Agenda Item 2
Keep Arkansas Beautiful
Roadway Cleanups in Arkansas
July 11, 2018 • Presentation to the Arkansas Department of Transportation
By Mark Camp, Executive Director of the Keep Arkansas Beautiful Commission
Let’s talk litter ...
• 100,000 acres of public roadsides …

• … along 16,367 miles of state highways

• 9,700 miles of streams

• 600,000 acres of lakes

• Blown, thrown or dumped
$5 million annually picking up litter
Cigarette butts are the most littered item on our highways.
Most Frequently Littered Items in Arkansas

1. Cigarette butts (2.3M)
2. Food/candy wrappers (1.4M)
3. Plastic bottles (988,965)
4. Plastic bottle caps (811,871)
5. Straws (519,911)
6. Plastic bags other than grocery bags (489,968)
7. Grocery bags (485,204)
8. Glass bottles (396,121)
9. Cans (382,608)
10. Drink cups/plates (376,479)
Litter invites more litter ...
Successful Partnership to Cleanup Arkansas’s Roadways

[Logo of Keep Arkansas Beautiful] + [Logo of Arkansas Department of Transportation]
DO YOUR PART. DON’T LITTER!
Message Approved by Otto the Otter
In your hand, it’s lit. On the ground, it’s litter.
DON'T THROW AWAY $1,000.

LITTERING IS A CRIME.
Protect the Road. Secure the Load.
LITTERING IS ILLEGAL. REPORT IT. 866-811-1222
2018 SPRING GREAT AMERICAN CLEANUP
• 166 local events
• 67 counties
• 7,215 volunteers
• 46,000+ volunteer hours
• 949 miles of roadways
• 133,606 lbs of litter
• 5.6 million lbs of bulky waste
• 245,000+ lbs of electronics
• 6,024 tires
• 1,287 trees, shrubs and flowers
2017 FALL GREAT ARKANSAS CLEANUP

Sponsored by

[Logos for AR DOT, ADEQ, and KAB.org]
2017 Fall Great Arkansas Cleanup
215 events in 58 counties • 1,117 miles of roadways
130,589 pounds of litter removed
823,277 pounds of bulky waste collected
6,785 volunteers
44,825 volunteer hours
3,864 tires collected
7,633 acres of parks and public areas improved
People want to experience clean places – including roadsides.
Continued Partnership to Cleanup Arkansas’s Roadways
Agenda Item 3

Consideration of Minute Orders
Agenda Item 4
State Highway Revenue Update
## MAY 2017-2018 REVENUE

<table>
<thead>
<tr>
<th>VARIANCE</th>
<th>% CHANGE</th>
<th>FY 2017</th>
<th>% CHANGE</th>
<th>FY 2018</th>
<th>% CHANGE</th>
<th>FY 2017</th>
<th>% CHANGE</th>
<th>FY 2018</th>
<th>% CHANGE</th>
<th>FY 2017</th>
<th>% CHANGE</th>
<th>FY 2018</th>
<th>% CHANGE</th>
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<th>% CHANGE</th>
<th>FY 2018</th>
<th>% CHANGE</th>
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<tbody>
<tr>
<td>MOTOR FUEL</td>
<td></td>
<td>$261.8</td>
<td></td>
<td>$266.3</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$375.7</td>
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<tr>
<td>REGISTRATION</td>
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<td>$81.6</td>
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<td>$84.9</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$381.9</td>
<td></td>
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<tr>
<td>PERMITS &amp; PENALTIES</td>
<td></td>
<td>$14.3</td>
<td></td>
<td>$14.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-$16.2</td>
<td></td>
</tr>
<tr>
<td>OTHER</td>
<td></td>
<td>$6.3</td>
<td></td>
<td>$6.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>-$16.3</td>
<td></td>
</tr>
<tr>
<td>NATURAL GAS SEVERANCE TAX</td>
<td></td>
<td>$23.0</td>
<td></td>
<td>$22.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INTEREST</td>
<td></td>
<td>$4.9</td>
<td></td>
<td>$4.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>DIESEL TAX</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>-$16.2</td>
<td></td>
<td>-$16.3</td>
<td></td>
<td></td>
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<tr>
<td>TOTAL REVENUES</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
### FY 2018 BUDGETED VS. ACTUAL - MAY

<table>
<thead>
<tr>
<th>VARIANCE</th>
<th>$6.5</th>
<th>$5.6</th>
<th>$0.2</th>
<th>$0.0</th>
<th>-$1.9</th>
<th>$0.7</th>
<th>-$1.2</th>
<th>$9.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>% CHANGE</td>
<td>2.5%</td>
<td>7.1%</td>
<td>1.4%</td>
<td>0.0%</td>
<td>-8.0%</td>
<td>18.9%</td>
<td>-8.0%</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

**Variance Breakdown:**

- **MOTOR FUEL:**
  - Budgeted: $259.8
  - Actual: $266.3
  - Variance: $6.5 (2.5%)

- **REGISTRATION:**
  - Budgeted: $79.3
  - Actual: $84.9
  - Variance: $5.6 (7.1%)

- **PERMITS & PENALTIES:**
  - Budgeted: $14.4
  - Actual: $14.6
  - Variance: $0.2 (1.4%)

- **OTHER:**
  - Budgeted: $6.0
  - Actual: $6.0
  - Variance: $0.0 (0.0%)

- **NATURAL GAS SEVERANCE TAX:**
  - Budgeted: $23.9
  - Actual: $22.0
  - Variance: -$1.9 (-8.0%)

- **INTEREST:**
  - Budgeted: $3.7
  - Actual: $4.4
  - Variance: $0.7 (18.9%)

- **DIESEL TAX:**
  - Budgeted: $15.1
  - Actual: $16.3
  - Variance: $1.2 (8.0%)

- **TOTAL REVENUES:**
  - Budgeted: $372.0
  - Actual: $381.9
  - Variance: $9.9 (2.7%)
## MAY 2017-2018 FUEL CONSUMPTION

<table>
<thead>
<tr>
<th></th>
<th>FY 2015</th>
<th>FY 2016</th>
<th>FY 2017</th>
<th>FY 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Variance</td>
<td>-18.0</td>
<td>13.2</td>
<td>1.68</td>
<td>-3.1</td>
</tr>
<tr>
<td>% Change</td>
<td>-1.3%</td>
<td>2.2%</td>
<td>193.0%</td>
<td>-0.2%</td>
</tr>
</tbody>
</table>

### Fuel Consumption Variance

- **Gasoline**
  - FY 2015: 1,378.6
  - FY 2016: 1,360.6
  - FY 2017: 1,969.5
  - FY 2018: 1,966.4

- **Diesel**
  - FY 2015: 590.0
  - FY 2016: 603.2
  - FY 2017: 0.871
  - FY 2018: 2.551

### Total

- FY 2015: 1,969.5
- FY 2016: 1,966.4
- FY 2017: 1,969.5
- FY 2018: 1,966.4

*(MILLION GALLONS)*
## 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>1,501,122,001</td>
<td>1,492,798,675</td>
<td>-0.55%</td>
</tr>
<tr>
<td>Diesel</td>
<td>646,920,917</td>
<td>665,558,587</td>
<td>2.88%</td>
</tr>
<tr>
<td>Alternative</td>
<td>949,685</td>
<td>2,622,435</td>
<td>176.14%</td>
</tr>
<tr>
<td>Total</td>
<td>2,148,992,603</td>
<td>2,160,979,697</td>
<td>0.56%</td>
</tr>
<tr>
<td>Mon</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>15,126,090</td>
<td>14,939,612</td>
<td>(186,478)</td>
</tr>
<tr>
<td>Aug</td>
<td>15,668,730</td>
<td>15,068,928</td>
<td>(599,802)</td>
</tr>
<tr>
<td>Sept</td>
<td>15,668,730</td>
<td>15,089,982</td>
<td>(578,748)</td>
</tr>
<tr>
<td>Oct</td>
<td>15,533,070</td>
<td>14,457,261</td>
<td>(1,075,810)</td>
</tr>
<tr>
<td>Nov</td>
<td>14,651,280</td>
<td>14,142,719</td>
<td>(508,561)</td>
</tr>
<tr>
<td>Dec</td>
<td>16,007,880</td>
<td>16,554,930</td>
<td>537,050</td>
</tr>
<tr>
<td>Jan</td>
<td>15,872,220</td>
<td>15,429,857</td>
<td>(442,363)</td>
</tr>
<tr>
<td>Feb</td>
<td>14,108,640</td>
<td>14,230,150</td>
<td>121,510</td>
</tr>
<tr>
<td>Mar</td>
<td>15,261,750</td>
<td>15,184,201</td>
<td>(77,549)</td>
</tr>
<tr>
<td>Apr</td>
<td>15,193,920</td>
<td>15,533,703</td>
<td>339,783</td>
</tr>
<tr>
<td>May</td>
<td>14,786,940</td>
<td>15,140,229</td>
<td>353,289</td>
</tr>
<tr>
<td>Jun</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>167,879,250</td>
<td>165,761,571</td>
<td>(2,117,679)</td>
</tr>
</tbody>
</table>
## Half-Cent Sales Tax
### Projected vs Actual

<table>
<thead>
<tr>
<th>Projected Net</th>
<th>Actual Receipts</th>
<th>Variance</th>
<th>Percent Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>$834,489,250</td>
<td>$829,493,284</td>
<td>$(4,995,966)</td>
<td>-0.60%</td>
</tr>
</tbody>
</table>
Agenda Item 5

Status of Federal Highway and Transit Funding Issues
Federal Highway Funding Issues

Appropriations Committees in House and Senate Pass Bill

Both Bills Must Still be Passed by Each Chamber

Differences Remain
## State Funding Issues

<table>
<thead>
<tr>
<th>Item</th>
<th>Source</th>
<th>Amount Projected</th>
<th>Amount Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>Securities Reserve Fund</td>
<td>Securities Reserve Fund</td>
<td>$20,000,000</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Redirect the $4 M of the diesel tax that goes to General Revenues to Highways</td>
<td>General Revenue</td>
<td>$2,700,000</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Eliminate the State Central Services Deduction from the ½ cent sales tax</td>
<td>State Central Services</td>
<td>$5,400,000</td>
<td>$5,400,000</td>
</tr>
<tr>
<td>Allocate 25% of future General Revenue Surplus to Highways</td>
<td>Undesignated Surplus</td>
<td>$48,000,000</td>
<td>$0</td>
</tr>
</tbody>
</table>

**Total Revenue Estimated to be Generated by the Arkansas Highway Improvement Plan (Act 1)**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount Projected</th>
<th>Amount Received</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$76,100,000</td>
<td>$28,100,000</td>
</tr>
</tbody>
</table>
State Funding Issues

- Original Estimated Shortfall: $50.0 Million
- Additional Federal Funding: $5.6 Million
- Total Amount Needed for FFY 2018: $55.6 Million
- Amount Received: $28.1 Million
- Shortfall: $27.5 Million
Agenda Item 6

2011 Interstate Rehabilitation Program and Connecting Arkansas Program
Completed Miles: 274
Amount: $968 M

I-49 Pavement Rehabilitation (Sel. Secs.)
Red River - East & West
Arkansas River Bridge - I-40
Shearerville - Hwy. 77
Hwy. 391 Interchange Improvements

Under Construction
Miles: 29
Amount: $227 M
Scheduled for 2018
Miles: 40
Amount: $81 M
Scheduled for 2019
Amount: $15-20 M

Interstate Rehabilitation Program
Scheduled for 2020-2023
Miles: 150
Amount: $199 M
Completed Miles: 61
Amount: $432 M
Under Construction
Miles: 24
Amount: $276 M
Scheduled for 2018
Miles: 67
Amount: $999 M
Scheduled for 2019-2020
Miles: 32
Amount: $268 M
Agenda Item 7

Bid Letting Results

June 13, 2018
<table>
<thead>
<tr>
<th>Type Projects</th>
<th>Number of Projects</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>4</td>
<td>11,890,449</td>
</tr>
<tr>
<td>City</td>
<td>12</td>
<td>4,703,539</td>
</tr>
<tr>
<td>County</td>
<td>17</td>
<td>4,887,188</td>
</tr>
<tr>
<td>Total</td>
<td>33</td>
<td>21,481,176</td>
</tr>
<tr>
<td>Route</td>
<td>County</td>
<td>Job Name</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------</td>
<td>----------------------------------------------------</td>
</tr>
<tr>
<td>70</td>
<td>Crittenden</td>
<td>St. Francis Co. Line – Hwy. 77</td>
</tr>
<tr>
<td>540</td>
<td>Crawford &amp; Sebastian</td>
<td>Hwy. 271 – Hwy. 64 (Sel. Secs.)</td>
</tr>
<tr>
<td>11</td>
<td>White</td>
<td>Prairie Co. Line – North</td>
</tr>
<tr>
<td>430</td>
<td>Pulaski</td>
<td>I-430/Rodney Parham Rd. Intchng. Impvts.</td>
</tr>
<tr>
<td>53</td>
<td>Clark</td>
<td>Hwy. 51 – I-30</td>
</tr>
<tr>
<td>82 371</td>
<td>Columbia</td>
<td>Hwys. 82B &amp; 371 (Sel. Secs.) (Magnolia)</td>
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</table>
## Details of the June 13th 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>8</td>
<td>Montgomery</td>
<td>Black Springs – Caddo Gap (Sel. Sec.)</td>
<td>Blackstone Construction</td>
<td>1,915,233</td>
</tr>
<tr>
<td>16/74</td>
<td>Madison &amp; Newton</td>
<td>Hwys. 16 &amp; 74 Slide Repair (Madison &amp; Newton Cos.)</td>
<td>Crouse Construction</td>
<td>1,388,619</td>
</tr>
</tbody>
</table>
Agenda Item 8
Managing the Decline of the Highway System
## Managing the Decline of the Highway System

### Average Daily Traffic (ADT)

<table>
<thead>
<tr>
<th>Miles</th>
<th>Description</th>
<th>ADT</th>
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</thead>
<tbody>
<tr>
<td>137</td>
<td>Greater Than 50,000</td>
<td>137</td>
</tr>
<tr>
<td>321</td>
<td>30,001 - 50,000</td>
<td>321</td>
</tr>
<tr>
<td>436</td>
<td>20,001 - 30,000</td>
<td>436</td>
</tr>
<tr>
<td>365</td>
<td>13,001 - 20,000</td>
<td>365</td>
</tr>
<tr>
<td>588</td>
<td>9,001 - 13,000</td>
<td>588</td>
</tr>
<tr>
<td>2,228</td>
<td>4,001 - 9,000</td>
<td>2,228</td>
</tr>
<tr>
<td>2,474</td>
<td>2,001 - 4,000</td>
<td>2,474</td>
</tr>
<tr>
<td>3,044</td>
<td>1,001 - 2,000</td>
<td>3,044</td>
</tr>
<tr>
<td>3,161</td>
<td>501 - 1,000</td>
<td>3,161</td>
</tr>
<tr>
<td>3,697</td>
<td>Less Than 500</td>
<td>3,697</td>
</tr>
<tr>
<td>16,451</td>
<td>Total Miles</td>
<td>16,451</td>
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</table>

### Description

<table>
<thead>
<tr>
<th>Miles</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>3,741</td>
<td>Reconstruction Needed</td>
</tr>
<tr>
<td>1,338</td>
<td>3-ft Shoulders</td>
</tr>
<tr>
<td>1,230</td>
<td>2-ft Shoulders</td>
</tr>
<tr>
<td>675</td>
<td>1-ft or Less Shoulders</td>
</tr>
<tr>
<td>6,450</td>
<td>Unpaved Shoulders</td>
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</table>
Managing the Decline of the Highway System

• Possible Actions

✓ Converting Paved Roads to Unpaved

✓ Reduced Design Standards

✓ Increased Concentration of Construction Projects and Maintenance Efforts on Arkansas Primary Highway Network

✓ Increased Focus on System Preservation

✓ Require Capital Improvement Projects to Include Local Funding
Converting Paved Roads to Unpaved
Converting Paved Roads to Unpaved

✓ Active versus Passive Conversion

✓ Factors to Consider
  • Road Condition
  • Safety
  • Traffic Volume
  • Land Use
  • Use of Roadway

✓ Economic Considerations
### Converting Paved Roads to Unpaved

<table>
<thead>
<tr>
<th>Possible Pros</th>
<th>Possible Cons</th>
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</thead>
<tbody>
<tr>
<td>Increased Safety</td>
<td>Reduced Property Values</td>
</tr>
<tr>
<td>Reduced Maintenance Cost</td>
<td>Increased Dust Pollution</td>
</tr>
<tr>
<td>Reduced Wear and Tear on Vehicles</td>
<td>Reduced Speeds and Increased Commute Times</td>
</tr>
</tbody>
</table>
Reduced Design Standards

<table>
<thead>
<tr>
<th>Possible Pros</th>
<th>Possible Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Construction Costs</td>
<td>Reduced Safety</td>
</tr>
<tr>
<td>Reduced Right of Way and Utility Costs</td>
<td>Reduced Level of Service</td>
</tr>
<tr>
<td></td>
<td>Reduced Speeds and Increased Commute Times</td>
</tr>
<tr>
<td></td>
<td>Increased Liability Exposure</td>
</tr>
<tr>
<td></td>
<td>Reduced Connectivity for Local Bike Networks</td>
</tr>
</tbody>
</table>
Managing the Decline of the Highway System

Arkansas Primary Highway Network

Increased Concentration of:

Construction Projects
Maintenance Efforts
Managing the Decline of the Highway System

• **Increased Concentration of Construction and Maintenance on APHN**
  ✓ Currently 90 percent of Construction Funds
  ✓ Con – Loss of Flexibility / Accelerated Deterioration of Remaining System
  ✓ Con – Reduced non-APHN Bridge Safety

• **Increased Concentration on System Preservation**
  ✓ Currently 80 percent of Flexible Funds
  ✓ Pro – Slowed Deterioration of Highway System
  ✓ Con – Loss of Flexibility for Economic Development Projects

• **Require Capital Improvement Projects to Include Local Funding**
  ✓ Current Partnering Program Expanded
  ✓ Pro – Supplement Limited Funding
  ✓ Con – Loss of Flexibility
  ✓ Con – Smaller Cities and Rural Areas Unable to Compete
Upcoming Events

**July 12**
30 Crossing Public Hearing
4:00 p.m. | Wyndham Riverfront, North Little Rock

**July 16-20**
AASHTO Joint Policy Conference | Director Bennett
Spokane, WA

**July 23**
AASHTO National Operations Center of Excellence | Director Bennett
Des Moines, IA

**August 4-8**
SASHTO Annual Meeting | Director Bennett
Houston, TX
August 9-10
Annual Leave | Director Bennett

August 22
Hot Springs Rotary Club | Director Bennett
12:00 p.m. | Hot Springs

August 29
Arkansas Highway Commission Meeting
Agenda Item 10

Other Business and Discussion
Arkansas State Highway Commission Meeting

Wednesday, July 11, 2018