



Governor's Working Group on Highway Funding

Tuesday, July 28, 2015

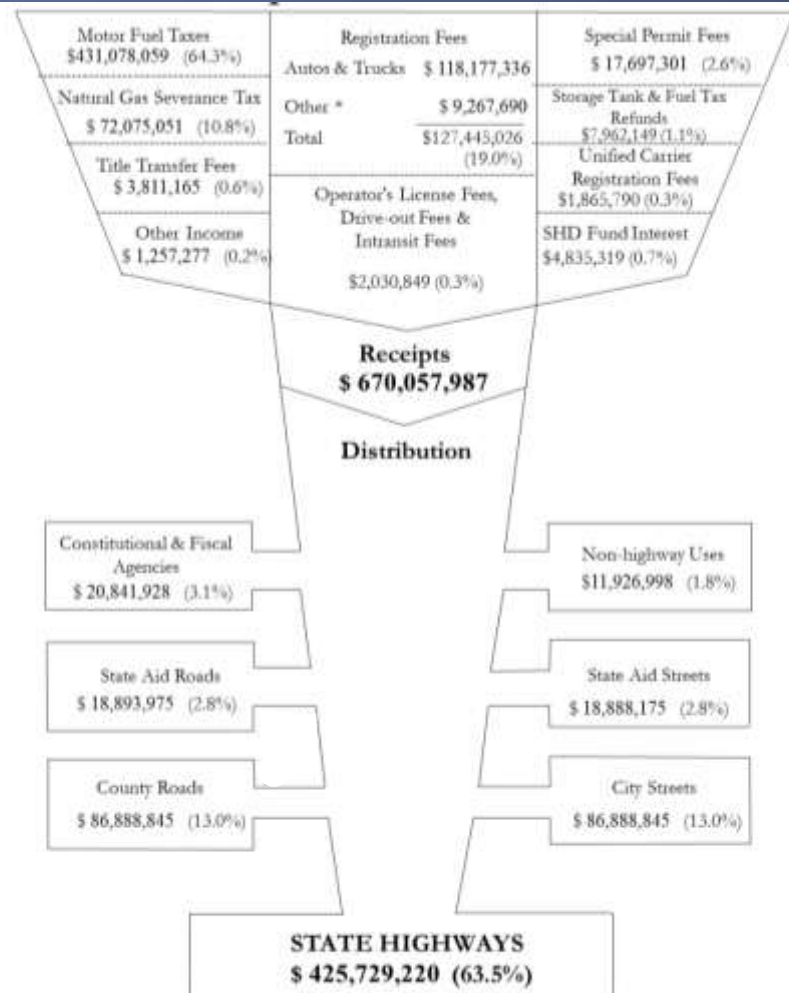




Sources and Distribution of Highway Revenue



Highway User Revenues Receipts & Distribution Fiscal Year 2014



* Includes driver search fee and motor carrier education.

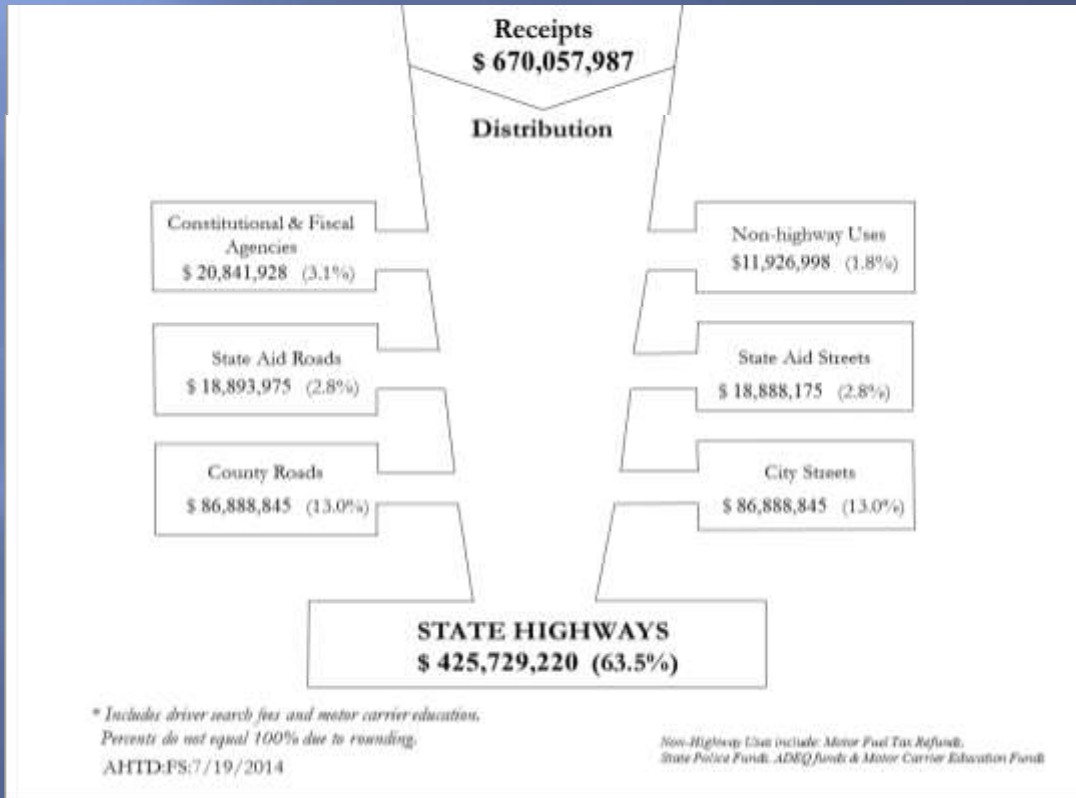
Highway User Revenues Receipts & Distribution Fiscal Year 2014

Revenue Sources

Motor Fuel Taxes \$431,078,059 (64.3%)	Registration Fees Autos & Trucks \$ 118,177,336	Special Permit Fees \$ 17,697,301 (2.6%)
Natural Gas Severance Tax \$ 72,075,051 (10.8%)	Other * \$ 9,267,690	Storage Tank & Fuel Tax Refunds \$7,962,149 (1.1%)
Title Transfer Fees \$ 3,811,165 (0.6%)	Total \$127,445,026 (19.0%)	Unified Carrier Registration Fees \$1,865,790 (0.3%)
Other Income \$ 1,257,277 (0.2%)	Operator's License Fees, Drive-out Fees & Intransit Fees \$2,030,849 (0.3%)	SHD Fund Interest \$4,835,319 (0.7%)
Receipts \$ 670,057,987		

Highway User Revenues Receipts & Distribution Fiscal Year 2014

Revenue Distribution





Project Selection Process





Projected Federal & State Revenue

Federal Funds Est. Avg. Annual Revenue from MAP 21	\$490 million
State Funds Est. Avg. Annual Revenue 2017-2019	\$410 million
Total Gross Available	\$900 million

Funds Available for Construction

Less Federal Funds for the following

Fixed Budgeted Expenditures Maintenance, Admin., Operations	\$30 million
Non-AHTD Projects Trans. Alternatives, Counties, Cities, Urban Attributable, Metro Planning	\$45 million
Non-Construction Programs State Planning & Research	\$9.9 million
Obligation Limitation	\$49 million
Total Federal Reduction	(\$134) million

Funds Available for Construction

Less State Funds for the following

Fixed Budgeted Expenditures Maintenance, Admin., Operations	\$280 million
State Match for Non-Construction Programs State Planning & Research	\$2.5 million
Total State Reduction	(\$282) million

Funds Available for Construction

Less Federal & State Funds for IRP

Federal Interstate Maintenance Funds	\$58 million
4 cent Diesel Fuel Tax	\$16.1 million
Total IRP Reduction	(\$74) million

Available Construction Revenue

State & Federal Funds

\$410 million

Funds Available for Construction

Less Fed. & State Matching Funds
for the following

Bridges (Historical Funding Level)	\$90 million
Interstate Maintenance (Amt. Committed to IRP)	\$42 million
Federal-Aid Safety	\$47 million
Total Reductions	(\$179) million

Commission Discretion

Annual Funds for Construction

\$230 million



Federal Transportation Legislation Impacts





Good

Senate Bill

- *6-Year Authorization Bill*
- *Only have funding for 3 yrs.*
- *Withdrawn projects can be let to contract*
- *Continue with Current STIP*





Fair

House Bill

- *Reimbursements until end of year*
- *Reschedule 75 withdrawn projects*
- *2016 Program Still Uncertain*





Poor

Authorization Extended

- *No additional Trust Fund Money*
- *Reschedule 75 withdrawn projects*
- *Can't let any federal scheduled projects for 2016*





Very Poor

No Authorization Bill

- *No Additional Trust Fund Money*
- *AHTD Shuts Down Ongoing Federal Projects*





Potential Revenue Targets





Immediate/Short-Term Target

\$110 million annually (within 2 years)

- Critical needs
- Match federal aid
- Estimated \$14 million to \$83 million used as matching funds
(depends upon final transportation bill)
- The remaining (est. at \$27 million to \$96 million) used for
overlays, etc.





Mid-Term Target

+ \$140 million annually (3-5 years)

- Would provide total of \$250 million annually when combined with Short-Term target
- Match federal aid plus enhanced maintenance program.
- Overlay, seal, rehabilitate approx. 50% of the system every 15-20 years.





Long-Term Target

+ \$150 million annually (6-10 years)

- Total of \$400 million annually when combined previous targets
- Match federal aid, maintain existing system, enhance economic development





Ultimate Needs

\$1.68 billion annually (10 years +)

- Represents the gap that exists between AHTD's current funding levels and the identified functional and economic development needs over the next 10 years.





Ultimate Needs

\$1.68 billion annually (10 years +)

- \$1.68 billion in new revenue annually for 10 years would yield the following:
 - Completion of I-49 and I-69
 - Completion of the entire four-lane grid system, including all economic development corridors
 - No deficient or weight-restricted bridges or highways
 - Average age of AHTD equipment fleet at 8 years
 - Updated Department facilities statewide





Governor's Working Group

Arkansas Highway Funding

Tuesday, July 28, 2015

