You might be surprised to know that we have the 12th-largest highway system in the nation!

* HOWEVER *

...We rank 43rd in highway revenue per-mile (or, the money it takes to support that system).
Another Challenge?

We have identified $23 Billion in needs over the next ten years…

…And only $4 Billion in highway revenue over that same time period.
Some examples of **HOW WE COMPARE** in highway mileage with some larger, more-populated states:

- **Arkansas**  16,382 miles
- **Illinois**  16,161 miles
- **California**  15,225 miles
- **New York**  15,033 miles
- **Tennessee**  13,793 miles
- **Florida**  12,084 miles
<table>
<thead>
<tr>
<th>State</th>
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We have the **smallest** tax base (and the **largest** highway system) of any state listed!
Now, here’s **HOW WE COMPARE** in **revenue-per-mile** with those same states:

- **Arkansas** 16,382 miles $58,536
- **Illinois** 16,161 miles $252,000
- **California** 15,225 miles $682,000
- **New York** 15,033 miles $237,000
- **Tennessee** 13,793 miles $108,000
- **Florida** 12,084 miles $694,532
The closest state to Arkansas on the list is **Tennessee**…

- Arkansas 16,382 miles $58,536
- Tennessee 13,793 miles $108,000

…which has almost **twice as much money** to spend on its system!
But in spite of those challenges, when it comes to spending the money we **DO** have available, the Arkansas Highway Department is **2nd BEST IN THE COUNTRY!**

<table>
<thead>
<tr>
<th>State</th>
<th>Miles</th>
<th>Costs</th>
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<tr>
<td>Arkansas</td>
<td>16,382</td>
<td>$1,821</td>
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<tr>
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Administrative Costs per-mile
We put more of our money **ON THE ROADS**, where it needs to be, rather than on administrative functions.

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<td>$16,985</td>
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</table>
Of the states listed below, only **Arkansas**, **Illinois** and **Tennessee** fall below the national average of $12,772/mile…

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<th>Administrative Costs Per-Mile</th>
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Here’s an example of our **FINANCIAL EFFICIENCY**…

- 20 years ago, we had **4,016** employees
- Today, we have just **3,577** employees

...That’s fewer employees than we had all the way back in **1965**!

(3,620)
We’ve made a conscious effort to reduce our employment levels, with...

- No decrease in service
- No layoffs

Just...

- Good use of technology
- Old-fashioned belt-tightening
- Efficiency-minded decisions
Now, about
WHERE OUR HIGHWAY FUNDING COMES FROM

Did you know?

- **Income Tax Revenue** doesn’t fund highways
- **Corporate Tax Revenue** doesn’t fund highways
- **Sales Tax Revenue** doesn’t fund highways
- **General Revenues** DO NOT fund highways
Now, about WHERE OUR HIGHWAY FUNDING COMES FROM

- The primary funding source for highways is a per-gallon tax on gas and diesel fuel

- The issue? Fuel consumption is DECLINING

- Conservation is everyone’s goal, so…

- Highway revenues are DECLINING
An American entrepreneur once said...

“The greatest success stories were created by people who recognized a problem and turned it into an opportunity.”

We recognize the problem.

Have we identified the opportunities?
Interstate Rehabilitation Program

November 2011: Voters Approve Proposal by 81%

September 2012: Bids Opened on Bond Sale

November 2012: Let First Contracts
Interstate Rehabilitation Program

1999

50 Projects  |  360 Total Miles  |  $1.0 Billion
Interstate Condition Improved From 21% ‘Good’ to 72%

2011

75 +/- Projects  |  455 Total Miles  |  $1.2 Billion
First Contracts to be Awarded in November 2012
Interstate Rehabilitation Program

Approximately 455 Miles
Approximately $1.2 Billion

Note: Length and cost are based on planning estimates. Subject to change once a funding analysis is completed by the financial advisor and design begins.
November 6th

Issue Number 1

“Everybody Benefits...”
Issue Number 1

- November 6, 2012 election ballot
- Temporary Increase
- Does not apply to groceries, medicine, fuel
- $230m annually ($160m/$35m/$35m)
- State Aid Street Fund for City Streets
Issue Number 1

- $1.3 Billion in general obligation bonds
- Bond debt retired over 10 years
- Tax expires when the bonds are retired
- Four-lane highways
- $1.8 Billion program supports 40,000 jobs
Funded by Issue Number 1
Statewide
Benefits of Issue Number 1

Completion of widening to six lanes between Conway and North Little Rock

Improvements to I-30 connecting Little Rock and North Little Rock, including widening Arkansas River bridge

Widen between University Ave. & Baptist
Benefits of Issue Number 1

Completion of widening to six lanes from Jacksonville to Cabot

Completion of widening to four lanes between I-30 and Hot Springs

Completion of widening to four lanes between Conway and Beebe
Benefits of Issue Number 1

Completion of widening to four lanes between I-530 and El Dorado

Completion of widening to four lanes from Hamburg to the Louisiana state line

Beginning the widening to four lanes between Texarkana and El Dorado
Everyday Benefits...

Cities & Counties Will Split Nearly $700 Million

Jefferson County

<table>
<thead>
<tr>
<th>Turnback</th>
<th>Annual</th>
<th>10-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Turnback</td>
<td>$650,482</td>
<td>$6,504,824</td>
</tr>
<tr>
<td>City Turnback</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Altheimer</td>
<td>$17,527</td>
<td>$175,271</td>
</tr>
<tr>
<td>Pine Bluff</td>
<td>$874,270</td>
<td>$8,742,704</td>
</tr>
<tr>
<td>Redfield</td>
<td>$23,102</td>
<td>$231,023</td>
</tr>
<tr>
<td>Sherrill</td>
<td>$1,496</td>
<td>$14,962</td>
</tr>
<tr>
<td>Wabbaseka</td>
<td>$4,542</td>
<td>$45,421</td>
</tr>
<tr>
<td>White Hall</td>
<td>$98,430</td>
<td>$984,296</td>
</tr>
</tbody>
</table>

City and County Turnback Total: $1,669,850, $16,698,500
‘Everybody Benefits…’

Revenue Will Free Up Money for Other Projects Across the State
“Nothing is more expensive than a missed opportunity.”

-H. Jackson Brown, Jr.
Author
We Have the OPPORTUNITY to...

- **Build** Four-Lane Highways
- **Improve** County Roads & City Streets
- **Support** 40,000 Jobs
- **Free Up Money** for Other Projects

...**Without** Raising Taxes on Groceries, Medicine or Gas!
Vote
FOR
Issue Number 1
on
November 6th
MoveArkansasForward.com
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