Agenda Item 1

Meeting Minutes

March 6 and April 26, 2017
Agenda Item 2
Keep Arkansas Beautiful
Agenda Item 3
Perpetual Pavement Award
Asphalt Pavement Alliance
2016 Perpetual Pavement Award

U.S. Highway 167
Sharp County
Agenda Item 4

Consideration of Minute Orders
Agenda Item 5
Update on ARDOT’s Strategic Plan Development
Strategic Plan (2017-2022)

✓ Mission Statement
✓ Vision Statement
✓ Core Values
✓ Strategic Goals
  ▪ Objectives
  ▪ Strategies
Provide safe and efficient transportation solutions to support Arkansas’ economy and enhance the quality of life for generations to come.
Continue to preserve and improve Arkansas’ transportation system emphasizing safety, efficiency, quality, trust, and stewardship with a public service focused workforce.
Core Values

Safety – Safety first in all we do
Public Service – Focus on the greater good
Teamwork – One vision through collaboration and communication
Quality – Deliver reliable transportation solutions
Integrity – Commitment to ethics and transparency
Efficiency – Achieve maximum benefit through fiscal responsibility
Strategic Goals

✓ Provide safe and efficient transportation solutions
✓ Accomplish our mission with a focus on stewardship
✓ Champion transportation solutions that promote quality of life and economic development
✓ Continually improve through employee engagement
✓ Maximize external and internal customer satisfaction
Logo Evolution

1929
Arkansas Highway and Department of Lands

1977
Arkansas State Highway and Transportation Department

2017
Arkansas Department of Transportation
Logo Evolution

1929
Arkansas Highway and Department of Lands

1977
Arkansas State Highway and Transportation Department

2017
Arkansas Department of Transportation
Agenda Item 6
Status of Federal Highway and Transit Funding Issues
Federal Funding

- Budget Agreement Reached
- Provides Federal Funding until September 30th
- Increased Funding
- Possible 2018 Shutdown
Budget Overview

• President Released the “New Foundation for American Greatness”

• Balanced Budget by 2027

• Reduction in Non-Defense Spending Each Year

• Redefines Federal Role in Infrastructure Funding
  • Make Targeted Federal Investments
  • Encourage Self-Help
  • Align Infrastructure Investment with Entities Best Suited to Provide Sustained and Efficient Investment
  • Leverage the Private Sector
New Foundation for American Greatness

• Federal Fiscal Year 2018
  • FAST Act Funding Levels for Highways are Honored
  • TIGER is Eliminated
  • Transit Funding Levels are Reduced
  • Amtrak Funding Levels are Reduced

• Federal Fiscal Year 2019 and 2020 Levels Capped

• Beyond Federal Fiscal Year 2020 – 40% Reduction
New Foundation for American Greatness

• Infrastructure Initiative
  • Begins with $5 Billion in 2018
  • Rises to $50 Billion in 2021
  • Phases Out at $5 Billion in 2026

• Source of Funding Not Identified

• Financing Tools

• Streamlined Environmental Reviews

• Will Include Non-Transportation Infrastructure
FASTLANE

• $850 Million for FFY 2017

• Applications Submitted
  ✓ I-30, Highway 70 to Sevier Street
  ✓ I-69, Monticello Bypass to Highway 65
  ✓ I-555, Interstate 55 to Jonesboro

• 2017 Awards To Be Announced Soon

• New Applications To Be Requested

• $500 Million for FFY 2017

• Request For Applications Has Not Been Announced
FASTLANE and TIGER Grants Applications

Bella Vista Bypass
Joint Application with Missouri
Would Complete 4-Lane to Pineville, MO

Highway 70 to Sevier Street
Widen to 6-Lanes
Includes Interchange Improvements
Agenda Item 7
State Highway Revenue Update
## APRIL 2016-2017 REVENUE

<table>
<thead>
<tr>
<th>Category</th>
<th>FY 2016 (Millions)</th>
<th>FY 2017 (Millions)</th>
<th>VARIANCE (Millions)</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOTOR FUEL REGISTRATION</td>
<td>$232.9</td>
<td>$238.4</td>
<td>$5.5</td>
<td>2.4%</td>
</tr>
<tr>
<td>PERMITS &amp; PENALTIES</td>
<td>$13.6</td>
<td>$12.7</td>
<td>-$1.9</td>
<td>-2.6%</td>
</tr>
<tr>
<td>OTHER</td>
<td>$5.7</td>
<td>$5.2</td>
<td>-$0.9</td>
<td>-6.6%</td>
</tr>
<tr>
<td>NATURAL GAS SEVERANCE TAX</td>
<td>$19.3</td>
<td>$21.4</td>
<td>$2.1</td>
<td>10.9%</td>
</tr>
<tr>
<td>INTEREST</td>
<td>$4.4</td>
<td>$4.3</td>
<td>-$0.1</td>
<td>-2.3%</td>
</tr>
<tr>
<td>DIESEL TAX</td>
<td>-$14.1</td>
<td>-$14.9</td>
<td>-$0.8</td>
<td>-5.7%</td>
</tr>
<tr>
<td>TOTAL REVENUES</td>
<td>$335.6</td>
<td>$339.0</td>
<td>$3.4</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

**Revenue Variance**

- **MOTOR FUEL REGISTRATION**: $5.5 million (2.4%)
- **PERMITS & PENALTIES**: -$1.9 million (-2.6%)
- **OTHER**: -$0.9 million (-6.6%)
- **NATURAL GAS SEVERANCE TAX**: $2.1 million (10.9%)
- **INTEREST**: -$0.1 million (-2.3%)
- **DIESEL TAX**: -$0.8 million (-5.7%)
- **TOTAL REVENUES**: $3.4 million (1.0%)
FY 2017 BUDGETED VS. ACTUAL - APRIL

VARIANCE % CHANGE
$15.4 6.9%
$2.8 4.1%
-$2.0 -13.6%
$0.3 6.1%
-$1.0 -4.5%
$1.3 43.3%
-$1.1 -8.0%
$15.7 4.9%

BUDGETED VS. ACTUAL - APRIL

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-$1.1 -8.0%
$15.7 4.9%
APRIL 2016-2017 FUEL CONSUMPTION

<table>
<thead>
<tr>
<th>VARIANCE</th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>GASOLINE</td>
<td>1,221.0</td>
<td>1,254.7</td>
<td>1,799.1</td>
</tr>
<tr>
<td>DIESEL</td>
<td>513.8</td>
<td>543.6</td>
<td></td>
</tr>
<tr>
<td>ALTERNATIVE FUELS</td>
<td>0.862</td>
<td>0.809</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,735.7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

% CHANGE

- GASOLINE: 2.8%
- DIESEL: 5.8%
- ALTERNATIVE FUELS: -6.2%
- TOTAL: 3.7%
## Arkansas Fuel Consumption
### Rolling 12-month Comparison

<table>
<thead>
<tr>
<th>Fuel</th>
<th>Previous 12 Months (millions)</th>
<th>Current 12 Months (millions)</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>1,451,201,059</td>
<td>1,501,967,365</td>
<td>3.50%</td>
</tr>
<tr>
<td>Diesel</td>
<td>607,801,317</td>
<td>647,277,158</td>
<td>6.49%</td>
</tr>
<tr>
<td>Alternative</td>
<td>1,021,366</td>
<td>987,048</td>
<td>-3.36%</td>
</tr>
<tr>
<td>Total</td>
<td>2,060,023,742</td>
<td>2,150,231,571</td>
<td>4.38%</td>
</tr>
</tbody>
</table>
## State Fiscal Year 2017 Sales Tax

<table>
<thead>
<tr>
<th>Mon</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>15,050,000</td>
<td>14,379,331</td>
<td>(670,669)</td>
<td>-4.46%</td>
<td>-4.46%</td>
</tr>
<tr>
<td>Aug</td>
<td>15,470,000</td>
<td>14,938,713</td>
<td>(531,287)</td>
<td>-3.43%</td>
<td>-3.94%</td>
</tr>
<tr>
<td>Sept</td>
<td>15,540,000</td>
<td>14,919,739</td>
<td>(620,261)</td>
<td>-3.99%</td>
<td>-3.96%</td>
</tr>
<tr>
<td>Oct</td>
<td>14,840,000</td>
<td>14,758,990</td>
<td>(81,020 )</td>
<td>-0.55%</td>
<td>-3.13%</td>
</tr>
<tr>
<td>Nov</td>
<td>14,560,000</td>
<td>13,957,069</td>
<td>(602,931)</td>
<td>-4.14%</td>
<td>-3.32%</td>
</tr>
<tr>
<td>Dec</td>
<td>14,420,000</td>
<td>15,217,841</td>
<td>797,841</td>
<td>5.53%</td>
<td>-1.90%</td>
</tr>
<tr>
<td>Jan</td>
<td>15,330,000</td>
<td>15,126,234</td>
<td>(203,766)</td>
<td>-1.33%</td>
<td>-1.82%</td>
</tr>
<tr>
<td>Feb</td>
<td>13,650,000</td>
<td>13,436,898</td>
<td>(213,102)</td>
<td>-1.56%</td>
<td>-1.79%</td>
</tr>
<tr>
<td>Mar</td>
<td>15,190,000</td>
<td>14,499,139</td>
<td>(690,861)</td>
<td>-4.55%</td>
<td>-2.10%</td>
</tr>
<tr>
<td>Apr</td>
<td>14,770,000</td>
<td>14,469,768</td>
<td>(300,232)</td>
<td>-2.03%</td>
<td>-2.09%</td>
</tr>
<tr>
<td>May</td>
<td>14,980,000</td>
<td>14,449,556</td>
<td>(530,444)</td>
<td>-3.54%</td>
<td>-2.23%</td>
</tr>
<tr>
<td>Jun</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>163,800,000</td>
<td>160,153,269</td>
<td>(3,646,731)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Half-Cent Sales Tax
#### Projected vs Actual

<table>
<thead>
<tr>
<th></th>
<th>Projected Net</th>
<th>Actual Receipts</th>
<th>Variance</th>
<th>Percent Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$651,980,000</td>
<td>$648,466,252</td>
<td>$(3,513,748)</td>
<td>-0.54%</td>
</tr>
</tbody>
</table>
Agenda Item 8

Proposed 2017-2018 Operating Budget
Proposed Operating Budget - FY 2018

Salary Highlights

• 1% Cost Of Living Raise
• Career Service Recognition Payments
Operation Highlights

• District Maintenance Budget Increase 2%

• Building Construction and Renovation Not Included ($7.0 Million)
## Proposed Operating Budget - FY 2018

<table>
<thead>
<tr>
<th></th>
<th>SFY 2017 (x $1 M)</th>
<th>SFY 2018 (x $1 M)</th>
<th>Percent Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries Overtime</td>
<td>$215.1</td>
<td>$215.9</td>
<td>0.4%</td>
</tr>
<tr>
<td>Payroll Additives</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$363.0</td>
<td>$372.2</td>
<td>2.5%</td>
</tr>
<tr>
<td>Operating Expenses</td>
<td>$147.9</td>
<td>$152.3</td>
<td>5.3%</td>
</tr>
</tbody>
</table>
Overall Increase in Budget Request

2.5% - $9.2 Million
Agenda Item 9
2011 Interstate Rehabilitation Program and Connecting Arkansas Program
Completed
Miles: 200
Amount: $595 M
Shearerville - West (Pvmt. Impvts.) (F)

Under Construction
Miles: 92
Amount: $521 M
Scheduled for 2017

Miles: 11
Amount: $70 M
Scheduled for 2018
Miles: 6
Amount: $77 M
Scheduled for 2019-2023
Miles: 185
Amount: $264 M
Completed
Miles: 19
Amount: $141 M
Under Construction
Miles: 49
Amount: $405 M
Scheduled for 2017
Miles: 47
Amount: $336 M
Scheduled for 2018-2019
Miles: 70
Amount: $990 M
Agenda Item 10
Transportation News
Types of State Transportation Funding Revenue Increases Introduced in 2017

Political Parties of State Legislators Introducing Transportation Funding Legislation in 2017
Colorado Groups Take Lead for Ballot Measures

Legislature Failed to Reach Compromise for Adequate Funding

8 Ballot Initiatives Introduced by Non-DOT Groups
Agenda Item 11
Possible 2018 Initiated Act
"As to the long-term solutions, it emphasizes that it is difficult to get a referral of this General Assembly out to the voters, and that I hope the leadership of our state and the business community and others will look at an initiated act that might go on the ballot for a highway program," he said. "Otherwise, we'll continue to debate the long-term solution in future sessions.”

Governor Asa Hutchinson
Possible 2018 Initiated Act Timeline

- **June 7, 2017** – Decision on whether to pursue
- **June – October 2017** – Discussion, stakeholder meetings, and possible polling
- **October 18, 2017** – Decision on funding proposal
- **Early November 2017** – Begin development of ballot language
- **Early January 2018** – Submit ballot language to Attorney General
- **February – June 2018** – Publish ballot language in statewide newspaper
- **February – June 2018** – Signature collection
- **July 13, 2018** – Deadline to file petitions with Secretary of State
- **November 14, 2018** – General election
Possible 2018 Initiated Act
Additional Funding Targets

- Governor’s Highway Funding Working Group
  - Immediate: $ 50 Million
  - Short-term (0-3 years): $110 Million
  - Mid-term (3-5 years): $250 Million
  - Long-term (6-9 years): $400 Million

NOTE: All figures are annual amounts for state highways.
### REVENUE MENU

#### FISCAL YEAR 2016 – STATE REVENUE SOURCES

<table>
<thead>
<tr>
<th>Source Description</th>
<th>Total State Revenue</th>
<th>Net Revenue Amount</th>
<th>Yearly Amount to Auto</th>
<th>Yearly Amount to Business</th>
<th>Yearly Amount to Counties</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A. Motor Fuel Revenue</strong></td>
<td>$459.72 M</td>
<td>$403.49 M</td>
<td>90.01%</td>
<td>82.01%</td>
<td>82.01%</td>
</tr>
<tr>
<td><strong>B. Motor Vehicles Registration Fees</strong></td>
<td>$128.43 M</td>
<td>$124.10 M</td>
<td>96.94%</td>
<td>19.83%</td>
<td>19.83%</td>
</tr>
<tr>
<td><strong>C. Miscellaneous Revenues</strong></td>
<td>$39.6 M</td>
<td>$37.88 M</td>
<td>32.65%</td>
<td>3.67%</td>
<td>2.67%</td>
</tr>
<tr>
<td><strong>D. Natural Gas Revenue</strong></td>
<td>$60.67 M</td>
<td>$58.31 M</td>
<td>96.52%</td>
<td>4.25%</td>
<td>4.25%</td>
</tr>
<tr>
<td><strong>E. Total Current Revenues</strong></td>
<td>$510.91 M</td>
<td>$459.73 M</td>
<td>90.01%</td>
<td>88.06%</td>
<td>88.06%</td>
</tr>
</tbody>
</table>

**Other Revenue Sources**

- Additional 1 cent Motor Fuel Tax
- Gasoline
- Diesel
- Add 1% Excise Tax to Motor Fuels
- Add 1% Excise on New Vehicles
- Used and Wholesale Fuels
- Auto Repair, Parts, and Services
- Retail Tire Sales
- Off Road Diesel Fuel
- Add 1% Surcharge on New Vehicles
- Used Vehicles
- Auto Repair, Parts, and Services
- Retail Tire Sales
- One Dollar Sales Tax

**Revenue Sources by Type**

- **General Sales and Use Tax**: $599.88 M
- **Income Tax**: $31.86 M
- **Corporate Income Tax**: $6.18 M
- **Sales and Use Tax**: $344.47 M
- **Gasoline Sales Tax**: $344.47 M
- **Diesel Fuel Sales Tax**: $24.54 M
- **Weight Distance Tax (per mile)**: $5.15 M
- **One Dollar Sales Tax**: $0.11 M
- **Other Revenue Sources**: $599.88 M

---

*Data source: [State Revenue Analysis](https://example.com)*
# Revenue Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>Highway Revenue¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Cent Motor Fuel Tax Increase</td>
<td>$ 14 M</td>
</tr>
<tr>
<td>Remove Sales Tax Exemption (Wholesale $1.70 per Gallon)²</td>
<td>$ 108 M</td>
</tr>
<tr>
<td>6.5% Sales Tax (Wholesale $1.70 per Gallon)</td>
<td>$ 156 M</td>
</tr>
<tr>
<td>$10 Registration Fee Increase (Cars and Pickups)</td>
<td>$ 19 M</td>
</tr>
<tr>
<td>Transfer Sales Tax on New and Used Vehicles²</td>
<td>$ 228 M</td>
</tr>
<tr>
<td>Transfer Sales Tax on Auto Repair Parts, Services, etc.²</td>
<td>$ 74 M</td>
</tr>
<tr>
<td>1% General Sales Tax</td>
<td>$ 344 M</td>
</tr>
</tbody>
</table>

¹ Amount shown is annual net to highways – after deduction for CFA/CSF and 30% to cities and counties.

² Transfer of 4.5% (“general” portion of statewide sales tax)
### Options for Generating Additional Revenue for Highways

<table>
<thead>
<tr>
<th>Source</th>
<th>$200 Million for Highways&lt;sup&gt;(1)&lt;/sup&gt;</th>
<th>$300 Million for Highways&lt;sup&gt;(1)&lt;/sup&gt;</th>
<th>$400 Million for Highways&lt;sup&gt;(1)&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Tax</td>
<td>14.2¢</td>
<td>21.3¢</td>
<td>28.4¢</td>
</tr>
<tr>
<td>Sales Tax on Fuel (wholesale)</td>
<td>8.33%</td>
<td>12.5%</td>
<td>16.67%</td>
</tr>
<tr>
<td>Registration Fee</td>
<td>$104</td>
<td>$156</td>
<td>$208</td>
</tr>
<tr>
<td>General Sales Tax&lt;sup&gt;(2)&lt;/sup&gt;</td>
<td>0.58%</td>
<td>0.87%</td>
<td>1.16%</td>
</tr>
</tbody>
</table>

<sup>(1)</sup> Amount shown is annual net to highways – after deduction for CFA/CSF and 30% to cities and counties.

<sup>(2)</sup> Transfer of 4.5% (“general” portion of statewide sales tax)
Road User Related Tax Revenue
SFY 2016

Total Road User Revenue
$1,076.5 Million

Distribution:

General Revenue
$460.7 Million (43%)

Highway Revenue
$615.9 Million (57%)
- Road User Revenue Transfer
  - 5-Year Phase-In

- Renew 1/4 cent Sales Tax in 2024

- Natural Gas Severance Tax
  - 5-Year Phase-Out

- Act 1 - The Governor’s Highway Plan - Repealed
  - Securities Reserve + Surplus = $68 Million
### Scenario 1

<table>
<thead>
<tr>
<th>Year</th>
<th>Road User Revenue 5-Year Phase-In</th>
<th>Renew 1/4 cent Sales Tax</th>
<th>Natural Gas Severance Tax 5-Year Phase-Out</th>
<th>Act 1 Repealed Securities Reserve + Surplus</th>
<th>Total Additional to Highway Revenue (70/15/15)</th>
<th>Additional to Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$96.4</td>
<td></td>
<td>$10.0</td>
<td>$68.0</td>
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<td>$409.4</td>
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<tr>
<td>2024</td>
<td>$521.9</td>
<td>$144.1</td>
<td>$50.0</td>
<td>$68.0</td>
<td>$548.1</td>
<td>$383.6</td>
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</tbody>
</table>

**Total to the Highway Fund in Year 2024**

$548.1  $383.6
Scenario 2

- Road User Revenue Transfer
  - 5-Year Phase-In

- Renew 1/4 cent Sales Tax in 2024

- Act 1 - The Governor’s Highway Plan - Repealed
  - Securities Reserve + Surplus = $68 Million
### Scenario 2

<table>
<thead>
<tr>
<th>Year</th>
<th>Road User Revenue 5-Year Phase-In</th>
<th>Renew 1/4 cent Sales Tax</th>
<th>Act 1 Repealed Securities Reserve + Surplus</th>
<th>Total Additional to Highway Revenue (70/15/15)</th>
<th>Additional to Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$96.4</td>
<td></td>
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<tr>
<td>2022</td>
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<tr>
<td>2023</td>
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<td>$68.0</td>
<td>$341.4</td>
<td>$238.9</td>
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<td>$521.9</td>
<td>$144.1</td>
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<td>$598.1</td>
<td>$418.6</td>
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</table>

**TOTAL TO THE HIGHWAY FUND IN YEAR 2024**

$598.1 $418.6
• Road User Revenue Transfer
  - 5-Year Phase-In

• Increase Motor Fuel Tax
  - Gasoline + 5 cents
  - Diesel + 10 cents
  - 3-Year Phase-In
  - Indexed for Inflation

• Act 1 - The Governor’s Highway Plan - Repealed
  - Securities Reserve + Surplus = $68 Million
## Scenario 3

<table>
<thead>
<tr>
<th>Year</th>
<th>Road User Revenue 5-Year Phase-In</th>
<th>Increase Motor Fuel Tax Gasoline + 5 cents Diesel + 10 cents 3-Year Phase-In Indexed for Inflation After 2022 Not to Exceed 2% Per Year</th>
<th>Act 1 Repealed Securities Reserve + Surplus</th>
<th>Total Additional to Highway Revenue (70/15/15)</th>
<th>Additional to Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$96.4</td>
<td>$44.9</td>
<td>$(68.0)</td>
<td>$73.3</td>
<td>$51.3</td>
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<tr>
<td>2021</td>
<td>$196.7</td>
<td>$90.7</td>
<td>$(68.0)</td>
<td>$219.4</td>
<td>$153.6</td>
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<tr>
<td>2022</td>
<td>$301.0</td>
<td>$138.7</td>
<td>$(68.0)</td>
<td>$371.7</td>
<td>$260.2</td>
</tr>
<tr>
<td>2023</td>
<td>$409.4</td>
<td>$140.1</td>
<td>$(68.0)</td>
<td>$481.5</td>
<td>$337.0</td>
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<tr>
<td>2024</td>
<td>$521.9</td>
<td>$141.5</td>
<td>$(68.0)</td>
<td>$595.5</td>
<td>$416.8</td>
</tr>
</tbody>
</table>

**Total to the Highway Fund in Year 2024**: $595.5 $416.8
Scenario 4

- Road User Revenue Transfer
  - 5-Year Phase-In

- Increase Diesel Tax + 2 cents

- Renew 1/4 cent Sales Tax in 2024

- Act 1 - The Governor’s Highway Plan - Repealed
  - Securities Reserve + Surplus = $68 Million
## Scenario 4

<table>
<thead>
<tr>
<th>Year</th>
<th>Road User Revenue 5-Year Phase-In</th>
<th>Increase Diesel + 2 cents Indexed for Inflation Not to Exceed 2% Per Year</th>
<th>Renew 1/4 cent Sales Tax</th>
<th>Act 1 Repealed Securities Reserve + Surplus</th>
<th>Total Additional to Highway Revenue (70/15/15)</th>
<th>Additional to Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$96.4</td>
<td>$12.4</td>
<td>$ (68.0)</td>
<td>$40.9</td>
<td>$28.6</td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td>$196.7</td>
<td>$12.5</td>
<td>$ (68.0)</td>
<td>$141.3</td>
<td>$98.9</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>$301.0</td>
<td>$12.7</td>
<td>$ (68.0)</td>
<td>$245.7</td>
<td>$172.0</td>
<td></td>
</tr>
<tr>
<td>2023</td>
<td>$409.4</td>
<td>$12.8</td>
<td>$ (68.0)</td>
<td>$354.2</td>
<td>$247.9</td>
<td></td>
</tr>
<tr>
<td>2024</td>
<td>$521.9</td>
<td>$12.9</td>
<td>$144.1</td>
<td>$ (68.0)</td>
<td>$611.0</td>
<td>$427.7</td>
</tr>
</tbody>
</table>

TOTAL TO THE HIGHWAY FUND IN YEAR 2024: $611.0 $427.7
Scenario 5

- Partial Road User Revenue Transfer
  - 5-Year Phase-In
  - Does NOT include Auto Repair, Parts and Services

- Add Excise Tax to Motor Fuels @ Wholesale Price (6%)

- Act 1 - The Governor’s Highway Plan - Repealed
  - Securities Reserve + Surplus = $68 Million
## Scenario 5

<table>
<thead>
<tr>
<th>Year</th>
<th>Partial Road User Revenue (Does NOT Include Auto Repair, Parts and Services) 5-Year Phase-In</th>
<th>Add Excise Tax to Motor Fuels (wholesale price) 6%</th>
<th>Act 1 Repealed Securities Reserve + Surplus</th>
<th>Total Additional to Highway Revenue (70/15/15)</th>
<th>Additional to Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$ 73.5</td>
<td>$ 222.7</td>
<td>$ (68.0)</td>
<td>$ 228.2</td>
<td>$ 159.7</td>
</tr>
<tr>
<td>2021</td>
<td>$ 150.0</td>
<td>$ 227.2</td>
<td>$ (68.0)</td>
<td>$ 309.1</td>
<td>$ 216.4</td>
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<tr>
<td>2022</td>
<td>$ 229.4</td>
<td>$ 231.7</td>
<td>$ (68.0)</td>
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<tr>
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<tr>
<td>2024</td>
<td>$ 397.8</td>
<td>$ 241.1</td>
<td>$ (68.0)</td>
<td>$ 570.9</td>
<td>$ 399.6</td>
</tr>
</tbody>
</table>

**Total to the Highway Fund in Year 2024**: $ 570.9 + $ 399.6 = $ 970.5
• Add Excise Tax to Motor Fuels @ Wholesale Price (6%)
• Increase Registration Fees on Autos and Pickups by $20
• Renew 1/2 cent Sales Tax in 2024
• Act 1 - The Governor’s Highway Plan - Repealed
  - Securities Reserve + Surplus = $68 Million
Scenario 6

<table>
<thead>
<tr>
<th>Year</th>
<th>Add Excise Tax to Motor Fuels (wholesale price) 6%</th>
<th>Increase Registration Fees on Autos and Pickups by $20</th>
<th>Renew 1/2 cent Sales Tax</th>
<th>Act 1 Repealed Securities Reserve + Surplus</th>
<th>Total Additional to Highway Revenue (70/15/15)</th>
<th>Additional to Department</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>$222.7</td>
<td>$57.2</td>
<td></td>
<td>$68.0</td>
<td>$211.9</td>
<td>$148.3</td>
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<tr>
<td>2021</td>
<td>$227.2</td>
<td>$57.7</td>
<td></td>
<td>$68.0</td>
<td>$216.9</td>
<td>$151.8</td>
</tr>
<tr>
<td>2022</td>
<td>$231.7</td>
<td>$58.3</td>
<td></td>
<td>$68.0</td>
<td>$222.0</td>
<td>$155.4</td>
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<tr>
<td>2023</td>
<td>$236.3</td>
<td>$58.9</td>
<td></td>
<td>$68.0</td>
<td>$227.2</td>
<td>$159.1</td>
</tr>
<tr>
<td>2024</td>
<td>$241.1</td>
<td>$59.5</td>
<td>$288.3</td>
<td>$68.0</td>
<td>$520.8</td>
<td>$364.6</td>
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</tbody>
</table>

TOTAL TO THE HIGHWAY FUND IN YEAR 2024

$520.8 $364.6
CITIZENS OPINION SURVEY ON HIGHWAYS IN ARKANSAS

MAIL OR EMAIL RESPONSES TO:
ArDOT
Public Information
P.O. Box 2281
Little Rock, AR 72203
info@ardsar.gov

Are you satisfied with the condition of the existing state highway system?
○ Yes  ○ No

What highways in your area need improvements, and what type of improvements do they need?
Priority 1: __________________________
Priority 2: __________________________
Priority 3: __________________________
Priority 4: __________________________

If you want better highway conditions, the Arkansas Department of Transportation will need additional funds. Would you support a new highway program that would generate additional revenue?
○ Yes  ○ No

Which of the following sources do you recommend be utilized in obtaining additional funds (check all that apply):
○ Increase in gas tax
○ Increase in diesel tax
○ Increase in sales tax (dedicated to highways)
○ Increase in registration fees
○ Add sales tax on wholesale price of motor fuels (currently not collected)
○ Transfer existing sales and use tax on motor vehicles and related parts and service (currently collected but not paid to highways)
○ Other __________________________

Would you be willing to sign a petition to put a highway revenue proposal on the 2018 general election ballot?
○ Yes  ○ No

Optional:
Name:
Address:
City, State, Zip:

Online Form Available Here:__
Agenda Item 12
Consultant Selection – Future I-49 Alternative Design Study
Agenda Item 13

Consultant Selection – Transportation Asset Management Plan
Agenda Item 14
Bid Letting Results
May 31, 2017
## Summary of the May 31\textsuperscript{st} Bid Letting

<table>
<thead>
<tr>
<th>Type Projects</th>
<th>Number of Projects</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>25</td>
<td>60,013,315.61</td>
</tr>
<tr>
<td>City</td>
<td>4</td>
<td>983,859.35</td>
</tr>
<tr>
<td>County</td>
<td>36</td>
<td>13,640,821.57</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>65</strong></td>
<td><strong>74,637,996.53</strong></td>
</tr>
</tbody>
</table>
## Details of the May 31st Bid Letting

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Job Name</th>
<th>Contractor</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>St. Francis</td>
<td>Shearerville – West (Pavement Improvements)</td>
<td>Kiewit Infrastructure</td>
<td>29,699,614.39</td>
</tr>
<tr>
<td>133</td>
<td>Ashley</td>
<td>Hwy. 133 Spur – Hwy. 189 (Sel. Secs.)</td>
<td>Pine Bluff Sand &amp; Gravel</td>
<td>2,940,424.68</td>
</tr>
<tr>
<td>70</td>
<td>Sevier</td>
<td>Oklahoma State Line – East</td>
<td>R. K. Hall</td>
<td>1,761,467.07</td>
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<tr>
<td>71/162</td>
<td>Crawford</td>
<td>Hwy. 64 – North (Alma)</td>
<td>Forsgren</td>
<td>1,031,488.60</td>
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<tr>
<td>282</td>
<td>Crawford</td>
<td>Hwy. 64 – Hwy. 71</td>
<td>APAC – Central</td>
<td>1,638,096.35</td>
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<tr>
<td>253</td>
<td>Sebastian</td>
<td>Hwy. 10 – Hwy. 45</td>
<td>APAC – Central</td>
<td>1,391,768.40</td>
</tr>
</tbody>
</table>
# Details of the May 31st Bid Letting

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Job Name</th>
<th>Contractor</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>367</td>
<td>Jackson</td>
<td>Hwy. 367 Improvements (Tuckerman)</td>
<td>Asphalt Producers</td>
<td>1,286,571.84</td>
</tr>
<tr>
<td>69</td>
<td>Izard</td>
<td>Hwy. 69B – Independence Co. Line</td>
<td>Atlas Asphalt</td>
<td>1,848,314.54</td>
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<tr>
<td>5</td>
<td>Izard</td>
<td>Stone Co. Line – Baxter Co. Line</td>
<td>Atlas Asphalt</td>
<td>2,509,946.08</td>
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<td>100</td>
<td>Pulaski</td>
<td>Hwy. 365 – Hwy. 70 (North Little Rock)</td>
<td>Cranford Construction</td>
<td>633,150.16</td>
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<tr>
<td>26</td>
<td>Clark</td>
<td>Hwy. 67 East &amp; West (Gum Springs)</td>
<td>Redstone Construction Group</td>
<td>477,755.02</td>
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<tr>
<td>63</td>
<td>Union</td>
<td>Hwy. 167 – East</td>
<td>Jet Asphalt &amp; Rock</td>
<td>1,268,375.15</td>
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</tbody>
</table>
## Details of the May 31<sup>st</sup> Bid Letting

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Job Name</th>
<th>Contractor</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Clark</td>
<td>Hwy. 51 – South</td>
<td>Redstone Construction Group</td>
<td>356,868.34</td>
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<tr>
<td>7</td>
<td>Ouachita</td>
<td>Hwy. 79B – North</td>
<td>M &amp; T Paving and Construction</td>
<td>249,225.66</td>
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<tr>
<td>64</td>
<td>Pope</td>
<td>Hwy. 326 – Tyler Rd. (Russellville)</td>
<td>Blackstone Construction</td>
<td>2,570,015.09</td>
</tr>
<tr>
<td>286</td>
<td>Faulkner</td>
<td>Conway – Saltillo</td>
<td>Mid-South Pavers</td>
<td>982,614.75</td>
</tr>
<tr>
<td>363</td>
<td>Pope</td>
<td>I-40 – North (Sel. Secs.)</td>
<td>Crow Paving</td>
<td>432,341.64</td>
</tr>
<tr>
<td>64</td>
<td>Johnson</td>
<td>I-40 – Pope Co. Line</td>
<td>Blackstone Construction</td>
<td>1,394,986.79</td>
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</table>
# Details of the May 31<sup>st</sup> Bid Letting

<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Job Name</th>
<th>Contractor</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
<td>Newton &amp; Searcy</td>
<td>Western Grove – St. Joe</td>
<td>All Bids Rejected</td>
<td></td>
</tr>
<tr>
<td>1B</td>
<td>Craighead</td>
<td>Hwy. 1 – Hwy. 18 (Jonesboro)</td>
<td>Atlas Asphalt</td>
<td>725,819.55</td>
</tr>
<tr>
<td>69 358</td>
<td>Greene</td>
<td>Hwys. 69 &amp; 358 (Paragould) (Sel. Secs.)</td>
<td>Delta Asphalt</td>
<td>2,707,551.70</td>
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<tr>
<td>141</td>
<td>Craighead</td>
<td>Hwy. 91 – North (Jonesboro)</td>
<td>Asphalt Producers</td>
<td>922,061.13</td>
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<tr>
<td>62</td>
<td>Clay</td>
<td>Little Cache River – East</td>
<td>Delta Asphalt</td>
<td>417,175.97</td>
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<tr>
<td>139</td>
<td>Clay</td>
<td>Hwy. 62 – Missouri State Line (Hwy. 139)</td>
<td>Delta Asphalt</td>
<td>946,132.20</td>
</tr>
<tr>
<td>Route</td>
<td>County</td>
<td>Job Name</td>
<td>Contractor</td>
<td>Award Amount</td>
</tr>
<tr>
<td>-------</td>
<td>--------------</td>
<td>-----------------------------------------------</td>
<td>---------------</td>
<td>--------------</td>
</tr>
<tr>
<td>18 139</td>
<td>Craighead</td>
<td>Hwys. 18 &amp; 139 (Sel. Secs.) (Monette)</td>
<td>Atlas Asphalt</td>
<td>478,172.14</td>
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<tr>
<td>312</td>
<td>Mississippi</td>
<td>Hwy. 312 (Mississippi Co.) (Sel. Secs.)</td>
<td>Delta Asphalt</td>
<td>1,343,378.37</td>
</tr>
</tbody>
</table>
Agenda Item 15

Upcoming Events
June 13
Conway Lion’s Club Luncheon | Director Bennett
11:30 a.m. | Conway, AR

June 15
Dermott Chamber of Commerce | Commissioner Moore
12:00 p.m. | Dermott

Springdale Rotary | Commissioner Taldo
7:30 a.m. | Springdale
Upcoming Events

June 16
Ft. Smith Noon Exchange Club | Director Bennett
12:00 p.m. | Ft. Smith

June 20-22
TRB Executive Committee Meeting | Director Bennett
Washington D.C.

June 23-30
Vacation | Director Bennett
Agenda Item 16

Other Business and Discussion
# Summary of Needs – 10 Years

<table>
<thead>
<tr>
<th>NEEDS CATEGORY</th>
<th>COST (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Preservation</td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>$3,438</td>
</tr>
<tr>
<td>Bridges</td>
<td>$1,238</td>
</tr>
<tr>
<td>Capacity</td>
<td>$3,236</td>
</tr>
<tr>
<td>Safety</td>
<td>$787</td>
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<tr>
<td>Maintenance</td>
<td></td>
</tr>
<tr>
<td>Equipment</td>
<td>$202</td>
</tr>
<tr>
<td>Facilities</td>
<td>$70</td>
</tr>
<tr>
<td>ITS</td>
<td>$30</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$9,001</strong></td>
</tr>
</tbody>
</table>
## Summary of Needs Versus Revenue 10 Years (2016 Dollars)

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ESTIMATED REVENUE</strong></td>
<td>4,415</td>
</tr>
<tr>
<td>Federal-aid + State</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL NEEDS</strong></td>
<td>9,001</td>
</tr>
<tr>
<td>Pavement, Bridges, Capacity, Safety, Equipment, Facilities, ITS</td>
<td></td>
</tr>
<tr>
<td><strong>SHORTFALL</strong></td>
<td>4,586</td>
</tr>
</tbody>
</table>

(1) Revenue Not Currently Dedicated to Routine Maintenance, Administration and Operations
(2) Does Not Include Economic Development Connectors or Congressionally-Designated High Priority Corridors
## Summary of Remaining Cost

### Capital Improvements for Economic Development

<table>
<thead>
<tr>
<th>IMPROVEMENT CATEGORY</th>
<th>COST (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Four-Lane Grid System</strong></td>
<td></td>
</tr>
<tr>
<td>High Priority Corridors (Future Interstates)</td>
<td>$7,022</td>
</tr>
<tr>
<td>High Priority Corridors (Other)</td>
<td>$2,528</td>
</tr>
<tr>
<td>Remaining Four-Lane Grid</td>
<td>$2,247</td>
</tr>
<tr>
<td><strong>Other Regional Connections</strong></td>
<td></td>
</tr>
<tr>
<td>Other Regional Connections</td>
<td>$562</td>
</tr>
<tr>
<td><strong>Economic Development Connections</strong></td>
<td>$337</td>
</tr>
<tr>
<td><strong>New Location Routes / New or Modified Interchanges</strong></td>
<td>$921</td>
</tr>
<tr>
<td><strong>Other Major Widening</strong></td>
<td>$258</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$13,876</strong></td>
</tr>
</tbody>
</table>
## Summary of Needs & Capital Improvements Versus Revenue (2016 Dollars)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Federal-Aid + State Revenue (10 Years)</td>
<td>$4,415</td>
</tr>
<tr>
<td>Total System Preservation Needs (10 Years) (Pavement, Bridges, Capacity, Safety Equipment, Facilities)</td>
<td>$9,001</td>
</tr>
<tr>
<td>Total Capital Improvements</td>
<td>$13,876</td>
</tr>
<tr>
<td><strong>TOTAL NEEDS</strong></td>
<td><strong>$22,878</strong></td>
</tr>
<tr>
<td>FISCAL SHORTFALL</td>
<td><strong>$18,463</strong></td>
</tr>
</tbody>
</table>
Arkansas Primary Highway Network — Non-Interstates

<table>
<thead>
<tr>
<th>Category</th>
<th>2027 Pavement Preservation Capacity</th>
<th>2027 Pavement Preservation Capacity</th>
<th>2027 Pavement Preservation Capacity</th>
<th>2027 Pavement Preservation Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Condition</td>
<td>10%</td>
<td>29%</td>
<td>34%</td>
<td>41%</td>
</tr>
<tr>
<td>Pavement Preservation Capacity</td>
<td>67%</td>
<td>51%</td>
<td>63%</td>
<td>56%</td>
</tr>
</tbody>
</table>

- **Poor**: 10%
- **Fair**: 29%
- **Good**: 34%
Arkansas Primary Highway Network

- **Current Condition**: 20% Poor, 62% Fair, 18% Good
- **2027 Pavement Preservation Capacity Capital**: 17% Poor, 48% Fair, 35% Good
- **2027 Pavement Preservation Capacity**: 3% Poor, 57% Fair, 40% Good
- **2027 Pavement Preservation**: 3% Poor, 51% Fair, 46% Good
Non-Arkansas Primary Highway Network

<table>
<thead>
<tr>
<th>Category</th>
<th>2027 Pavement Preservation Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Condition</td>
<td>Poor: 52%, Fair: 42%, Good: 6%</td>
</tr>
<tr>
<td>2027 Pavement Preservation</td>
<td>Poor: 65%, Fair: 32%, Good: 3%</td>
</tr>
<tr>
<td>Capacity</td>
<td>Poor: 63%, Fair: 30%, Good: 7%</td>
</tr>
<tr>
<td>2027 Pavement Preservation</td>
<td>Poor: 63%, Fair: 29%, Good: 8%</td>
</tr>
</tbody>
</table>

Non-Arkansas Primary Highway Network
All State Highways — Including Interstates

- **Current Condition**
  - Poor: 13%
  - Fair: 21%
  - Good: 52%

- **2027 Pavement Preservation Capacity Capital**
  - Poor: 21%
  - Fair: 40%
  - Good: 45%

- **2027 Pavement Preservation Capacity**
  - Poor: 25%
  - Fair: 45%
  - Good: 30%

- **2027 Pavement Preservation**
  - Poor: 29%
  - Fair: 41%
  - Good: 30%
Phillips County
Highway 44, Section 3
Log mile 0.5 - 16.7
Desha County line to Elaine (Sel. Secs.)
Crittenden County
Highway 42, Section 5
Log mile 0.0 - 7.8
Highway 149 - I-55
near Heafer
St. Francis County
Highway 75, Section 0
Log mile 0.0 - 4.6
Highway 50 to Round Pond
Chicot County
Highway 144, Section 3
Log mile 7.83 - 10.86
Lake Chicot State Park
entrance to the
Mississippi River Levee
Jefferson County
Highway 199, Section 3
Log mile 0.24 - 3.78
just east of Moscow
Chicot County
Highway 144, Section 2
Log mile 4.95 - 7.87
4 miles northeast of Lake Village
Ashley County
Highway 160, Section 11
Log mile 3.35 - 5.66
6 miles east of Montrose
Chicot County
Highway 8, Section 17
Log mile 0.0 - 9.72
Loop around Grand Lake
Miller County
Highway 134, Section 1
Log mile 0.0 - 16.5
Highway 71 near Fouke to Garland City
Little River County
Highway 32, Section 3
Log mile 8.5 - 10.87
Millwood Dam Levee
Hempstead County Highway 195, Section 1
Log mile 0.96 - 9.48 approximately 1 mile east of Fulton to Crossroads
Miller County
Highway 237, Section 1
Log mile 8.70 - 10.75
approximately 10 miles
south of Texarkana on
either side of the
Sulphur River
Logan County Highway 22, Section 3 Log mile 6.63 - 10.40 west side of Paris
Sebastian County
Highway 71, Section 13
Log mile 7.14 - 10.25
4-lane divided highway
south of Greenwood
Scott County
Highway 71, Section 12
Log mile 0.00 - 6.55
Logan County line to
Sebastian County line
near Mansfield
Sebastian County Highway, 255 Section 4, 5X and 5 Log mile 0.00 - 4.48, 0.00 - 0.387 and 0.00 - 1.00 Truck Route on west side of Fort Smith through downtown
Fulton County
Highway 62, Section 13
Log mile 0.00 - 15.5
Sharp County line to
Jct. Highway 62 and
Highway 9
White County Highway 5, Section 14 Log mile 16.7 - 19.0 Jct. Highway 36 and Highway 5 to Cleburne County line
Fulton County
Highway 9, Section 15
Log mile 0.00 - 20.2
Jct. Highway 9 and
Highway 62 to Jct.
Highway 9 and
Highway 63
Stone County
Highway 9, Section 11
Log mile 0.00 - 18.4
Cleburne County line
to Jct. Highway 9 and Highway 66
Independence County
Hwy 167, Section 17
Log mile 15.3 - 17.9
Jct. Highway 167 and
Highway 14 to Jct.
Highway 167 and
Highway 69
Garland County
Highway 270, Section 6
Log mile 0.0 - 2.0
just east of Highway 7
on MLK Expressway
Prairie County
Highway 63, Section 11
Log mile 0.0 - 18.35
Arkansas County Line to I-40
Prairie County
Highway 323, Section 1
Log mile 1.9 - 6.07
south of Highway 38 in DesArc
Dallas County
Highway 273, Section 1
Log mile 0.0 - 15.26
Highway 9 to Highway 79
Cleveland County
Highway 97, Section 1
Log mile 0.0 - 6.0
Highway 8 to Kingsland
Cleveland County
Highway 54, Section 7
Log mile 0.0 - 6.30
Lincoln County line to
Jefferson County line
Yell County
Highway 7, Section 13
Log mile 14.54 - 15.323
Union Street in Dardanelle
Perry County
Highway 7, Section 11
Log mile 0.0 - 10.02
Garland County line to Hollis
Montgomery County
Highway 27, Section 6
Log mile 0.0 - 8.46
Norman to Mt. Ida
Pope County
Highway 27, Section 11 & 12
Log mile 10 - 13 and 0.0 - 4.0
Hector north
Faulkner County
Highway 36, Section 1
Log mile 5.472 - 9.9
Highway 287 to Highway 107, south of Enola
Newton County
Highway 21, Sections 2 and 3
Log mile 5.8 - 14.5 and 0.0 - 8.9
Fallsville to Boxley
Boone County
Highway 62, Sections 6, 6X, 6Y and Highway 65, Section 1
Log mile 0.0 - 6.2, 0.0 - 1.3,
0.0 - 0.14, and 14.69 - 17.74
Alpena to Harrison
Baxter County
Highway 341, Section 0
Log mile 17.3 - 26.1
Lone Rock to Highway 5 just north of Norfolk
Carroll County
Highway 62, Section 5
Log mile 6.8 - 9.8
through Green Forest
Greene County
Highway 34, Section 3
Log mile 0.00 - 12.96
approximately 0.25 miles
west of Marmaduke
Lawrence County
Highway 34, Section 1, Log mile 0.00 - 8.38
approximately 0.25 miles south of the
Lawrence/Randolph County line near
Okean
Mississippi County
Highway 308, Section 3
Log mile 0.00 - 5.6
approximately 2 miles east of Highway 77
Mississippi County
Highway 120, Section 1
Log mile 0.00 - 8.03
approximately 4.95 miles east of Highway 61
Randolph County
Highway 231, Section 4
Log mile 0.00 - 3.02
approximately 0.25 miles north of Highway 90
2021 STIP Options

• Motion From April 26, 2017 Commission Meeting
  • 85% ($276 Million) Pavement Preservation
  • 15% ($49 Million) Congestion Relief or Capital (with Minimum 50% Partnering)

• Alternative 1
  • $200 Million Per Year For Pavement Preservation
  • $125 Million Per Year For Congestion Relief or Capital (with Partnering?)

• Alternative 2
  • 52% ($170 Million) Pavement Preservation
  • 48% ($155 Million) Congestion Relief or Capital (with Partnering?)