# SIZE OF HIGHWAY SYSTEMS

<table>
<thead>
<tr>
<th>State</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arkansas</td>
<td>16,416</td>
</tr>
<tr>
<td>Illinois</td>
<td>16,161</td>
</tr>
<tr>
<td>California</td>
<td>15,225</td>
</tr>
<tr>
<td>New York</td>
<td>15,033</td>
</tr>
<tr>
<td>Tennessee</td>
<td>13,793</td>
</tr>
</tbody>
</table>

Arkansas ranks 43rd in Total Highway User Revenue per Mile

Arkansas ranks 12th nationally.
# Average Annual Construction Funds Available to AHTD

## Fiscal Years 2005 – 2009 (SAFETEA-LU)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Funds</td>
<td>505 million</td>
</tr>
<tr>
<td>State Highway Funds</td>
<td>393 million</td>
</tr>
<tr>
<td><strong>Total Federal and State Highway Funds</strong></td>
<td><strong>898 million</strong></td>
</tr>
<tr>
<td>Less Non-AHTD Federal Funds, Non-Construction Programs, and Federal Obligation Limitation</td>
<td>($149 million)</td>
</tr>
<tr>
<td>Less State Funds for Fixed Expenditures and Match for non-Construction Federal-aid</td>
<td>($264 million)</td>
</tr>
<tr>
<td>Less Federal and State Commitment for Interstate Rehabilitation Program Bond Debt</td>
<td>($74 million)</td>
</tr>
<tr>
<td><strong>Federal and State Funds Highway Construction</strong></td>
<td><strong>411 million</strong></td>
</tr>
<tr>
<td>Funds Specific to Categories (Little or No Commission Discretion)</td>
<td>144 million</td>
</tr>
<tr>
<td><strong>Highway Construction Funds Available For Commission Prioritization</strong></td>
<td><strong>267 million</strong></td>
</tr>
</tbody>
</table>
State General Revenues vs. Gross State Highway Revenues

Arkansas State General Revenues vs AHTD Net Highway Revenues

Excludes County & City aid funds
Prepared by: Planning and Research 1/24/2012
Total Cost for Highway Needs and Other Improvements

Congestion Relief..............................................$3.7 billion
Maintaining the System.............................$10.9 billion
Congressionally-Designated
    High Priority Corridors               $7.5 billion
Econ. Development Connectors.............$1.6 billion
Total Needs and
    Other Improvements......................$23.7 billion
Funding vs. Needs over a 10-year period

Highway System Needs  $23.7 billion
Projected Highway funding  $ 4.1 billion
Discrepancy  $19.6 billion
4-Lane Highway System

4-Lane Grid $7.8 billion
Regional Connectors $0.6 billion
Econ. Dev. Connectors $0.3 billion
TOTAL $8.7 billion
Regional Corridor Projects
Highway 82
El Dorado
Highways 82/82B/167B
Highway 79
I-69 Corridor
I-69 Connector
2011 Interstate Rehabilitation Program
**Timeline**

- **April 2011**: RFPs for design consultants
- **November 2011**: Contract signed with Financial Advisor
- **December 2011**: Agreements signed with 10 design firms
- **Currently**: Assigning projects to design firms
- **Late 2012 (tentative)**: Issue bonds and let first contracts
INTERSTATE CONDITION

1999 PRE-IRP: 21% GOOD, 16% FAIR, 63% POOR

2006 POST-IRP: 72% GOOD, 14% FAIR, 14% POOR

2014: 67% GOOD, 23% FAIR, 10% POOR

2020 WITH BONDS: 76% GOOD, 24% POOR
Temporary 0.5% Sales Tax (Issue #1)

- November 6, 2012 election ballot
- Temporary Increase
- $230m annually ($160m/$35m/$35m)
- State Aid Street Fund for City Streets
Temporary 0.5% Sales Tax (Issue #1)

- Bond debt retired over 10 years
- $1.3 Billion in general obligation bonds
- Tax expires when the bonds are retired
- Four-lane highways
- $1.8 Billion total program
Benefits of Temporary 0.5% Tax

- Completion of widening U. S. Highway 167 to four lanes between I-530 and El Dorado;
- Beginning the widening of U. S. Highway 82 to four lanes between Texarkana and El Dorado;
- Completion of widening U. S. Highway 425 to four lanes from Hamburg to the Louisiana state line;
<table>
<thead>
<tr>
<th>Place</th>
<th>(est. annual)</th>
<th>(est. 10-year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Union County</td>
<td>$558,640</td>
<td>$5,586,395</td>
</tr>
<tr>
<td>Calion</td>
<td>$8,799</td>
<td>$87,992</td>
</tr>
<tr>
<td>El Dorado</td>
<td>$336,363</td>
<td>$3,363,633</td>
</tr>
<tr>
<td>Felsenthal</td>
<td>$2,672</td>
<td>$26,718</td>
</tr>
<tr>
<td>Huttig</td>
<td>$10,634</td>
<td>$106,338</td>
</tr>
<tr>
<td>Junction City</td>
<td>$10,349</td>
<td>$103,488</td>
</tr>
<tr>
<td>Norphlet</td>
<td>$15,033</td>
<td>$150,334</td>
</tr>
<tr>
<td>Smackover</td>
<td>$33,220</td>
<td>$332,195</td>
</tr>
<tr>
<td>Strong</td>
<td>$9,939</td>
<td>$99,391</td>
</tr>
</tbody>
</table>
Benefits of Temporary 0.5% Tax

- Completion of widening I-540 to six lanes between Fayetteville and Bentonville;

- Completion of the initial two lanes of the ultimate four lanes of the Bella Vista Bypass (Future I-49);

- Beginning the four-lane construction of the U.S. Highway 412 Bypass (Springdale) from I-540 westward to XNA Connector;
Benefits of Temporary 0.5% Tax

• Completion of widening I-40 to six lanes between Conway and North Little Rock;

• Completion of widening U.S. Highway 67 to six lanes from Jacksonville to Cabot;

• Improvements to I-30 connecting Little Rock and North Little Rock, including widening Arkansas River bridge;
Benefits of Temporary 0.5% Tax

• Completion of widening U. S. Highway 64 to four lanes between Conway and Beebe;
• Completion of widening Highway 18 to four lanes between Jonesboro and Blytheville;
• Continuation of widening U. S. Highway 65 to four lanes from Clinton northward;
• Continuation of widening U. S. Highway 65 to four lanes from Bellefonte southward;
Benefits of Temporary 0.5% Tax

- Continuation of widening U. S. Highway 49 to four lanes from Brinkley southward toward Helena-West Helena;
- Continuation of widening U. S. Highway 270 to four lanes from Hot Springs westward;
- Completion of widening U. S. Highway 70 to four lanes between I-30 and Hot Springs;
- Completion of widening U. S. Highway 412 to four lanes between Paragould and Walnut Ridge.
CHALLENGES

✓ 12th in system size but 43rd in revenue
✓ Funding system flawed
✓ Making good use of what we have
✓ 4 Lane Grid System needed for safety, mobility and economic development
✓ Meeting expectations is difficult