



## FACT SHEET

- Arkansas's public roadways are made up of nearly 100,000 miles of state highways, county roads, city streets and the bridges that connect them.
- Although Arkansas's population ranks 32<sup>nd</sup> nationally, we have the 12<sup>th</sup> largest highway system in America.
- Even with the 12<sup>th</sup> largest system in the country, a growing state must maintain the roadways we have and plan for new construction or reconstruction of highways, roads, streets and bridges we need.
- Funding of our highway system is not keeping pace with other revenues that are growing as our state grows.
- In the last five years, General Revenues have grown an average of 6.6% annually, while highway funds have inched up only 1.4%.
- The highway dollar doesn't buy what it used to: in 1977, \$10 million paved 400 miles; last year \$10 million paved 47 miles.
- Federal funds are part of the mix, but only if the state has the financial ability to match the funds available.
- User fees, like car registrations, combined with taxes on motor fuels, make up the majority of highway funds. Motor Fuel Taxes alone are responsible for 75% of total highway revenue.
- From 2008 to 2009, Motor Fuel Taxes collected decreased \$10.6 million.
- Total revenue is split 70% for the state and 15% each for counties and cities.
- The current revenue formula was enacted in 1921, while the 70%-15%-15% revenue split among the state, counties and cities was put in place 45 years ago.
- Arkansas deserves a modern, fair and adequate funding method. The current system of public roadway finance is old, outdated and obsolete.
- The Blue Ribbon Committee on Highway Finance wants public input to help devise a new system of highway funding. Only Arkansans can decide how best to move Arkansas forward.