup the amount lost in recent years due to inflation and index to inflation in the future.

Other Considerations

Alternative Fuels

Definition

Methanol, Ethanol and other Alcohols

Blends of Alcohol with Gasoline

Compressed Natural Gas and Liquefied Natural Gas

Liquefied Petroleum Gas (Propane)

Hydrogen

Electricity

Pure Biodiesel

Promotion Versus Parity Issue

Complex

Annual Flat Fee?

Energy-Based Consumption?

Vehicle Miles Traveled ?

Tolls?



Other Considerations

Bond Financing Pros

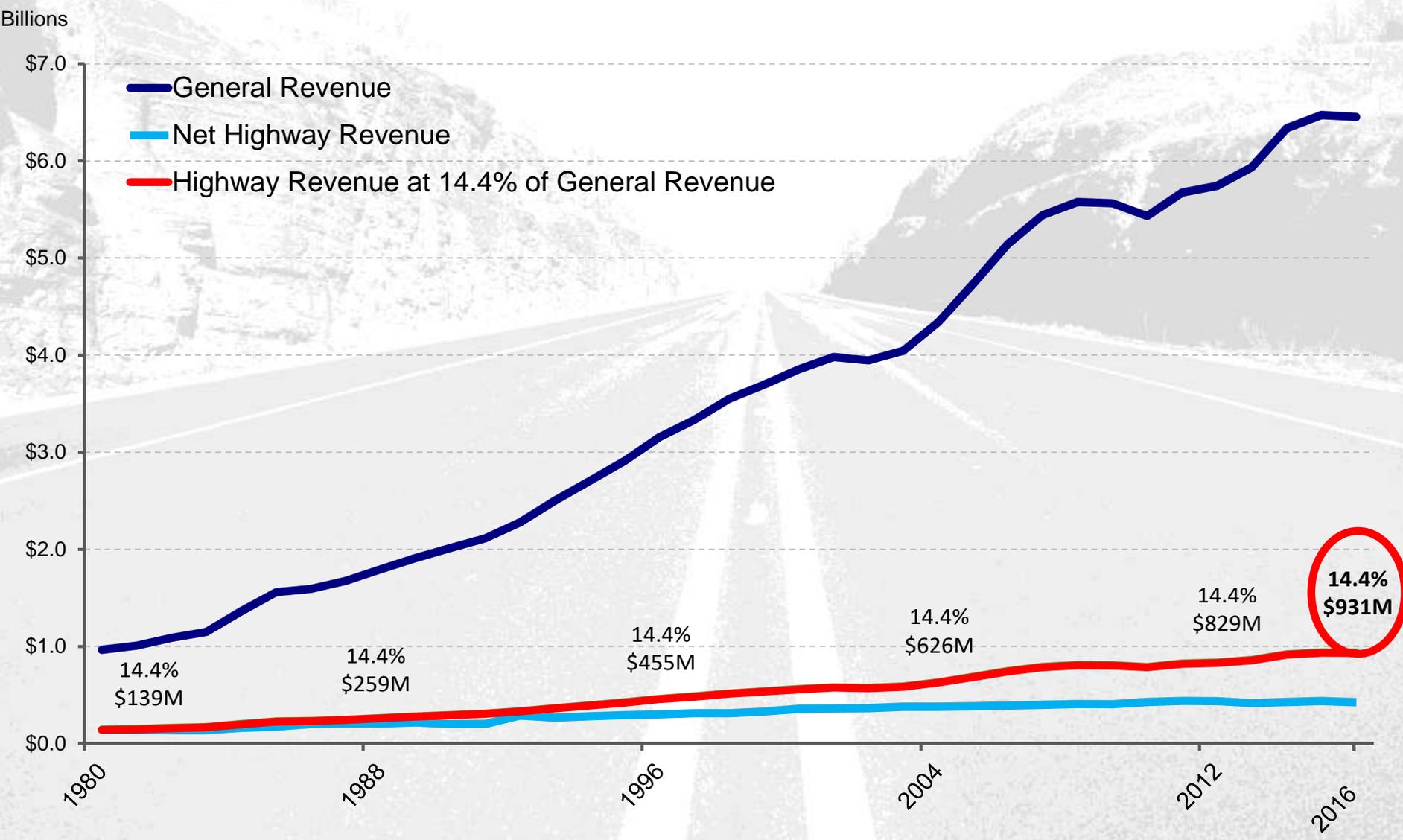
- Funds immediately available

Bond Financing Cons

- Interest costs erode your buying power

	<u>Total Spent</u>	<u>Principal</u>	<u>Interest</u>
IRP	\$ 762.5 million	\$ 575.0 million	\$ 187.5 million
	Interest as a percentage of total cost		24.60%
	<u>Total Spent</u>	<u>Principal</u>	<u>Interest</u>
CAP	\$ 620.2 million	\$ 468.9 million	\$ 151.3 million
	Interest as a percentage of total cost		24.39%

Highway Revenue at 14.4% of General Revenue



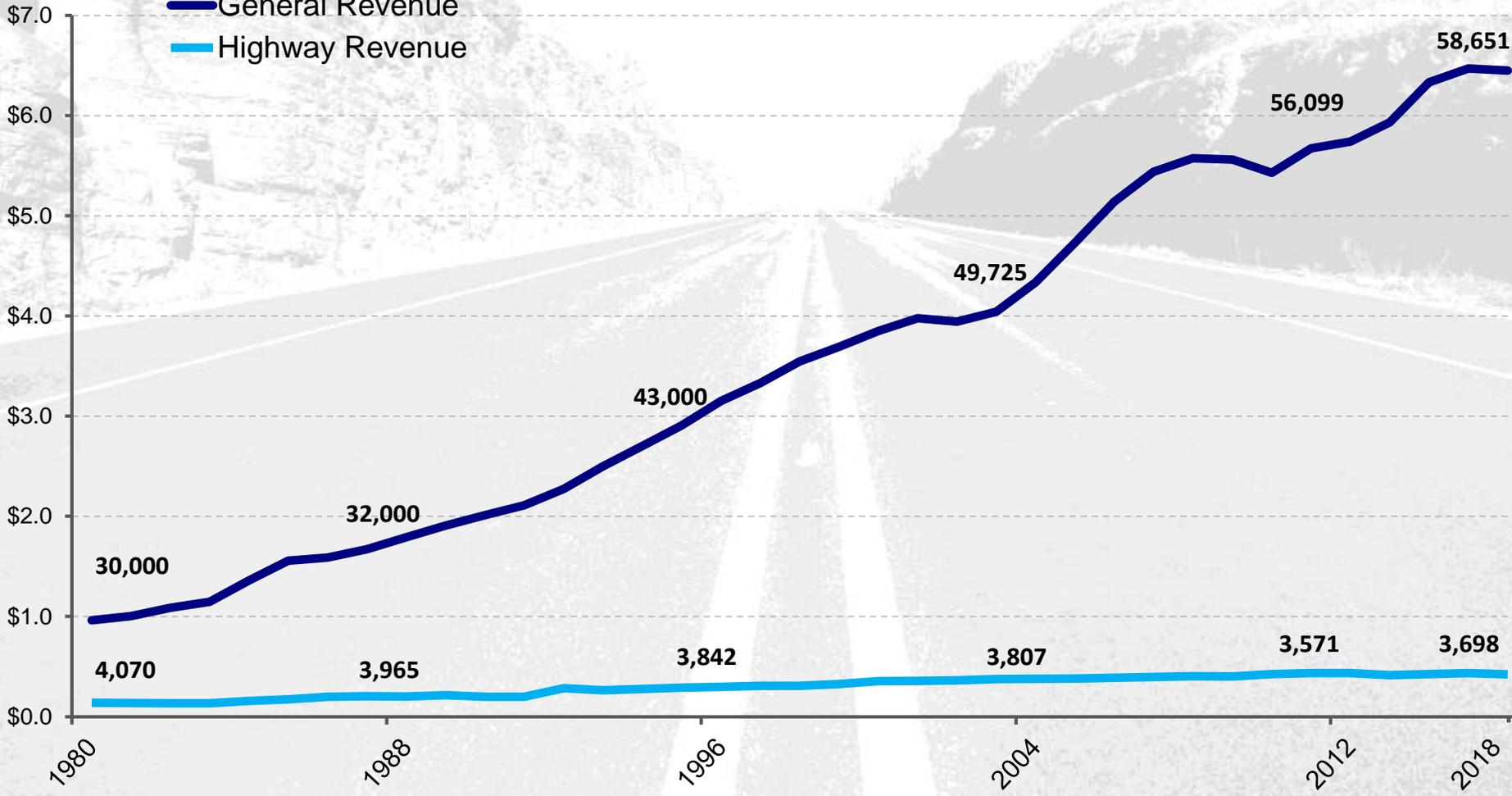
Excludes County & City Aid funds | Excludes CAP funds

Fiscal Year

Highway vs. General Revenue Compared to Employment Levels

Billions

General Revenue
Highway Revenue



Excludes County & City Aid funds | Excludes CAP funds

Fiscal Year

Citizens Opinion Survey

CITIZENS OPINION SURVEY ON HIGHWAYS IN ARKANSAS

MAIL OR EMAIL RESPONSES TO:
 ARDOT
 Public Information
 P.O. Box 2261
 Little Rock, AR 72203
info@ardot.ar.gov

Are you satisfied with the condition of the existing state highway system?

Yes No

What highways in your area need improvements, and what type of improvements do they need?

Priority 1: _____
 Priority 2: _____
 Priority 3: _____
 Priority 4: _____

If you want better highway conditions, the Arkansas State Highway and Transportation Department will need additional funds. Would you support a new highway program that would generate additional revenue?

Yes No

Which of the following sources do you recommend be utilized in obtaining additional funds (check all that apply):

- Increase in gas tax
- Increase in diesel tax
- Increase in sales tax (dedicated to highways)
- Increase in registration fees
- Add sales tax on wholesale price of motor fuels
- Transfer existing sales and use tax on motor vehicles and related parts and service (currently collected but not paid to highways)
- Other: _____

Would you be willing to sign a petition to put a highway revenue proposal on the 2018 general election ballot?

Yes No

How did you hear about this survey

- Presentation
- Social Media
- Other: _____
- TV/Radio/Print
- Family or Friend
- Website/Search Engine

Optional:

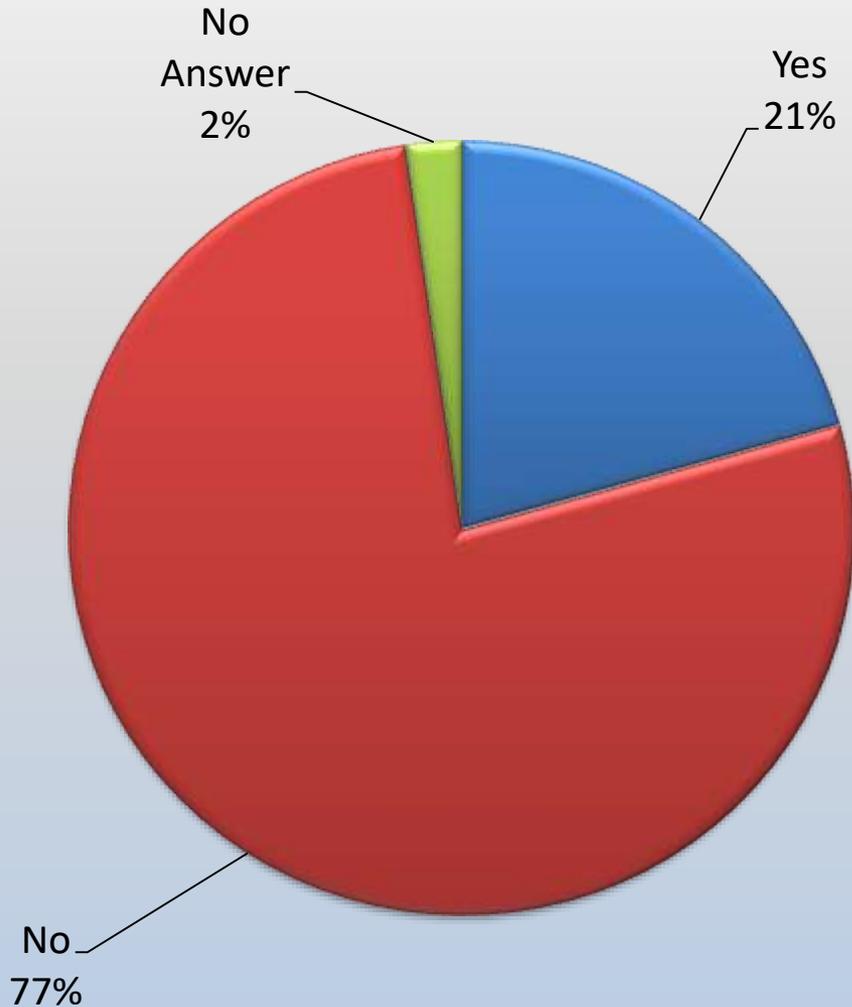
Name: _____
 Address: _____
 City, State, Zip: _____

Online Form Available Here:

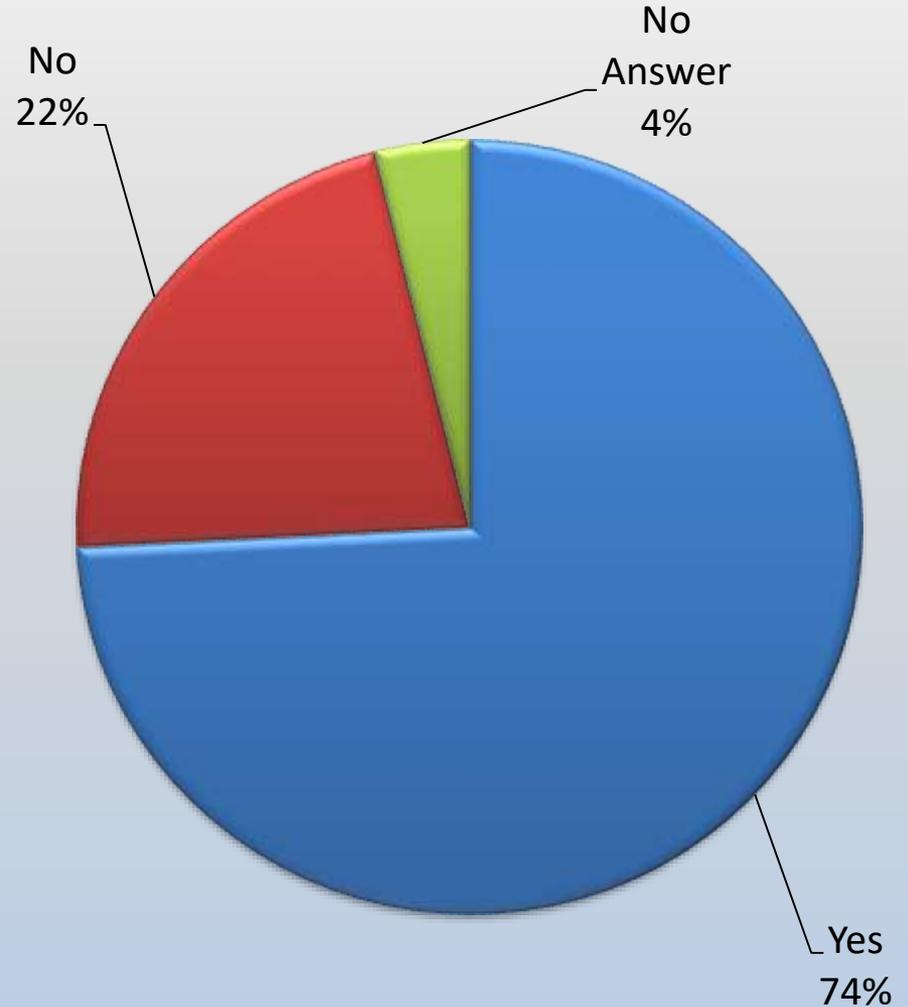


Survey Results

Are you satisfied with the condition of the existing highway system?

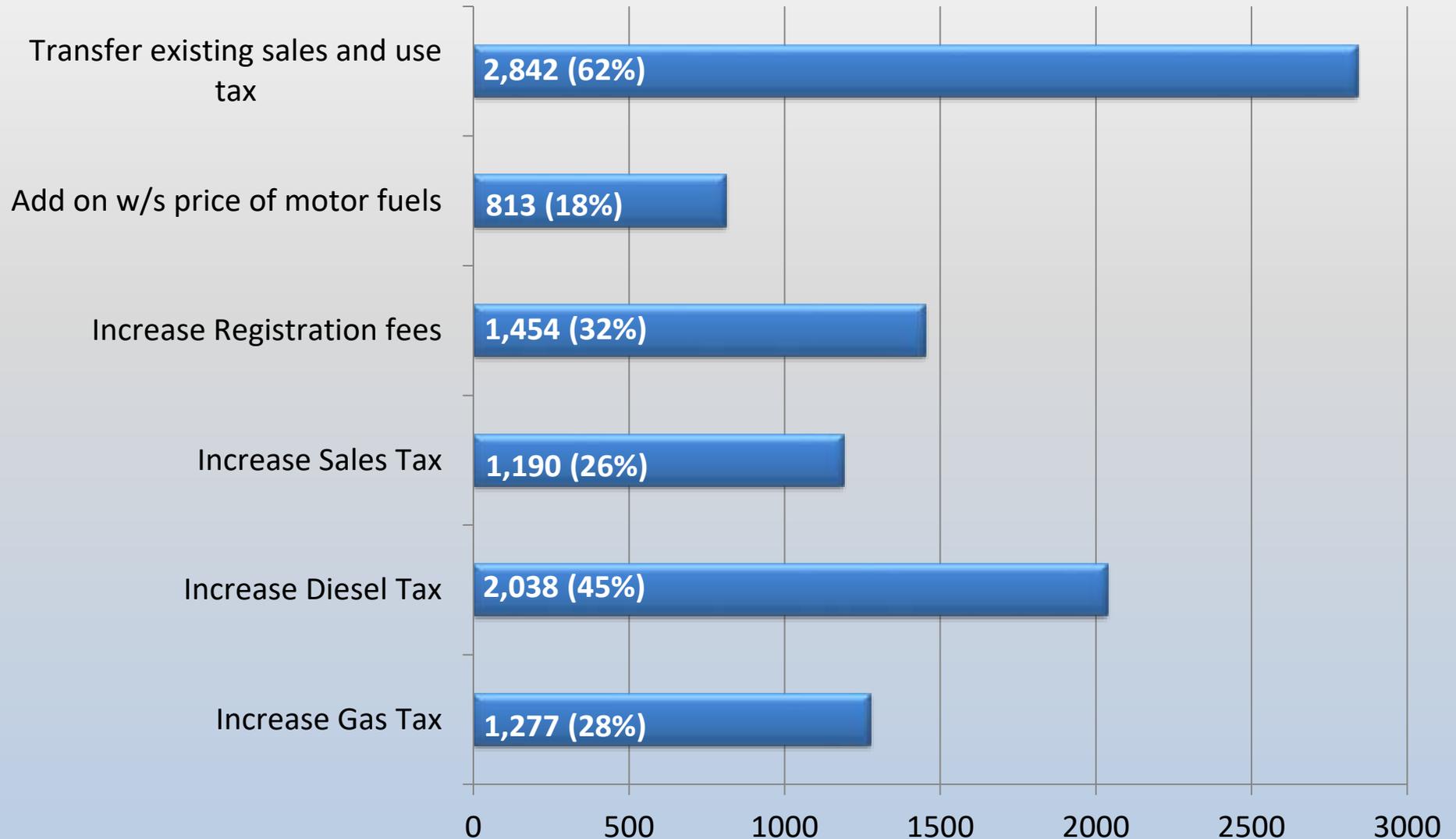


Would you support a new highway program that would generate additional revenue?



Survey Results

Which of the following sources do you recommend be utilized in obtaining additional funds?

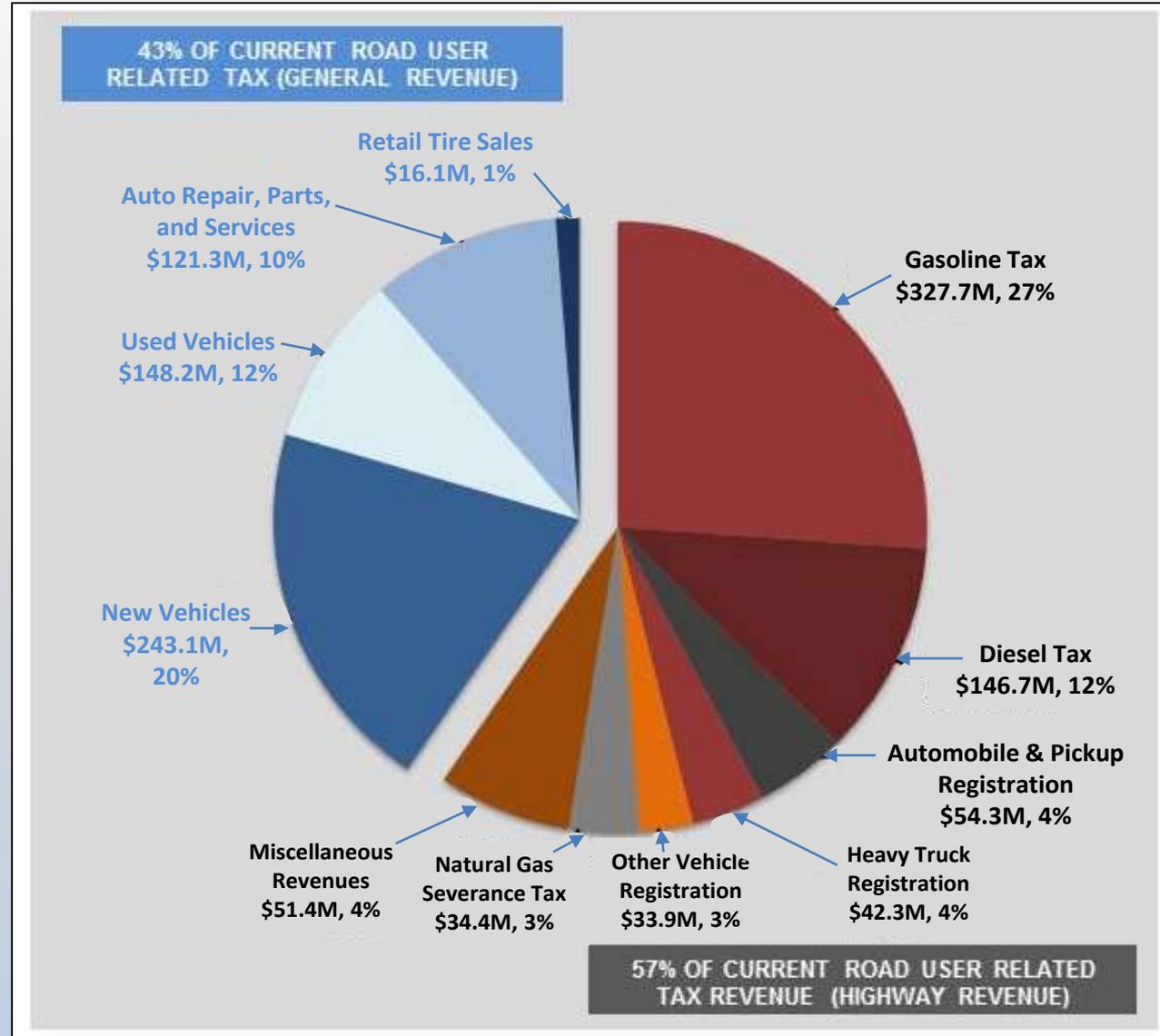


Total Road User Revenue
\$1.219 Billion

Distribution:

General Revenue
\$528.7 Million (43%)

Highway Revenue
\$690.7 Million (57%)





Your
TRANSPORTATION SYSTEM



Questions?



- ARDOT.gov
- ConnectingArkansasProgram.com
- Vimeo.com/myARDOT
- IDriveArkansas.com
- Twitter.com @myARDOT



@myARDOT

