New Name – New Identity

1929
Arkansas Highway and Department of Lands

1977
Arkansas State Highway and Transportation Department

2017
Arkansas Department of Transportation
Provide safe and efficient transportation solutions to support Arkansas’ economy and enhance the quality of life for generations to come.

Adopted June 7, 2017
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
Arkansas has the 3\textsuperscript{rd} Lowest Administrative Cost Per Mile in the Nation

Arkansas = $2,107

Surrounding States Average = $4,334

National Average = $9,224
Efficiency

Department Employees

<table>
<thead>
<tr>
<th>Year</th>
<th>Employees</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>4,200</td>
</tr>
<tr>
<td>2000</td>
<td>3,800</td>
</tr>
<tr>
<td>2017</td>
<td>3,679</td>
</tr>
</tbody>
</table>
1999 Interstate Rehabilitation Program

- 50 Projects
- 356 Miles
- $973 Million

Prior to Program
- 63% Poor or Mediocre

After Program
- 72% Good
Completed:
31 Projects
200 miles
$595 million

Under Construction:
15 Projects
92 miles
$521 million

Scheduled:
37 Projects
202 miles
$411 million

LEGEND
- Completed
- Under Construction
- Scheduled
Connecting Arkansas Program Update

Under Construction:
- 9 Projects
- 49 miles
- $405 million

Scheduled:
- 23 Projects
- 117 miles
- $1.36 billion

Completed:
- 4 Projects
- 19 miles
- $141 million
Rehabilitation

**Completed**
Rehabilitation (3 projects)
24.0 Miles / $89.6 Million

**Under Construction**
Rehabilitation (5 projects)
24.1 Miles / $5.9 Million

**Scheduled**
Rehabilitation (4 projects)
24.7 Miles / $27.1 Million
Jenny Lind Rd. & Ingersoll Ave.

Under Construction
City Street Widening & New Location
$28.7 Million
Highway 45 Widening

Scheduled
Widening
3.0 Miles / $16 Million
Highway 255 Widening & Relocation

Scheduled
Widening & Relocation
3.3 Miles / $12 Million
Scheduled
Preliminary Engineering
I-40/Hwy. 59
Interchange Improvements
$700,000
Corridor Studies

I-540 and Highway 22 Corridors Improvements Study
Future I-49

- Highway 22 to Interstate 40
- Alignment Approved 1997
- STIP –
  Preliminary Engineering $10 M
- Consultant Services
  ✓ Environmental Reassessment
  ✓ Conceptual Design
  ✓ Cost Estimate
  ✓ Toll Feasibility
  ✓ Design/Build/Finance/Operate/Maintain
Future I-49

Completed

$116 Million

5.5 Miles of New Location
Highway Condition and Needs
Interstates

Current Condition:
- Poor: 5%
- Fair: 36%
- Good: 59%

2027 Condition:
- Poor: 1%
- Fair: 31%
- Good: 68%
All State Highways – Including Interstates

Current Condition
- Poor: 35%
- Fair: 52%
- Good: 13%

2027 Pavement Preservation Capacity Capital
- Poor: 39%
- Fair: 40%
- Good: 21%
Sebastian County
Highway 71, Section 13
Log mile 7.14 - 10.25
4-lane divided highway
south of Greenwood
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
<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>
</tr>
<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: Needs vs Revenue – 10 Years

2016 Dollars

<table>
<thead>
<tr>
<th>AMOUNT (x $1 M)</th>
<th>ESTIMATED REVENUE&lt;sup&gt;(1)&lt;/sup&gt; Federal-aid + State</th>
<th>$4,415</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL NEEDS&lt;sup&gt;(2)&lt;/sup&gt; Pavement, Bridges, Capacity, Safety, Equipment, Facilities, ITS</td>
<td>$9,001</td>
<td></td>
</tr>
<tr>
<td>SHORTEFALL</td>
<td></td>
<td>$4,586</td>
</tr>
</tbody>
</table>

<sup>(1)</sup> Revenue Not Currently Dedicated to Routine Maintenance, Administration and Operations

<sup>(2)</sup> Does Not Include Economic Development Connectors or Congressionally-Designated High Priority Corridors
## Capital Improvements for Economic Development

<table>
<thead>
<tr>
<th>IMPROVEMENT CATEGORY</th>
<th>COST (x $1 M)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four-Lane Grid System</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>Other Regional Connections</td>
<td>$562</td>
</tr>
<tr>
<td>Economic Development Connections</td>
<td>$337</td>
</tr>
<tr>
<td>New Location Routes / New or Modified Interchanges</td>
<td>$921</td>
</tr>
<tr>
<td>Other Major Widening</td>
<td>$258</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$13,876</strong></td>
</tr>
</tbody>
</table>
## Summary: Needs & Capital Improvements vs 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><strong>SHORTFALL</strong></td>
<td><strong>$18,463</strong></td>
</tr>
</tbody>
</table>
Funding Update

AR DOT
ARKANSAS DEPARTMENT OF TRANSPORTATION

Update
Federal 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
• 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 Years 2019 and 2020 Levels Capped

• Beyond Federal Fiscal Year 2020 – 40% Reduction
### 2016 Special Session

| Provide Governor's Rainy Day Funds | 40.0 |

### Potential in Future Years

| Allocate 25% of Future Surplus to Highways (Estimate Based on 10 Year Average) | 48.0 | 48.0 | 48.0 | 48.0 |

| Totals 2016 Special Session and Potential in Future Years | 46.9 | 76.1 | 76.1 | 76.1 | 76.1 |
### 91st Session Account of the GIF

#### 2017-2019 Biennium

**Estimated Available Funds:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unobligated Balance from the 90th Session Account</td>
<td>$14,194,758</td>
</tr>
<tr>
<td>FY16 General Revenue Surplus</td>
<td>$177,413,001</td>
</tr>
<tr>
<td>FY17 General Revenue Surplus</td>
<td>$0</td>
</tr>
<tr>
<td>Recouped General Revenue Balances from FY16</td>
<td>$5,845,301</td>
</tr>
<tr>
<td>Recouped General Revenue Balances from FY17 (Estimate)</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>Old Projects Recoupment (Estimate)</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Outlawed Warrants</td>
<td>$0</td>
</tr>
<tr>
<td>90th Rainy Day Set-Aside Balance (Sec 3 of Act)</td>
<td>$25,000,000</td>
</tr>
<tr>
<td>Carry Forward of 90th Executive General Improvement (Sec 4 of Act)</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Estimated Funds for 2017-2019 Biennium** $229,453,060

**FY17 General Revenue Surplus** $0
### 2016 Special Session

<table>
<thead>
<tr>
<th>Description</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide Governor’s Rainy Day Funds</td>
<td>40.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Securities Reserve Fund</td>
<td>1.5</td>
<td>20.0</td>
<td>20.0</td>
<td>20.0</td>
<td>20.0</td>
</tr>
<tr>
<td>Redirect the $4 Million of the Diesel Tax that goes to General Revenue to Highways (70/30 split)</td>
<td>2.7</td>
<td>2.7</td>
<td>2.7</td>
<td>2.7</td>
<td>2.7</td>
</tr>
</tbody>
</table>

### FY18

<table>
<thead>
<tr>
<th>(Governor’s Projection)</th>
<th>FY18 (Current Projection)</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>$76.1M</td>
<td>$7.3 M</td>
<td>-$68.8 M</td>
</tr>
</tbody>
</table>

### Potential in Future Years

| Allocate 25% of Future Surplus to Highways (Estimate Based on 10 Year Average) | 48.0 | 48.0 | 48.0 | 48.0 |

### Totals 2016 Special Session and Potential in Future Years

<table>
<thead>
<tr>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td>46.9</td>
<td>76.1</td>
<td>76.1</td>
<td>76.1</td>
<td>76.1</td>
</tr>
</tbody>
</table>

**Guaranteed from Act 1 by August 1, 2017 to match Federal Funds for Federal Fiscal Year 2017**
Federal vs. State Funding

1993
Hwy. Funding Breakdown
Fed 36%
State 64%

2016
Hwy. Funding Breakdown
Fed 54%
State 46%
How Did We Get Here?
Challenges

- 12th largest system in the country
- 42nd in highway revenue per mile.
- $22.9 billion in needs
- $4.4 billion in available revenue
THEN

22 years ago, in 1995, 33 miles of Highway could be widened.

NOW

As of 2015, using the same resources, only 15 miles of Highway could be widened.
$10,000,000 Overlay Program

**THEN**

22 years ago, in 1995, **200 miles** of Highway could be overlaid.

**NOW**

As of 2015, using the same resources, only **54 miles** of Highway could be overlaid.
Average Monthly Household Expenditures

- Electricity/Gas: $160.00
- TV/Internet: $124.00
- Telephone: $161.00
- Roads: $46.00

Total: $591.00
"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
“We proved we can’t do it through the legislative process so far with the political situation we’re in. It’s got to be a ballot initiative.”

Representative Dan Douglas
R-Bentonville
2017 Transportation Funding Related Bills

Types of State Transportation Funding Revenue Increases Introduced in 2017

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of times revenue type introduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Fuel Tax</td>
<td>45</td>
</tr>
<tr>
<td>Variable-Rate Tax</td>
<td>35</td>
</tr>
<tr>
<td>Electric Vehicle Fee</td>
<td>25</td>
</tr>
<tr>
<td>Non-Fuel Tax Recurring Funding</td>
<td>20</td>
</tr>
<tr>
<td>One-Time Funding</td>
<td>15</td>
</tr>
<tr>
<td>Other</td>
<td>40</td>
</tr>
</tbody>
</table>

Note: Individual bills may contain multiple revenue source proposals.

Political Parties of State Legislators Introducing Transportation Funding Legislation in 2017

- Bipartisan: 19%
- Democratic: 57%
- Independent: 23%
- Republican: 1%
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

All figures are annual amounts for state highways.
## 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

<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)
Total Road User Revenue
$1,076.5 Million

Distribution:

General Revenue
$460.7 Million (43%)

Highway Revenue
$615.9 Million (57%)
Arkansas State General Revenues vs AHTD Net Highway Revenues

General Revenues

Net Highway Revenues

Fiscal Year


x $ Million

$0 $1,000 $2,000 $3,000 $4,000 $5,000 $6,000 $7,000

## Possible Initiated Act

<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>
</tr>
<tr>
<td>2021</td>
<td>$196.7</td>
<td>$90.7</td>
<td>$ (68.0)</td>
<td>$219.4</td>
<td>$153.6</td>
</tr>
<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>
</tr>
<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**

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2024</td>
<td>$595.5</td>
</tr>
<tr>
<td></td>
<td>$416.8</td>
</tr>
</tbody>
</table>
## Possible Initiated Act

<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>$12.4</td>
<td>$</td>
<td>(68.0)</td>
<td>$40.9</td>
<td>$28.6</td>
</tr>
<tr>
<td>2021</td>
<td>$196.7</td>
<td>$12.5</td>
<td>$</td>
<td>(68.0)</td>
<td>$141.3</td>
<td>$98.9</td>
</tr>
<tr>
<td>2022</td>
<td>$301.0</td>
<td>$12.7</td>
<td>$</td>
<td>(68.0)</td>
<td>$245.7</td>
<td>$172.0</td>
</tr>
<tr>
<td>2023</td>
<td>$409.4</td>
<td>$12.8</td>
<td>$</td>
<td>(68.0)</td>
<td>$354.2</td>
<td>$247.9</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 |
## Possible Initiated Act

<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>
</tr>
<tr>
<td>2022</td>
<td>$229.4</td>
<td>$231.7</td>
<td>$(68.0)</td>
<td>$393.1</td>
<td>$275.2</td>
</tr>
<tr>
<td>2023</td>
<td>$312.0</td>
<td>$236.3</td>
<td>$(68.0)</td>
<td>$480.4</td>
<td>$336.3</td>
</tr>
<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**
## Possible Initiated Act

<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></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<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>
</tr>
<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>
</tr>
<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>$59.5</td>
<td></td>
<td>$(68.0)</td>
<td>$520.8</td>
<td>$364.6</td>
</tr>
</tbody>
</table>

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

$520.8

$364.6
Possible Initiated Act

CITIZENS OPINION
SURVEY
ON HIGHWAYS IN ARKANSAS

MAIL OR EMAIL RESPONSES TO:
ArkDOT
Public Information
P.O. Box 2261
Little Rock, AR 72203
info@arkansashighways.com

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 vehicle registration fees
☐ Add sales tax on wholesale price of motor fuels
☐ Transfer existing sales and use tax on motor vehicles and related parts and service (currently collected but not paid to highways)
☐ Other (please specify):

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 vehicle registration fees
☐ Add sales tax on wholesale price of motor fuels
☐ Transfer existing sales and use tax on motor vehicles and related parts and service (currently collected but not paid to highways)
☐ Other (please specify):

Would you be willing to sign a petition to put a highway revenue proposal on the 2018 general election ballot?

☐ Yes  ☐ No

If Yes, what County do you live in?

(Optional) Contact Information: name, email, etc.

Online Form Available Here: www.ArkansasHighways.com
Mission Statement

Provide safe and efficient transportation solutions to support Arkansas’ economy and enhance the quality of life for generations to come.

$1 Billion in Highway Investment = 22,000 Jobs
Total Road User Revenue
$1,076.5 Million

Distribution:

General Revenue
$460.7 Million (43%)

Highway Revenue
$615.9 Million (57%)
• ArkansasHighways.com
• ConnectingArkansasProgram.com
• Vimeo.com/AHTD
• IDriveArkansas.com
• Twitter.com @AHTD
Questions?

ARKANSAS DEPARTMENT OF TRANSPORTATION