Item 1
Military Order of the Purple Heart Presentation
Item 2
Keep Arkansas Beautiful
Presentation
By: Robert Phelps
Executive Director
Item 3
Minutes
June 4, 2014 Meeting
Item 4
Consideration of Minute Orders
Item 5
State Highway Revenue Update
## June 2014 Revenues and Consumption

<table>
<thead>
<tr>
<th></th>
<th>FY 2013</th>
<th>FY 2014</th>
<th>Variance</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motor Fuels Tax</strong></td>
<td>$271.4</td>
<td>$265.7</td>
<td>($5.7)</td>
<td>-2.1%</td>
</tr>
<tr>
<td><strong>Registration Fees</strong></td>
<td>$83.0</td>
<td>$84.8</td>
<td>$1.8</td>
<td>2.2%</td>
</tr>
<tr>
<td><strong>Permits &amp; Penalties</strong></td>
<td>$17.4</td>
<td>$17.4</td>
<td>$0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>$7.9</td>
<td>$5.7</td>
<td>($2.2)</td>
<td>-27.9%</td>
</tr>
<tr>
<td><strong>Total User Revenues</strong></td>
<td>$379.7</td>
<td>$373.6</td>
<td>($6.1)</td>
<td>-1.6%</td>
</tr>
<tr>
<td><strong>Natural Gas Severance Tax</strong></td>
<td>$32.3</td>
<td>$48.8</td>
<td>$16.5</td>
<td>51.1%</td>
</tr>
<tr>
<td><strong>RRA Interest</strong></td>
<td>$3.3</td>
<td>$3.4</td>
<td>$0.1</td>
<td>3.0%</td>
</tr>
<tr>
<td><strong>Less: Diesel Tax for Bonds</strong></td>
<td>($16.5)</td>
<td>($16.2)</td>
<td>$0.3</td>
<td>-1.8%</td>
</tr>
<tr>
<td><strong>Total Revenues Available</strong></td>
<td>$398.8</td>
<td>$409.6</td>
<td>$10.8</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

### Fiscal 2014 Projected vs. Actual July - June

<table>
<thead>
<tr>
<th></th>
<th>Budget (millions)</th>
<th>Actual (millions)</th>
<th>Variance (millions)</th>
<th>% Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motor Fuels Tax</strong></td>
<td>$261.8</td>
<td>$265.7</td>
<td>$3.9</td>
<td>1.5%</td>
</tr>
<tr>
<td><strong>Registration Fees</strong></td>
<td>$83.6</td>
<td>$84.8</td>
<td>$1.2</td>
<td>1.4%</td>
</tr>
<tr>
<td><strong>Permits &amp; Penalties</strong></td>
<td>$18.4</td>
<td>$17.4</td>
<td>($1.0)</td>
<td>-5.4%</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>$5.3</td>
<td>$5.7</td>
<td>$0.4</td>
<td>7.6%</td>
</tr>
<tr>
<td><strong>Total User Revenues</strong></td>
<td>$369.1</td>
<td>$373.6</td>
<td>$4.5</td>
<td>1.2%</td>
</tr>
<tr>
<td><strong>Natural Gas Severance Tax</strong></td>
<td>$37.5</td>
<td>$48.8</td>
<td>$11.3</td>
<td>30.1%</td>
</tr>
<tr>
<td><strong>RRA Interest</strong></td>
<td>$2.4</td>
<td>$3.4</td>
<td>$1.0</td>
<td>41.7%</td>
</tr>
<tr>
<td><strong>Less: Diesel Tax for Bonds</strong></td>
<td>($17.0)</td>
<td>($16.2)</td>
<td>$0.8</td>
<td>-4.7%</td>
</tr>
<tr>
<td><strong>Total Revenues Available</strong></td>
<td>$392.0</td>
<td>$409.6</td>
<td>$17.6</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

### Fuel Consumption in Gallons July – June

<table>
<thead>
<tr>
<th></th>
<th>FY 2013 (millions)</th>
<th>FY 2014 (millions)</th>
<th>Difference (millions)</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gasoline</strong></td>
<td>1,395.3</td>
<td>1,379.7</td>
<td>-15.6</td>
<td>-1.1%</td>
</tr>
<tr>
<td><strong>Diesel</strong></td>
<td>605.1</td>
<td>599.3</td>
<td>-5.8</td>
<td>-1.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,000.4</td>
<td>1,979.0</td>
<td>-21.4</td>
<td>-1.1%</td>
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</tbody>
</table>
Total Fuel Consumption

Gallons

<table>
<thead>
<tr>
<th>Type</th>
<th>Prior FY</th>
<th>Current FY</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>2,001,465</td>
<td>1,979,721</td>
<td>-1.09%</td>
</tr>
<tr>
<td>Gasoline</td>
<td>1,395,515</td>
<td>1,379,553</td>
<td>-1.14%</td>
</tr>
<tr>
<td>Diesel</td>
<td>605,254</td>
<td>599,273</td>
<td>-0.99%</td>
</tr>
<tr>
<td>Alternative</td>
<td>696</td>
<td>896</td>
<td>28.70%</td>
</tr>
<tr>
<td>Month</td>
<td>Projected Net</td>
<td>Actual Receipts</td>
<td>Variance</td>
</tr>
<tr>
<td>-------</td>
<td>---------------</td>
<td>-----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Jul</td>
<td>$5,950,000.00</td>
<td>$6,205,659.77</td>
<td>$255,659.77</td>
</tr>
<tr>
<td>Aug</td>
<td>$13,930,000.00</td>
<td>$12,923,708.99</td>
<td>$(1,006,291.01)</td>
</tr>
<tr>
<td>Sept</td>
<td>$13,860,000.00</td>
<td>$13,462,454.84</td>
<td>$(397,545.16)</td>
</tr>
<tr>
<td>Oct</td>
<td>$13,300,000.00</td>
<td>$12,587,677.76</td>
<td>$(712,322.24)</td>
</tr>
<tr>
<td>Nov</td>
<td>$13,160,000.00</td>
<td>$12,803,477.88</td>
<td>$(356,522.12)</td>
</tr>
<tr>
<td>Dec</td>
<td>$13,860,000.00</td>
<td>$13,833,985.52</td>
<td>$(26,014.48)</td>
</tr>
<tr>
<td>Jan</td>
<td>$13,860,000.00</td>
<td>$13,275,291.84</td>
<td>$(584,708.16)</td>
</tr>
<tr>
<td>Feb</td>
<td>$13,230,000.00</td>
<td>$12,215,268.47</td>
<td>$(1,014,731.53)</td>
</tr>
<tr>
<td>Mar</td>
<td>$13,300,000.00</td>
<td>$13,616,161.92</td>
<td>$316,161.92</td>
</tr>
<tr>
<td>Apr</td>
<td>$13,650,000.00</td>
<td>$13,307,092.79</td>
<td>$(342,907.21)</td>
</tr>
<tr>
<td>May</td>
<td>$13,790,000.00</td>
<td>$13,313,604.47</td>
<td>$(476,395.53)</td>
</tr>
<tr>
<td>Jun</td>
<td>$13,930,000.00</td>
<td>$13,708,810.25</td>
<td>$(221,189.75)</td>
</tr>
<tr>
<td>Total</td>
<td>$155,820,000.00</td>
<td>$151,253,194.50</td>
<td>$(4,566,805.50)</td>
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</tbody>
</table>
## 2014-2015 Projected Sales Tax

<table>
<thead>
<tr>
<th>Month</th>
<th>Projected Net</th>
<th>Actual Receipts</th>
<th>Variance</th>
<th>Monthly Variance</th>
<th>Annual Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul</td>
<td>$13,230,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>$13,230,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sept</td>
<td>$13,790,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct</td>
<td>$12,880,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov</td>
<td>$13,090,000.00</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Dec</td>
<td>$14,140,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>$13,580,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td>$12,530,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>$13,930,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td>$13,930,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>$14,140,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td>$14,210,000.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$162,680,000.00</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
Item 6
Status of Federal Highway & Transit Funding Issues
Current Legislation

• Moving Ahead for Progress in the 21\textsuperscript{st} Century (MAP-21)
  – Effective through September 30, 2014
  – Expires in approximately 2 Months
Reauthorization Legislation

- President’s “GROW AMERICA Act”
  - $302 Billion over 4 Years
  - Funded with Repatriation of Corporate Funds
  - States Allowed to Toll

- Senate’s “MAP-21 Reauthorization Act”
  - $265 Billion over 6 Years
  - Funding Unknown
  - No Provision for Tolling

- House - No Reauthorization Bill Released
Federal Highway Trust Fund


Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)

1/ Graph reflects actual data through 6/27/14 and end-of-month projections for the remainder of the fiscal year.
2/ Total receipt and outlay projections are based on FY 2015 Mid-Session Review assumptions. Projected monthly receipt and outlay rates are based on historic averages.
3/ Range of anticipated shortfall. Green brackets denote the estimated window of when the anticipated shortfall will occur.

Source: FHWA
Federal Highway Trust Fund

- **July 1**: Federal Highway Administration Memorandum – Procedures for Cash Management Procedures

- **August 1**: Cash Management Procedures to be Implemented by the Federal Highway Administration

- **August 30**: Federal Highway Trust Fund Expected to Become Insolvent

- **Fifteen Projects – $70 M – Not Advertised**
July 15: House Approves Highway and Transportation Funding Act of 2014 (H.R. 5021)

- Extends Expenditure Authority 10 Months (through May 31, 2015)
- $10.9 Billion Transferred
  - $1 Billion transferred from the Leaking Underground Storage Tank Trust Fund
  - $6.4 Billion from Pension Smoothing (General Fund)
  - $3.5 Billion from Customs User Fees (General Fund)
Federal Highway Trust Fund

➢ July ??: Senate……

✓ Three Proposals

1. House Bill
2. Senate Bill
3. Alternate Plan - December 2014
Federal Highway Trust Fund
Item 7
Interstate Rehabilitation Program (IRP)
Connecting Arkansas Program (CAP)
State Aid City Street Program
Completed: 5
Miles: 56
Amount: $113 million
Under Construction: 14
Miles: 93
Amount: $260 million
July Letting: 2
Miles: 22
Amount: $71 million

I-40
Hwy. 64-Mill Creek
13 miles

I-530
I-30-Bingham Rd.
9 miles
Scheduled 2014: 6 Miles: 22 Amount: $183 million
Scheduled 2015-2022: 48
Miles: 265
Amount: $640 million
Under Construction: 1
Miles: 6
Amount: $53 million
Scheduled 2014: 2
Miles: 10
Amount: $155 million
Scheduled 2015: 4
Miles: 18
Amount: $75 million
Scheduled 2016: 12
Miles: 46
Amount: $357 million
Scheduled 2017-2019: 16 Miles: 100 Amount: $913 million
State Aid
City Street Program
Item 8
Advertising for Auctioneer Services
Item 9
Use of General Improvement Funds for Purchase of Belly Plow
Item 10
Status Report
Development of Future Interstate Corridors
Status of Future Interstate Corridors in Arkansas

- Future 69
- Future 49
- Future 555
Louisiana State Line to Texas State Line

- Over 37 Miles Complete
- 4.5 Miles Under Construction
- Estimated Completion: Late 2014
- $436 Million Total Cost
- I-49 Designation Upon Completion
Fort Chaffee Crossing

- 5.5 Miles Under Construction
- $130 Million Total Cost
- Estimated Completion: Late 2014
- Future I-49 Designation Upon Completion
Interstate 40 to Bentonville

- I-40 to Fayetteville
  - Completed in 1999
  - 41.9 Miles
  - $460 Million

- Fayetteville to Bentonville
  - Completed in 1992
  - 30.9 Miles
  - $143 Million
Fayetteville to Bentonville

Fayetteville-Bentonville Widening
EST. COST: $125 MILLION

Fayetteville-Bentonville Interchange Improvements
EST. COST: $100 MILLION

Interstate 49 Corridor
Fayetteville to Bentonville Improvements
Bella Vista Bypass

- PE, ROW & Utilities: $51 M
- 3.0 Miles Completed: $22 M
- 8.8 Miles Under Construction: $78 M
- 2.5 Miles Scheduled: $71 M
- Additional Lanes: $50 M
- Total: $272 M
Bella Vista Bypass

- 2-lanes of Ultimate 4-lane Interstate
- Missouri Sales Tax Initiative
- Additional Lanes - $50 M

Bella Vista Bypass
Red River to I-40
$2.6 Billion
157.5 miles
## Funding Summary

<table>
<thead>
<tr>
<th>Status</th>
<th>Miles</th>
<th>Total (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>113.5</td>
<td>$1,155</td>
</tr>
<tr>
<td>Under Construction</td>
<td>18.8</td>
<td>$166</td>
</tr>
<tr>
<td>Scheduled</td>
<td>2.5</td>
<td>$71</td>
</tr>
<tr>
<td>Unfunded</td>
<td>157.5</td>
<td>$2,624</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>292.3</strong></td>
<td><strong>$4,016</strong></td>
</tr>
</tbody>
</table>
• Canada to Mexico
• 2,730 miles
• Estimated Cost to Complete - $30 Billion
• Congressionally Designated High Priority Corridors 18 & 20
• Includes the I-69 Connector
### I-69 Connector
#### Funding Summary

<table>
<thead>
<tr>
<th>Status</th>
<th>Miles</th>
<th>Total (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>22.5</td>
<td>$ 140</td>
</tr>
<tr>
<td>Under Construction</td>
<td>6.5</td>
<td>$ 35</td>
</tr>
<tr>
<td>Scheduled</td>
<td>2.8</td>
<td>$ 14</td>
</tr>
<tr>
<td>Unfunded</td>
<td>10.5</td>
<td>$ 520</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>42.3</strong></td>
<td><strong>$ 709</strong></td>
</tr>
</tbody>
</table>
I-69 Great River Bridge

- Design Complete
- Estimated Cost - $1.3 Billion
  - Arkansas’ Portion - $910 Million
- ROW Acquisition Underway
# I-69 Funding Summary

<table>
<thead>
<tr>
<th>Status</th>
<th>Miles</th>
<th>Total (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Under Construction</td>
<td>8.5</td>
<td>$13</td>
</tr>
<tr>
<td>Scheduled</td>
<td>11.3</td>
<td>$79</td>
</tr>
<tr>
<td>Unfunded</td>
<td>122.0</td>
<td>$2,980</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>141.8</td>
<td><strong>$3,072</strong></td>
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</table>
## Funding Summary

<table>
<thead>
<tr>
<th>Status</th>
<th>Miles</th>
<th>Total (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete</td>
<td>49.3</td>
<td>$ 254.0</td>
</tr>
<tr>
<td>Unfunded</td>
<td>3.8* (length not included in total)</td>
<td>$ 50.0</td>
</tr>
<tr>
<td>Totals</td>
<td>49.3</td>
<td>$ 304.0</td>
</tr>
</tbody>
</table>
## Future Interstates of Arkansas

<table>
<thead>
<tr>
<th>Future Interstate</th>
<th>Remaining Unfunded (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 49</td>
<td>$2,700</td>
</tr>
<tr>
<td>Interstate 69</td>
<td>3,500</td>
</tr>
<tr>
<td>Interstate 555</td>
<td>50</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$6,250</strong></td>
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</tbody>
</table>
Item 11
Update
Implementation of Intelligent Transportation Systems
Intelligent Transportation Systems (ITS)

Traffic Management Center (TMC)

- Collect and Disseminate Traffic Information
- Monitor and Operate ITS Devices
- Coordinate with Other Agencies
- Could serve as Statewide Emergency Operations Center
• Traffic Management Center (TMC)
  – Several possible sites to locate a TMC under review:
    ✓ Central Office Complex
    ✓ Sign Shop Complex
    ✓ District 6 Complex
    ✓ Off Site
      – May be impacted by the architectural / engineering assessment of the Central Office
  – Recommend Design by Consultant
Intelligent Transportation Systems (ITS)

Road Weather Information Systems (RWIS)

• Collects Real Time Weather Information
• Placed at Strategic Locations
• Data Collected:
  ✓ Air Temperature
  ✓ Wind Speed & Direction
  ✓ Precipitation Type
  ✓ Visibility & Fog Detection
  ✓ Relative Humidity
  ✓ Pavement Surface Temperature and Condition (Wet, Dry, Frozen)
  ✓ Subgrade Temperature

• Management Can Use RWIS Data for Winter Weather Treatment Plans
Highway Advisory Radios

- Disseminate more detailed information than Dynamic Message Sign:
  - Cause of traffic problem
  - Advise Alternate Routes
  - Expected Length of Delay
  - Morgan Nick/AMBER Alerts with detailed information
Intelligent Transportation Systems (ITS)

Traffic Cameras

• Observe traffic flows
• Used in conjunction with traffic monitoring to verify incidents effecting traffic flow
• Incident Management
• Monitored from TMC
• Public access via web (view only)
• Pan/Tilt/Zoom access for other agencies
Intelligent Transportation Systems (ITS)

Dynamic Message Signs

• Installed in Strategic Locations

• Can be used to Display:
  ✓ Travel Times
  ✓ Traffic Advisories
    ▪ Unplanned Incidents
    ▪ Maintenance or Construction Activities
  ✓ Weather Advisories/Alerts
  ✓ Morgan Nick/AMBER Alerts
Interstate Construction Projects

- September IRP Projects – ITS Devices Included

- Statewide Automated Workzone Information System
  
  ✓ Multiple Interstate Projects Planned and Active – One Contract
  
  ✓ Design by Consultant
  
  ✓ The Consultant should also evaluate the individual Work Zone ITS elements to determine if they could be retained for use as a part of the permanent ITS Architecture
Item 12
Results
Toll Feasibility Study
Project Goals

- Determine feasibility of using tolls to finance the widening of Interstate 40 from four to six lanes between North Little Rock and West Memphis, a distance of 110 miles.
Project Deliverables

• Assessment of various tolling concepts and collection systems;

• Evaluation of toll traffic and revenue amounts;

• Preparation of estimates for toll system operations and construction costs; and

• Analysis of roadway and economic impacts and the financial feasibility of tolling.
Tolling Concepts and Collection Systems

• Tolling Concepts:
  – No Tolling
  – Three Mainline Tolling Points (East, Center, and West)
  – Tolling All Movements (All Ramps)
  – Two Mainline Tolling Points (East and West)

• Tolling Collection Systems:
  – Cash Only
  – Video Only
  – Open Road Tolling (Transponder, Video and Cash)
  – All Electronic Tolling (Transponder and Video)
### Estimates of Toll Traffic and Revenue

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Annual Toll Transactions (x 1,000,000)</th>
<th>Annual Gross Toll Revenue (x $1,000,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Low</strong></td>
<td><strong>High</strong></td>
<td><strong>Low</strong></td>
</tr>
<tr>
<td>Tolling All 3 Lanes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three Mainline Tolling Points (East, Center, and West)</td>
<td>31</td>
<td>19</td>
</tr>
<tr>
<td>Tolling All Movements (All Ramps)</td>
<td>28</td>
<td>17</td>
</tr>
<tr>
<td>Two Mainline and Nearby Ramps Tolling Points (East and West)</td>
<td>10</td>
<td>8</td>
</tr>
<tr>
<td>Three Mainline and Nearby Ramps Tolling Points (East, Center, and West)</td>
<td>20</td>
<td>13</td>
</tr>
<tr>
<td>3rd Lane Only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Express Lane - Multiple Mainline Tolling Points (Both Directions)</td>
<td>12</td>
<td>3</td>
</tr>
</tbody>
</table>

**Passenger Vehicle Toll Rate Per Mile**
- **Low**: 5 ¢
- **High**: 15 ¢

**Truck Toll Rate Per Mile**
- **Low**: 5 ¢
- **High**: 50 ¢
Capital Costs and Operating Expenses

- **Capital Costs for Widening:**
  - Separated Third Tolled Lane - $770 million
  - All Lanes Tolled - $700 million

- **Toll Related Capital Costs:** - $13 million to $263 million

- **Toll Related Operations and Maintenance Costs:** - $185 million to $1,195 million
Most Feasible Concept and Collection System Identified

- Toll All Lanes with Three Collection Points
- Open Road Tolling (Transponder, Video and Cash)
- All Electronic Tolling (Transponder and Video)
- Toll Rate - Passenger Vehicle – 9¢ per mile / Trucks – 27¢ per mile
### Financial Results – Best Case Scenarios

**Assumptions:**
- Bonds Issued - 2016, 2019
- Toll Revenue Start - 2021
- Bonds Paid - 2046

<table>
<thead>
<tr>
<th></th>
<th>Open Road Tolling</th>
<th>All Electronic Tolling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Bonds Issued</td>
<td>$1.08 Billion</td>
<td>$1.05 Billion</td>
</tr>
<tr>
<td>Total Capital Financed</td>
<td>$774 Million</td>
<td>$716 Million</td>
</tr>
<tr>
<td>Interest Rates on Bonds</td>
<td>5.2%-6.5%</td>
<td>5.2% – 6.5%</td>
</tr>
<tr>
<td>Gross Revenue 2021-2046</td>
<td>$5.628 Billion</td>
<td>$4.893 Billion</td>
</tr>
<tr>
<td>Less Routine O&amp;M</td>
<td>($446 Million)</td>
<td>($453 Million)</td>
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<tr>
<td>Less Debt Service</td>
<td>($2.656 Billion)</td>
<td>($2.509 Billion)</td>
</tr>
<tr>
<td>Less I-40 Renewal &amp; Replacement</td>
<td>($521 Million)</td>
<td>($482 Million)</td>
</tr>
<tr>
<td>Less Hwy 70 &amp; 64 Impact Mitigation Costs</td>
<td>($642 Million)</td>
<td>($642 Million)</td>
</tr>
<tr>
<td>Excess Revenues</td>
<td>$1.363 Billion</td>
<td>$807 Million</td>
</tr>
</tbody>
</table>
Summary

“The critical element to make this viable is that all lanes must be tolled including the existing lanes”

- Develop support for the project
- Remove the prohibition on video data collection along the toll road
- Support future federal transportation legislation to remove the prohibition on Interstate tolling
- Add additional opportunities to toll existing Interstates or gain access to the existing pilot project slots
- Investment grade study (additional and more detailed financial analyses)
Item 13
Consultant Selection
Endangered Bat Study
Washington & Crawford Co.
Job # 040128
Item 14
Other Business & Discussion
Arkansas State Highway Commission Meeting

Wednesday, July 23, 2014