Interstate Rehabilitation Program

Planned Projects
Interstate Rehabilitation Program
4+ Lane Highways (Existing, Under Construction, Scheduled, and Proposed)

Planned

- BELLA VISTA BYPASS HWY. 71 $100 MILLION
- FAYETTEVILLE-BENTONVILLE I-640 $125 MILLION
- HWY. 112 - I-540 HWY. 412 (SPRINGDALE BYPASS) $150 MILLION
- DENNARD-CLINTON HWY. 85 $60 MILLION
- VILOMIA BYPASS-BEEBE HWY. 64 $30 MILLION
- JACKSONVILLE-CABOT HWY. 67 $120 MILLION
- CROSS CO. LINE-HWY. 147 HWY. 64 $50 MILLION
- HWY. 22 - OUACHITA RIVER HWY. 270 $13 MILLION
- HWY. 70-SEVER ST. I-30 $75 MILLION
- SOUTH TERMINAL-NORTH TERMINAL I-30 $300 MILLION
- WEST OF MAGNOLIA-EL DORADO HWY. 82 $40 MILLION
- HAMPTON-HWY. 79 HWY. 167 $120 MILLION
- LOUISIANA LINE-HAMBURG HWYS. 82/425 $70 MILLION

CAP PROJECTS

- Planned
THE I-Plan
Investing in Infrastructure Improvements

A COMMUNICATIONS AND MARKETING PLAN
for the

prepared by
THE AHTD PUBLIC INFORMATION OFFICE
April 2013
Passed

“Move Over” Law
Act 579

- Current law applies to emergency vehicles using flashing lights
- Revised to include vehicles owned by AHTD, our contractors, and utilities
Passed

Design-Build Law
Act 579

- Current law allows for design-build on two projects of at least $50 million. Expired this year
- Revised to extend the law for 10 years, relate it to CAP projects
89th General Assembly Review

Passed

Disposal of State Highway Right of Way
Act 764

- Allows transfer of right of way to local jurisdiction if highway is transferred.
- Allows cost of improvements to be considered when disposing property.
Passed

Authority to Continue Fee Assessment
Act 1362

- Act 1159 of 2011 required specific statutory authority for state agencies to continue to assess fees for permits, etc.
- Assures AHTD can continue to collect fees from logos, billboards, roadway maintenance assessments, etc.
Passed

Uniform Commercial Driver Licenses
Act 758

- Technical amendments to existing CDL law to comply with Federal law
- Failure to comply would have resulted in loss of $17 million in first year and $33 million in second year (Federal Funds)
Passed

Revenue Loss from Sales Tax Exemption on Trucks and Semi-Trailers
Act 1176

- Registration fee increase on trucks; replaces lost revenue and includes commercial vehicle safety program
- SB 438 would transfer to general revenue
- SB 876 & HB 2026 would repeal exemption
89th General Assembly Review

Passed

Bonding for Cities and Counties
Act 1241

- Allows use of 0.5% sales tax turnback for repayment of bonds
89th General Assembly Review

Passed

Increasing Weight Limit for Hauling Animal Feed
Act 1267

- Allows 85,000 pounds by permit
Passed

Increase Lawful Length of Semi-Trailers
Act 1092

- Allows 57 feet by permit; no increase in allowable weights
Use of Public Funds for Ballot Measures
Act 312

- Prohibits use of public funds to purchase advertising, etc. to support or oppose ballot measures
Eminent Domain
Act 502

- Adds cost of attorney fees and other fees to cost of ROW when AHTD makes acquisition through eminent domain
- Will result in fewer negotiations, higher cost for ROW
Failed

Requiring Oath for Testifying to Legislature
HB 2240

- Would apply to state employees
- Would not apply to elected officials
- Failed the House
Failed

Increasing Length of Semi-Trailers for Oilfield Trailers
SB 1076

- Would have allowed 60.5 ft trailers without permit
- Passed Senate; not run in House Committee
- AHTD was opposed
Failed

Equivalent Tax Rate for Alternative Fuels
SB 1075

➢ Would have phased in rate increases for CNG and LPG

➢ Passed the Senate, but failed in House (TWICE)
Failed

Public-Private Partnerships
HB 1251

➢ Would enable legislation
➢ Passed the House but Failed in Senate Committee
Failed

2 Constitutional Amendments
HJR 1003 & SJR 7

➢ Both would have significantly impacted the Arkansas State Highway Commission
Dedication of Road User Revenue for Highways, Roads, and Streets
HB 1418 & HJR 1008

- “Trigger” based on sales and use tax revenue
- Dedication phased in over 10 years
- Protect Educational Excellence and Educational Adequacy Trust Funds
- HB 1418 failed in Committee; HJR 1008 heard but not recognized
“We choose to go to the Moon in this decade and do the other things, not because they are easy - but because they are hard! “

— President John F. Kennedy
September 12, 1962
We choose to go to the Moon in this decade and do the other things, not because they are easy—but because they are hard! —President John F. Kennedy September 12, 1962
“Together, the united forces of our communication and transportation systems are dynamic elements in the very name we bear — United States.

Without them, we would be a mere alliance of many separate parts.”

— President Dwight D. Eisenhower
February 22, 1955
Federal Aid Highway Act

Signed into law June 29, 1956

$25 billion

Constructed 41,000 miles of highways
Average Monthly Household Expenditures

- Telephone: $161.25
- Roads: $46.33
- TV/Internet: $123.93
- Electricity & Gas: $159.34
National Survey:
Americans Value Good Roads

78%

Driving a motor vehicle is “Very” or “Extremely” important to conducting daily lives
National Survey: Americans Value Good Roads

88 %

Transportation infrastructure is important to maintaining a strong economy
National Survey: Americans Value Good Roads

83 %

Transportation network is important to ensuring national defense and emergency response
Federal Highway and Transit Obligations Through 2023
Assumes a minimum balance of $2 billion for the Highway Account and $.5 billion for the Mass Transit Account

ESTIMATED PROGRAM FUNDING LEVEL WITH NO NET NEW REVENUES TO HTF

(Year of Expenditure Dollars in Billions)
Road User Related State Tax Revenue

- 4.5% State Sales Tax on Retail Sales - Tires
- 4.5% State Sales Tax on Auto Repair
- 4.5% State Sales Tax on Used Vehicles
- 4.5% State Sales Tax on New Vehicles

Miscellaneous Revenues

- Miscellaneous Revenues Include LPG/CNG, Oversize and Overweight Permit Fees, and Interest

Gasoline Tax
Diesel Tax
Automobile and Pick-Up Registration
Heavy Truck Registration
Other Vehicle Registration

43% of Current Road User Related Tax Revenue (General Revenue)
57% of Current Road User Related Tax Revenue (Highway Revenue)