Department Staff

Scott E. Bennett - Director of Highways and Transportation
Lorie H. Tudor - Deputy Director and Chief Operating Officer
Emanuel Banks - Deputy Director and Chief Engineer
Kevin Thornton - Assistant Chief Engineer-Planning
Michael Fugett - Assistant Chief Engineer-Design
Tony Sullivan - Assistant Chief Engineer-Operations
Rita Looney - Chief Legal Counsel
Larry Dickerson - Chief Fiscal Officer
Mike Sebren - State Construction Engineer
Joe Sartini - State Maintenance Engineer
Crystal Woods - Division Head, Human Resources
Ron Burks - Chief, Highway Police
Randy Ort - Public Information Officer
Organizational Chart
AHTD Quick Facts

• 3rd Largest State Agency (3,634 employees)

• Maintain 16,416 miles of highway and 7,335 bridges

• Central Offices in Little Rock; 10 Districts Statewide

• **Mission**: Provide a safe, efficient, aesthetically pleasing and environmentally sound intermodal transportation system for the user.
Other Programs/Activities

State Aid Programs for Cities and Counties
Game & Fish Roads
State Park Roads
Institutional Roads
Airport Access Roads
Welcome Centers & Rest Areas
Arkansas Recreational Trails
Transportation Alternatives Program
Other Programs/Activities

Arkansas Commercial Truck Safety and Education Program
Historic Bridge Program
Adopt-A-Highway Program
Litter Hotline
Public Transportation Programs
Wildflower Program
Research Grants to State Universities
Scholarships for Engineering Students
AHTD Administrative Costs Per Mile

National Average = $9,705/mile
Surrounding States’ Average = $4,905/mile
Arkansas = $2,024/mile
Arkansas’ Rank = 48th
## Employment Levels

<table>
<thead>
<tr>
<th>Year</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>3,634</td>
</tr>
<tr>
<td>2002</td>
<td>3,801</td>
</tr>
<tr>
<td>1992</td>
<td>4,016</td>
</tr>
<tr>
<td>1982</td>
<td>3,770</td>
</tr>
<tr>
<td>1972</td>
<td>3,892</td>
</tr>
<tr>
<td>1965</td>
<td>3,620</td>
</tr>
</tbody>
</table>
Arkansas ranks 12th in number of miles at 16,416 miles
Arkansas ranks 44th in revenue per mile at $71,494
# State Highway Systems

<table>
<thead>
<tr>
<th>State</th>
<th>Mileage</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>
<tr>
<td>Florida</td>
<td>12,084</td>
</tr>
</tbody>
</table>
State Highway System
Arkansas Primary Highway Network
Highway Conditions in Arkansas
Interstate Highways - 2014

Assumes spending will continue at same level as historical spending for system preservation (including the 2011 Interstate Rehabilitation Program).
Total Bridges in Arkansas

- **State**: 7,335 (58%)
- **County**: 4,309 (34%)
- **City**: 1,011 (8%)

Total Bridges: 12,655
Bridge Conditions in Arkansas

Total State-Owned Bridges: 7,335
- Functionally Obsolete: 816 (11%)
- Structurally Deficient: 315 (4%)
- Non-Qualifying: 6,204 (85%)

Total County-Owned Bridges: 4,309
- Functionally Obsolete: 678 (16%)
- Structurally Deficient: 441 (10%)
- Non-Qualifying: 3,190 (74%)

Total City-Owned Bridges: 1,011
- Functionally Obsolete: 171 (17%)
- Structurally Deficient: 40 (4%)
- Non-Qualifying: 800 (79%)
Challenges

- 12th largest system in the country

- 44rd in highway revenue per mile.

- $20.4 billion in needs

- $3.6 billion in available revenue
# Improvements vs. Revenues

## 10 Year Projection

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount (Million $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Federal-Aid and State Revenue</td>
<td>$3,555</td>
</tr>
<tr>
<td><strong>Needs</strong></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>$3,060</td>
</tr>
<tr>
<td>Bridges</td>
<td>$1,102</td>
</tr>
<tr>
<td>Capacity</td>
<td>$2,880</td>
</tr>
<tr>
<td>Safety</td>
<td>$700</td>
</tr>
<tr>
<td>Equipment</td>
<td>$180</td>
</tr>
<tr>
<td>Facilities</td>
<td>$62</td>
</tr>
<tr>
<td>ITS</td>
<td>$27</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td>$8,011</td>
</tr>
<tr>
<td>Capital Improvement</td>
<td></td>
</tr>
<tr>
<td>Four Lane Grid System</td>
<td>$11,300</td>
</tr>
<tr>
<td>New Location / New or Modified Interchanges</td>
<td>$820</td>
</tr>
<tr>
<td>Other Major Widening</td>
<td>$230</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td>$12,350</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>$20,361</td>
</tr>
<tr>
<td><strong>Shortfall</strong></td>
<td>$(16,806)</td>
</tr>
</tbody>
</table>

(Revenue and Needs are in 2014 Dollars)
Current Highway Funding Sources

Federal
Per-Gallon Motor Fuel Tax – 91%

- Gasoline: 66%
- Diesel/Spec. Fuels: 25%
- Truck/Bus/Trailer: 7%
- Tires: 1.0%
- Heavy Vehicle Tax: 0.1%
Current Highway Funding Sources

**State**

- Per-Gallon Motor Fuel Taxes
- Vehicle Registration Fees
- License/Permit/Inspection Fees
- Severance Taxes
- Temporary Sales Tax Increase
Federal Legislation

- Moving Ahead for Progress in the 21st Century (MAP-21)
  - Expired September 30, 2014
CRomnibus
(Continuing Resolution/Omnibus Bill)

Highways $40.9 billion
Transit $ 2.2 billion

Funds the Federal Government through September 30, 2015
FY 2014 & FY 2015 Projected Estimates for End-of-Month Cash Balances (as of 9/30/14)

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

1/ Graph reflects actual data through 9/30/14 and end-of-month projections for FY 2015.
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.
4/ The shaded area represents when the Highway Account balance drops below $4 billion, at which point cash management procedures may become necessary.

Source: FHWA
I don't understand... she held up perfectly well for the last 53 years.
What is a STIP?

- Four-Year Improvement Program
- Lists Federally-Funded Transportation Projects Located Outside Metropolitan Planning Organization (MPO) Boundaries
- Financially Constrained
What is a STIP?

• Includes MPO’s TIPs

• Submitted for Public Comment

• Approved by Highway Commission

• Identifies Federal Funding Categories for Planned Projects
FINAL REPORT
December 1, 2010

Presented to:
The Honorable Mike Beebe, Governor
House Interim Committee on Public Transportation
Senate Interim Committee on Transportation, Technology and Legislative Affairs
House Interim Committee on Revenue and Taxation
Senate Interim Committee on Revenue and Taxation
Arkansas Legislative Council
Arkansas State Highway Commission
Association of Arkansas Counties
Arkansas Municipal League
Revenue Proposals

• Reissue GARVEE Bonds for a New Interstate Rehabilitation Program

• Temporary One-Half Cent General Sales Tax to Fund a Multi-Year Construction Program

• State Aid Program for Cities

• Transfer Sales Tax on New and Used Vehicles, Auto Repair Parts and Services, Tires and Batteries
Interstate Rehabilitation Program

1999

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

2011

Passed With 81% of Vote
75 +/- Projects | 455 Total Miles | $1.2 Billion
First Contracts Awarded in November 2012
Scheduled: 57
Miles: 283
Amount: $750 m

Construction: 7
Miles: 40
Amount: $205 m

Complete: 15
Miles: 135
Amount: $268 m
Temporary One-Half Cent General Sales Tax to Fund a Multi-Year Construction Program

• Passed November 2012 – 58% in favor
• Sunsets in 10 Years
• Short-term Bonds and Pay as You Go
• 35 Projects – 180 miles
• $1.8 Billion Total Program
Connecting Arkansas Program

33 Scheduled
2 Under Const.
Complete
State Aid Program for Cities

- Dedicate 1¢ Per Gallon of Existing Motor Fuel Tax
- Similar to County Aid Program
- Funds Distributed by 9-Member Panel
- Passed in 2011; Triggered by Issue #1 Vote
State Aid Street Program

83 Complete
11 Under Const.
94 Total
Revenue Proposals

- Reissue GARVEE Bonds for Interstate Rehabilitation Program

- Temporary One-Half Cent General Sales Tax to Fund a Multi-Year Construction Program

- State Aid Programs for Cities

- Transfer Sales Tax on New and Used Vehicles, Auto Repair Parts and Services, Tires and Batteries
“….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 backward.”
The Problem

Per-Gallon Tax is the **Primary Funding Source** for Highways

Fuel Consumption is **Declining**

Highway Revenues From Fuel are **Declining**
### Arkansas Travel Trends 2007-2013

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2013</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas &amp; diesel Consumption</td>
<td>2.087 billion</td>
<td>2.001 billion</td>
<td>– 86 million</td>
</tr>
<tr>
<td>Gas &amp; diesel Revenue</td>
<td>$454 million</td>
<td>$400 million</td>
<td>– $54 million</td>
</tr>
<tr>
<td>Miles Traveled</td>
<td>32.4 billion</td>
<td>33.5 billion</td>
<td>+ 1.1 billion</td>
</tr>
</tbody>
</table>
Challenges

$100,000,000 Widening Program

$10,000,000 Overlay Program

$25,000,000 Bridge Program
State General Revenues vs. AHTD Net Highway Revenues

Excludes County & City aid funds
Prepared by: Transportation Planning and Policy, 8/15/2014
If you have any questions please contact us through our website or by e-mail at:

ArkansasHighways.com
or
info@arkansashighways.com