3rd Largest State Agency
(app. 3,700 Employees)

Maintains
16,418 miles of Highway
7,335 Bridges

Central Offices in Little Rock

10 Districts Statewide
Mission Statement

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

Adopted June 7, 2017
Arkansas has the 3rd Lowest Administrative Cost Per Mile in the Nation.

Arkansas = $2,107
Surrounding States Average = $4,334
National Average = $9,224
Employment Levels Efficiency

<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>2018</td>
<td>3,698</td>
</tr>
</tbody>
</table>
Statewide Programs
2011 Interstate Rehabilitation Program

**Completed**
- 45 Projects
- 290 Miles
- $997 Million

**Under Construction**
- 7 Projects
- 54 Miles
- $317 Million

**Scheduled**
- 27 Projects
- 150 Miles
- $218 Million
2012 Connecting Arkansas Program

Completed
11 Projects
61 Miles
$432 Million

Under Construction
8 Projects
40 Miles
$347 Million

Scheduled
17 Projects
85 Miles
$1.2 Billion
## ½ Cent Sales Tax Turnback Funds

<table>
<thead>
<tr>
<th>County</th>
<th>Received to Date</th>
<th>Projected to Receive</th>
<th>Total Ending in 2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mississippi</td>
<td>$2.7 Million</td>
<td>$2.7 Million</td>
<td>$5.4 Million</td>
</tr>
<tr>
<td>Poinsett</td>
<td>$2.1 Million</td>
<td>$2.1 Million</td>
<td>$4.2 Million</td>
</tr>
<tr>
<td>Craighead</td>
<td>$4.0 Million</td>
<td>$4.0 Million</td>
<td>$8.0 Million</td>
</tr>
<tr>
<td>City</td>
<td>Received to Date</td>
<td>Projected to Receive</td>
<td>Total Ending in 2023</td>
</tr>
<tr>
<td>--------------</td>
<td>------------------</td>
<td>----------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Blytheville</td>
<td>$1,556,000</td>
<td>$1,556,000</td>
<td>$3,112,000</td>
</tr>
<tr>
<td>Osceola</td>
<td>$773,000</td>
<td>$773,000</td>
<td>$1,546,000</td>
</tr>
<tr>
<td>Gosnall</td>
<td>$353,000</td>
<td>$354,000</td>
<td>$707,000</td>
</tr>
<tr>
<td>Harrisburg</td>
<td>$229,000</td>
<td>$230,000</td>
<td>$459,000</td>
</tr>
<tr>
<td>Marked Tree</td>
<td>$256,000</td>
<td>$256,000</td>
<td>$511,000</td>
</tr>
<tr>
<td>Trumann</td>
<td>$727,000</td>
<td>$727,000</td>
<td>$1,454,000</td>
</tr>
<tr>
<td>Bay</td>
<td>$179,000</td>
<td>$180,000</td>
<td>$359,000</td>
</tr>
<tr>
<td>Jonesboro</td>
<td>$6,701,000</td>
<td>$6,701,000</td>
<td>$13,401,000</td>
</tr>
<tr>
<td>Lake City</td>
<td>$207,000</td>
<td>$208,000</td>
<td>$415,000</td>
</tr>
<tr>
<td>Monette</td>
<td>$170,000</td>
<td>$170,000</td>
<td>$340,000</td>
</tr>
<tr>
<td>Manila</td>
<td>$375,000</td>
<td>$375,000</td>
<td>$750,000</td>
</tr>
</tbody>
</table>
Projects of Interest
Highway 18

Completed
20 Projects
53 Miles
$177 Million

Under Construction
1 Project
2 Miles
$35 Million
Interstate 55

Completed
5 Projects
32 Miles
$99 Million

Scheduled
5 Projects
31 Miles
$22 Million
Interstate 555

- **Completed**
  - 1 Project
  - $12 Million

- **Under Construction**
  - 2 Projects
  - 22 Miles
  - $15 Million

- **Scheduled**
  - 3 Projects
  - 18 Miles
  - $44 Million
Bridge Projects

Under Construction
3 Projects
$31 Million

Scheduled
20 Projects
$39 Million
System Preservation Projects

Under Construction
3 Projects
14 Miles
$3.4 Million

Scheduled
29 Projects
151 Miles
$35 Million
Jonesboro Area Projects

**Completed**
- 5 Projects
- 12 Miles
- $5 Million

**Scheduled**
- 10 Projects
- 7 Miles
- $68 Million
Funding Challenges
Challenges

- 12th largest system in the country
- 42nd in highway revenue per mile.
- $9.3 billion in needs
- $4.5 billion in available revenue
Current Hwy. Funding Sources

**State**

- Per-Gallon Motor Fuel Taxes
- Vehicle Registration Fees
- License/Permit/Inspection Fees
- Severance Taxes
- Temporary Sales Tax Increase
Average Annual Highway User Revenue Distribution

- **Cities**: $110M (15.9%)
- **Counties**: $110M (15.9%)
- **Other***: $32M (4.7%)
- **Total**: $438M (63.5%)

*Constitutional & Fiscal Agencies and Non-Highway Uses.
Note: May not add due to rounding
Billions
$0.0
$1.0
$2.0
$3.0
$4.0
$5.0
$6.0
$7.0

Percent of Highway vs. General Revenue

Fiscal Year

General Revenue
Net Highway Revenue

1980
1985 Fuel Tax Increase
14.4%
$139M

1988
1991 Fuel Tax Increase
11.3%
$202M

1996
1999 Fuel Tax Increase
9.4%
$297M

2004
8.7%
$377M

2012
7.6%
$434M

2016
6.6%
$423M

Excludes County & City Aid funds | Excludes CAP funds
Average Monthly Household Expenditures

- Electricity/Gas: $160.00
- TV/Internet: $124.00
- Roads: $46.00
- Telephone: $161.00
SIGNIFICANT LOSS OF PURCHASING POWER

Sample of Nominal Prices Relative to Federal Gas Tax, 1993 and 2010

<table>
<thead>
<tr>
<th>ITEM</th>
<th>UNIT/DESCRIPTION</th>
<th>1993</th>
<th>2010</th>
<th>PERCENT CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>College Tuition</td>
<td>Average Tuition and Required Fees</td>
<td>$3,517</td>
<td>$9,136</td>
<td>160%</td>
</tr>
<tr>
<td>Gas</td>
<td>Per Gallon</td>
<td>$1.12</td>
<td>$2.73</td>
<td>144%</td>
</tr>
<tr>
<td>Movie Ticket</td>
<td>Average Ticket Price</td>
<td>$4.14</td>
<td>$7.89</td>
<td>91%</td>
</tr>
<tr>
<td>House</td>
<td>Median Price</td>
<td>$126,500</td>
<td>$221,800</td>
<td>75%</td>
</tr>
<tr>
<td>Bread</td>
<td>Per Pound</td>
<td>$1.08</td>
<td>$1.76</td>
<td>62%</td>
</tr>
<tr>
<td>Income</td>
<td>Median Household</td>
<td>$31,272</td>
<td>$49,167</td>
<td>57%</td>
</tr>
<tr>
<td>Stamp</td>
<td>One First-class Stamp</td>
<td>$0.29</td>
<td>$0.44</td>
<td>52%</td>
</tr>
<tr>
<td>Beef</td>
<td>Per Pound of Ground Beef</td>
<td>$1.57</td>
<td>$2.28</td>
<td>46%</td>
</tr>
<tr>
<td>Car</td>
<td>Average New Car</td>
<td>$19,200</td>
<td>$26,850</td>
<td>40%</td>
</tr>
<tr>
<td>Federal Gas Tax</td>
<td>Per Gallon</td>
<td>$0.184</td>
<td>$0.184</td>
<td>0%</td>
</tr>
</tbody>
</table>

$10,000,000 Overlay Program

THEN

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

NOW

As of 2017, using the same resources, only 54 miles of Highway could be overlaid.
All State Highways – Including Interstates

- **Current Condition**
  - Poor: 24%
  - Fair: 58%
  - Good: 18%

- **2027 Condition**
  - Poor: 28%
  - Fair: 46%
  - Good: 26%
Pay a **Little Now**

Overlay

$100,000 per lane mile

Pay a **Whole Lot Later**

Reconstruction

$1,500,000 per lane mile
“... 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 backwards.”

-Final Report, Dec 2010
Blue Ribbon Committee Recommendations

- Reissue GARVEE Bonds for Interstate Rehabilitation Program
  - APPROVED
- State Aid Programs for Cities
  - APPROVED
- Temporary One-Half Cent General Sales Tax to Fund a Multi-Year Construction Program
  - APPROVED
- Transfer Sales Tax on New and Used Vehicles, Auto Repair Parts and Services, Tires and Batteries
HB 1418 Revenue Transfer

Transferred sales tax on new and used vehicles to the Highway Department fund phased in over 10 years.

FAILED TO GET OUT OF THE HOUSE COMMITTEE

90 SPONSORS
HB 1346 REVENUE TRANSFER

Transferred sales tax on new and used vehicles to the Highway Department fund phased in over 10 years AND transferred the natural gas severance tax revenue from the Highway Department fund into a newly created higher education workforce development fund.

PASSED THE HOUSE COMMITTEE

PULLED BEFORE A VOTE ON THE HOUSE FLOOR
An efficient transportation system is critical for Arkansas’ economy and the quality of life of the state’s residents.
Funding Targets

✓ 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.
## Act 1 - Arkansas Highway Improvement Plan of 2016

### 2016 Special Session

<table>
<thead>
<tr>
<th>Description</th>
<th>FFY16</th>
<th>FFY17</th>
<th>FFY18</th>
<th>FFY19</th>
<th>FFY20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Term Reserve Fund or Arkansas Rainy Day Fund</td>
<td>40.0</td>
<td>20.0</td>
<td>21.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Securities Reserve Fund</td>
<td>1.5</td>
<td>1.7</td>
<td>20.0</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td>Redirect the $4 Million of the Diesel Tax that goes to General Revenue to Highways (70/30 split)</td>
<td>0</td>
<td>2.7</td>
<td>2.7</td>
<td>2.7</td>
<td>2.7</td>
</tr>
<tr>
<td>Eliminate the State Central Services Deduction from 1/2 Cent Sales Tax (70/30 split)</td>
<td>5.4</td>
<td>5.8</td>
<td>5.4</td>
<td>5.4</td>
<td>5.4</td>
</tr>
<tr>
<td>Allocate up to 25% of Future GR Surplus to Highways</td>
<td>3.9</td>
<td>0</td>
<td>?</td>
<td>?</td>
<td>?</td>
</tr>
</tbody>
</table>

### Actual Compared to Projected

<table>
<thead>
<tr>
<th></th>
<th>FFY16</th>
<th>FFY17</th>
<th>FFY18</th>
<th>FFY19</th>
<th>FFY20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Received</strong></td>
<td>41.5</td>
<td>31.3</td>
<td>50.4</td>
<td>?</td>
<td>?</td>
</tr>
<tr>
<td><strong>Total Projected</strong></td>
<td>41.5</td>
<td>76.1</td>
<td>76.1</td>
<td>76.1</td>
<td>76.1</td>
</tr>
<tr>
<td><strong>Difference</strong></td>
<td>0</td>
<td>(44.8)</td>
<td>(25.7)</td>
<td>?</td>
<td>?</td>
</tr>
</tbody>
</table>
**HB 1726 BOND ISSUE**

Authorizes the State Highway Commission to issue bonds for highway maintenance and improvements, upon approval by voters in a statewide election.

**HB 1727 GAS TAX**

Establishes additional fuel sales tax at the wholesale level, to be levied, only if the State Highway Commission is authorized by a statewide vote to issue highway maintenance and improvement bonds.
Arkansas Legislative Audit

Arkansas Legislative Audit - Review of Highway Funding

Purpose:

✓ To review and verify ARDOT information, estimates and calculations related to highway funding

Report Objectives:

✓ History of funding sources
✓ History of construction and maintenance costs
✓ State match needed for Federal funds
✓ Additional State revenue to meet system preservation needs
✓ History of bond activities
## Exhibit III

Arkansas Department of Transportation (ArDOT)
Summary of Annual State Funds Needed to Meet Proposed Highway Construction Plan Over a 10-Year Period

<table>
<thead>
<tr>
<th>Description</th>
<th>Annual Funds Needed for Highway Construction Plan</th>
<th>Annual Funds Available for Highway Construction</th>
<th>Additional Annual State Revenues Needed for Highway Construction Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Preservation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>$367,000,000</td>
<td>$137,000,000</td>
<td>$250,000,000</td>
</tr>
<tr>
<td>Bridges</td>
<td>$117,000,000</td>
<td>$90,000,000</td>
<td>$27,000,000</td>
</tr>
<tr>
<td>Total System Preservation</td>
<td>$504,000,000</td>
<td>$227,000,000</td>
<td>$277,000,000</td>
</tr>
<tr>
<td>Capacity Relief</td>
<td>$305,000,000</td>
<td>$157,000,000</td>
<td>$148,000,000</td>
</tr>
<tr>
<td>Safety Improvements</td>
<td>$86,000,000</td>
<td>$44,000,000</td>
<td>$42,000,000</td>
</tr>
<tr>
<td>Maintenance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equipment upgrades</td>
<td>$19,000,000</td>
<td>$19,000,000</td>
<td></td>
</tr>
<tr>
<td>Facilities upgrades</td>
<td>$8,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intelligent Transportation System (ITS)</td>
<td>$3,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Maintenance</td>
<td>$30,000,000</td>
<td>$19,000,000</td>
<td>$11,000,000</td>
</tr>
<tr>
<td>Totals</td>
<td>$925,000,000</td>
<td>$447,000,000</td>
<td>$478,000,000</td>
</tr>
</tbody>
</table>

Note: Amounts shown are rounded.

$478,000,000
$478 Annual Investment Results

• Immediate Economic Benefits of Increasing Investment
  ✓ Supports $1.3 Billion in Economic Activity
  ✓ Supports 5,729 Jobs

• Neighbors Are Not Waiting
  ✓ Seven Have Raised State Gas Tax
  ✓ Six Have Variable Gas Tax
  ✓ Eight Have Electric Vehicle Registration Fees

• Significant Transportation Challenges
  ✓ Safety Needs
  ✓ Increasing Freight Demands
  ✓ Impacts From Congestion
## Arkansans Major Public Asset Transportation Infrastructure

<table>
<thead>
<tr>
<th>State Highway System</th>
<th>Gross Replacement Value</th>
<th>Average Annual Investment to Maintain State of Good Repair</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads</td>
<td>$58.1 Billion</td>
<td>$387 Million (0.67%)</td>
</tr>
<tr>
<td>Bridges</td>
<td>$11.0 Billion</td>
<td>$117 Million (1.06%)</td>
</tr>
<tr>
<td>Total</td>
<td>$69.1 Billion</td>
<td>$504 Million (0.73%)</td>
</tr>
</tbody>
</table>

Based on Arkansas DOT Transportation Asset Management Plan and Legislative Audit Report
Crittenden County
Highway 42 Near Heafer

Miller County
Highway 134 Near Fouke

Hempstead County
Highway 195 East of Fulton

Jefferson County
Highway 199 East of Moscow
Sebastian County
Highway 71 South of Greenwood

Perry County
Highway 7 Near the Garland County Line

Boone County
Highway 62 Near Alpena

Sebastian County
Highway 255 in Fort Smith
Economic Impact of Infrastructure Investment

• Increased Property Values
• Attraction to Businesses
  ✓ Higher Wages
  ✓ More Job Opportunities
• Less Expense on Vehicle Wear and Tear = Greater Expendable Income
• Safety Benefits
  ✓ Reduced Fatalities
  ✓ Reduced Property Damage
Infrastructure Investment and Quality of Life

Quality of Life is Directly Linked to:

• Reliable Access to:
  ✓ Housing
  ✓ Family, Friends, Spirituality
  ✓ Employment
  ✓ School
  ✓ Health Care
  ✓ Recreation/Entertainment
  ✓ Consumer Goods
  ✓ Consumer Services
Highway Revenue at 14.4% of General Revenue

- General Revenue
- Net Highway Revenue
- Highway Revenue at 14.4% of General Revenue

Excludes County & City Aid funds | Excludes CAP funds
Highway vs. General Revenue Compared to Employment Levels

Billions

- **General Revenue**
- **Highway Revenue**

Excludes County & City Aid funds | Excludes CAP funds
Possible Potential
New Program Discussion
Possible Hwy. Funding Sources

State

- Increase Motor Fuel Taxes
- Increase Registration Fees
- Sales Tax on Motor Fuels
- Road User Revenue Transfer
- Permanent Sales Tax Increase
- Other???
### 2023 vs. 2024 Turnback Funds

<table>
<thead>
<tr>
<th>County</th>
<th>2023 Turnback with CAP</th>
<th>2024 Turnback w/o CAP</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mississippi</td>
<td>$2,100,000</td>
<td>$1,450,000</td>
<td>$650,000</td>
</tr>
<tr>
<td>Poinsett</td>
<td>$1,600,000</td>
<td>$1,100,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>Craighead</td>
<td>$3,000,000</td>
<td>$2,100,000</td>
<td>$900,000</td>
</tr>
</tbody>
</table>

These numbers are for all sources of highway turnback.
<table>
<thead>
<tr>
<th>City</th>
<th>2023 Turnback with CAP</th>
<th>2024 Turnback w/o CAP</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blytheville</td>
<td>$ 1,180,000</td>
<td>$ 830,000</td>
<td>$ 350,000</td>
</tr>
<tr>
<td>Osceola</td>
<td>$ 585,000</td>
<td>$ 410,000</td>
<td>$ 175,000</td>
</tr>
<tr>
<td>Gosnells</td>
<td>$ 268,000</td>
<td>$ 188,000</td>
<td>$ 80,000</td>
</tr>
<tr>
<td>Harrisburg</td>
<td>$ 174,000</td>
<td>$ 123,000</td>
<td>$ 51,000</td>
</tr>
<tr>
<td>Marked Tree</td>
<td>$ 194,000</td>
<td>$ 136,000</td>
<td>$ 58,000</td>
</tr>
<tr>
<td>Trumann</td>
<td>$ 550,000</td>
<td>$ 387,000</td>
<td>$ 163,000</td>
</tr>
<tr>
<td>Bay</td>
<td>$ 136,000</td>
<td>$ 96,000</td>
<td>$ 40,000</td>
</tr>
<tr>
<td>Jonesboro</td>
<td>$ 5,100,000</td>
<td>$ 3,570,000</td>
<td>$ 1,530,000</td>
</tr>
<tr>
<td>Lake City</td>
<td>$ 157,000</td>
<td>$ 110,000</td>
<td>$ 47,000</td>
</tr>
<tr>
<td>Monette</td>
<td>$ 113,000</td>
<td>$ 80,000</td>
<td>$ 33,000</td>
</tr>
<tr>
<td>Manila</td>
<td>$ 252,000</td>
<td>$ 177,000</td>
<td>$ 75,000</td>
</tr>
</tbody>
</table>

These numbers are for all sources of highway turnback.
## Options for Generating Additional Revenue for Highways

<table>
<thead>
<tr>
<th>Source</th>
<th>$400 Million for Highways&lt;sup&gt;(1)&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Tax</td>
<td>28.4¢</td>
</tr>
<tr>
<td>Sales Tax on Fuel (wholesale)</td>
<td>16.67%</td>
</tr>
<tr>
<td>Registration Fee</td>
<td>$208</td>
</tr>
<tr>
<td>General Sales Tax&lt;sup&gt;(2)&lt;/sup&gt;</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)
Alternative Fuels

Definition
Methanol, Ethanol and other Alcohols
Blends of Alcohol with Gasoline
Compressed Natural Gas and Liquefied Natural Gas
Liquefied Petroleum Gas (Propane)
Hydrogen
Electricity
Pure Biodiesel

Promotion Versus Parity Issue
Comparison
Annual Flat Fee
Energy Usage Consumption?
Vehicle Miles Traveled?
Tolls?
# Other Considerations

## Bond Financing Pros
- Funds immediately available

## Bond Financing Cons
- Interest costs erode your buying power

<table>
<thead>
<tr>
<th></th>
<th>Total Spent</th>
<th>Principal</th>
<th>Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IRP</strong></td>
<td>$ 762.5 million</td>
<td>$ 575.0 million</td>
<td>$ 187.5 million</td>
</tr>
<tr>
<td>Interest as a percentage of total cost</td>
<td>24.60%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Total Spent</th>
<th>Principal</th>
<th>Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CAP</strong></td>
<td>$ 620.2 million</td>
<td>$ 468.9 million</td>
<td>$ 151.3 million</td>
</tr>
<tr>
<td>Interest as a percentage of total cost</td>
<td>24.39%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Citizens Opinion Survey on Highways in Arkansas**

**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 State Highway and Transportation Department 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
- [ ] 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

**How did you hear about this survey?**
- [ ] Presentation
- [ ] TV/Radio/Print
- [ ] Social Media
- [ ] Website/Search Engine
- [ ] Other:

**Optional:**

Name: ____________________________
Address: ____________________________
City, State, Zip: ___________________
Are you satisfied with the condition of the existing highway system?

- Yes: 21%
- No: 77%
- No Answer: 2%

Would you support a new highway program that would generate additional revenue?

- Yes: 74%
- No: 22%
- No Answer...: 2%
Survey Results

Which of the following sources do you recommend be utilized in obtaining additional funds?

- Transfer existing sales and use tax: 2,963 (64%)
- Add on w/s price of motor fuels: 822 (18%)
- Increase Registration fees: 1,479 (32%)
- Increase Sales Tax: 1,212 (26%)
- Increase Diesel Tax: 2,066 (45%)
- Increase Gas Tax: 1,304 (28%)
Road User Related Tax Revenue (SFY 2016)

Total Road User Revenue
$1.219 Billion

Distribution:

General Revenue
$528.7 Million (43%)

Highway Revenue
$690.7 Million (57%)
Arkansans Need to Decide How to Fund

Your Transportation System
Questions?
Arkansas Department of Transportation

- ARDOT.gov
- ConnectingArkansasProgram.com
- Vimeo.com/myARDOT
- IDriveArkansas.com
- Twitter.com @myARDOT