

# **2013 Comparative Data Report on State Transportation Programs**

**Prepared for  
Fiscal Affairs and Government Operations Committee  
Southern Legislative Conference  
Council of State Governments  
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Legislative Research Commission  
Kentucky General Assembly**

## **Introduction**

**Most of the information presented in this report is derived from two sources: the Federal Highway Administration (FHWA) publication “Highway Statistics, 2011,” and an e-mail survey of SLC states' Departments of Transportation, conducted in May and June, 2013. Information regarding bridge conditions comes from the annual report compiled by Better Roads Magazine.**

**Because of reporting schedules involved in producing the FHWA report, the information in this report, unless otherwise noted, covers the year 2011.**

## Table of Contents

Recent Major Transportation Legislation.....	1
Quick Facts.....	7
Demographics and Road Mileage.....	25
Highway Finance.....	33
Fuel Taxes.....	47
Public Transportation.....	51
Bridges.....	55
Fatalities.....	63
Administration and Operation of State Departments of Transportation.....	67

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# **Recent Major Transportation Legislation**

## **Alabama**

- Authorized up to \$25 million in bonds as part of a program to provide state matching funds for GARVEE bond-backed funding that will allow local governments to replace local bridge and road projects that would otherwise be delayed until local funds could be saved as part of a Rural Assistance Match Program allowing 22 Alabama counties to access the bond proceeds

## **Arkansas**

- Lowered the design-build eligibility cost threshold for projects funded by the special temporary ½ cent sales tax
- Included AHTD vehicles among the public service vehicles included in the state’s “move over” law
- Revised procedures by which excess or surplus right-of-way can be transferred to a county or municipality
- Established a “keep right except to pass” rule
- Transferred 1 cent per gallon of motor fuels tax revenue to the State Aid Street Fund for the maintenance of city streets
- Extended the maximum truck length under a special permit to 57 feet
- Increased the annual registration fee for trucks between 73,281 and 80,000 pounds by \$203, from \$1,350 to \$1,553
- Prohibited the use of automatic license plate reader systems by individuals, private industry, and agencies and political subdivisions of the state, including the AHTD

## **Florida**

- Adopted a law prohibiting texting while driving

## **Georgia**

- Mirrored changes in MAP-21 to raise the minimum project trigger for mandatory value engineering studies from \$10 million to \$50 million
- Exempted expenditures for Interstate and freight corridor projects from the state's congressional district balancing requirements
- Streamlined design-build procurement procedures and made a broader range of projects eligible by authorizing "best value" design-build (not just lowest bid)
- Established minimum required signage for local governments that permit motorized carts on their streets
- Raised allowable tandem axle weights for permitted commercial tow truck operators while leaving overall permitted weights unchanged
- Exempted school buses from the wholesale tax on motor fuels for two years

## **Kentucky**

- Established inspection procedures for vehicles converted to use compressed natural gas or other clean transportation fuels
- Granted the authority to the KYTC to suspend the operator's licenses of and prohibit vehicle registrations and renewals for delinquent taxpayers
- Authorized the KYTC to enforce toll collections
- Authorized the KYTC to use design-build procurement procedure for up to five projects each year

## **Louisiana**

- No major transportation legislation

## **Mississippi**

- HB 261: Removed certain restrictions on MDOT Design Build projects allowing projects between \$10 million and \$50 million to qualify for this method
- HB 481: Revised DUI laws to require interlock devices for DUI offenders and allow for non-adjudication in certain instances - could prove problematic for MDOT due to federal funding requirements – awaiting a ruling by NHTSA.
- HB 844: Exempted fuel used to operate railroad locomotives from sales taxes. MDOT received approximately \$168,000 from these taxes in FY 2012.
- SB 2528: Required contractors to give preference in hiring to local workers in order to obtain Federal Disaster contracts – could be potentially problematic for MDOT – awaiting an Attorney General’s ruling on the law.
- SB 2847: Exempted fuel used by commercial airline on certain interstate air service from sales taxes for 12 months after the new route is established. MDOT received over \$1.6 million in revenue from these taxes in FY 2012.
- HB 129: Extended the authorizing the State Port Authority to use the Design Build method of contracting until July 1, 2016.
- SB 2451: Extended the date on the provisions of the law requiring MDOT to issue Harvest Permits to owners and operators for overweight vehicles until July 1, 2016.

## **Missouri**

- Changed statutes to ensure the state remains in compliance with federal motor carrier safety mandates
- Established procedures for the conveyance of excess property

## **North Carolina**

- Adopted the Strategic Mobility Formula, to direct highway financing resources more strategically
- Previous motor fuel tax cap of 37.5 cpg sunset on June 30, 2013 and rose to 37.6 cpg July 1, 2013
- Established a process whereby vehicle owners are sent notices that vehicle property taxes are due in full before registration renewal

## **Oklahoma**

- No major transportation legislation



## **South Carolina**

- Passed an omnibus highway financing bill to generate almost \$600 million of one-time money, with \$41 million of recurring funds; details of the bill are outlined on page 42
- Gave SCDOT the authority to transfer or swap roads with local governments, or transfer roads to non-governmental entities to consolidate road segments and remove low-volume roads from the state system
- Approved regulations for tourism-oriented directional signs, public notifications of road closings, and interstate logo signs

## **Tennessee**

- Authorized a construction manager/general contractor pilot program made up of three projects, which will begin July 1, 2014, and will expire July 1, 2019, absent further action
- Authorized TDOT to advertise highway construction and maintenance bids by publishing written notice on the department's website instead of advertising in newspapers

## **Texas**

- SB 510 – expanded the “move over/ slow down” traffic law currently applicable to emergency vehicles and tow trucks to include certain TxDOT vehicles
- SB 1792 – imposed more stringent enforcement tools to pursue motorists who drive on Texas toll roads without paying for their use
- SB 466 – expedited the development and construction of highways and other transportation infrastructure projects by reducing the length of time that it currently takes for TxDOT to obtain approval of environmental documents required under the National Environmental Policy Act (NEPA) and other federal laws

## **Virginia**

- Passed an omnibus transportation funding bill; details of the bill are outlined on page 43
- Required that for proposals submitted pursuant to the Public-Private Transportation Act (PPTA), the notice that must be posted shall provide for 120 days for the submission of competing proposals, include specific information regarding the transportation facility, and outline opportunities for public comment. After the negotiation phase for a project, the major business points of the agreement shall be published electronically, along with public comment guidelines.
- Changed the maximum amount of bonds the Commonwealth Transportation Board may issue from \$704.3 million to \$1.3 billion, provided that the debt service on additional bonds be paid solely by the recordation tax revenue dedicated for the development of the US 58 corridor or other funds appropriated by the General Assembly
- Conformed Title 46.2 of the code of Virginia (motor vehicles) to the most recent version of the Federal Manual on Uniform Traffic Control Devices
- Amended the powers and duties of the VDOT Commissioner and the Commonwealth Transportation Board (CTB) to assign the commissioner the authority and responsibility for specified administrative operations and engineering functions while retaining CTB duties as a policy board
- Provides that offers and deposits filed for real property to be taken via eminent domain shall not be less than the appraisal of fair market value, with certain exceptions

## **West Virginia**

- Amended the design-build statutes to make it a permanent program
- Established a permissive complete streets code with an advisory board
- Revised the Public Private Partnership code to eliminate the requirement for legislative concurrence prior to the execution

Source: E-mail survey of state DOTs, May 2013.

# Quick Facts

## Summary

**This section gives a state-by-state snapshot of the most basic information presented in this report.**

# ALABAMA

Population (2012)	4,822,023
Land Area (Square Miles)	50,750
Vehicle Miles Traveled (Billions)	64.9
Licensed Drivers	3,798,552
Motor Vehicle Registrations	4,811,943
Interstate Freeway Lane Miles	4,698
Total Highway Lane Miles	211,900
Gasoline Tax (Cents per Gallon) (April 2013)	20.9
Per Capita State Receipts from the Federal Highway Trust Fund	\$167
Fatalities per 100 Million Miles of Vehicle Travel	1.38

# ARKANSAS

Population (2012)	2,949,131
Land Area (Square Miles)	52,075
Vehicle Miles Traveled (Billions)	33.0
Licensed Drivers	1,956,091
Motor Vehicle Registrations	2,448,310
Interstate Freeway Lane Miles	3,664
Total Highway Lane Miles	204,883
Gasoline Tax (Cents per Gallon) (April 2013)	21.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$196
Fatalities per 100 Million Miles of Vehicle Travel	1.66

# FLORIDA

Population (2012)	19,317,568
Land Area (Square Miles)	53,997
Vehicle Miles Traveled (Billions)	191.9
Licensed Drivers	13,882,423
Motor Vehicle Registrations	15,469,189
Interstate Freeway Lane Miles	11,351
Total Highway Lane Miles	269,708
Gasoline Tax (Cents per Gallon) (April 2013)	35.5
Per Capita State Receipts from the Federal Highway Trust Fund	\$93
Fatalities per 100 Million Miles of Vehicle Travel	1.25

# GEORGIA

Population (2012)	9,919,945
Land Area (Square Miles)	57,919
Vehicle Miles Traveled (Billions)	108.5
Licensed Drivers	6,505,690
Motor Vehicle Registrations	7,533,735
Interstate Freeway Lane Miles	7,673
Total Highway Lane Miles	261,558
Gasoline Tax (Cents per Gallon) (April 2013)	28.5
Per Capita State Receipts from the Federal Highway Trust Fund	\$138
Fatalities per 100 Million Miles of Vehicle Travel	1.13



# KENTUCKY

Population (2012)	4,380,415
Land Area (Square Miles)	39,732
Vehicle Miles Traveled (Billions)	48.1
Licensed Drivers	2,959,881
Motor Vehicle Registrations	3,763,027
Interstate Freeway Lane Miles	6,387
Total Highway Lane Miles	165,130
Gasoline Tax (Cents per Gallon) (April 2013)	29.9
Per Capita State Receipts from the Federal Highway Trust Fund	\$163
Fatalities per 100 Million Miles of Vehicle Travel	1.50

# LOUISIANA

Population (2012)	4,601,893
Land Area (Square Miles)	43,566
Vehicle Miles Traveled (Billions)	46.5
Licensed Drivers	3,186,227
Motor Vehicle Registrations	4,052,596
Interstate Freeway Lane Miles	4,093
Total Highway Lane Miles	130,509
Gasoline Tax (Cents per Gallon) (April 2013)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$162
Fatalities per 100 Million Miles of Vehicle Travel	1.45

# MISSISSIPPI

Population (2012)	2,984,926
Land Area (Square Miles)	46,914
Vehicle Miles Traveled (Billions)	38.9
Licensed Drivers	1,926,603
Motor Vehicle Registrations	2,036,524
Interstate Freeway Lane Miles	3,078
Total Highway Lane Miles	156,492
Gasoline Tax (Cents per Gallon) (April 2013)	18.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$172
Fatalities per 100 Million Miles of Vehicle Travel	1.62

# MISSOURI

Population (2012)	6,021,988
Land Area (Square Miles)	68,898
Vehicle Miles Traveled (Billions)	68.8
Licensed Drivers	4,277,037
Motor Vehicle Registrations	5,169,994
Interstate Freeway Lane Miles	11,466
Total Highway Lane Miles	272,839
Gasoline Tax (Cents per Gallon) (April 2013)	17.3
Per Capita State Receipts from the Federal Highway Trust Fund	\$176
Fatalities per 100 Million Miles of Vehicle Travel	1.14

# NORTH CAROLINA

Population (2012)	9,752,073
Land Area (Square Miles)	48,718
Vehicle Miles Traveled (Billions)	103.8
Licensed Drivers	6,569,341
Motor Vehicle Registrations	6,249,592
Interstate Freeway Lane Miles	7,608
Total Highway Lane Miles	224,197
Gasoline Tax (Cents per Gallon) (April 2013)	37.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$116
Fatalities per 100 Million Miles of Vehicle Travel	1.18

# OKLAHOMA

Population (2012)	3,814,820
Land Area (Square Miles)	68,679
Vehicle Miles Traveled (Billions)	47.5
Licensed Drivers	2,370,643
Motor Vehicle Registrations	3,428,689
Interstate Freeway Lane Miles	4,837
Total Highway Lane Miles	234,228
Gasoline Tax (Cents per Gallon) (April 2013)	17.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$177
Fatalities per 100 Million Miles of Vehicle Travel	1.47

# SOUTH CAROLINA

Population (2012)	4,723,723
Land Area (Square Miles)	30,111
Vehicle Miles Traveled (Billions)	48.7
Licensed Drivers	3,408,318
Motor Vehicle Registrations	3,827,208
Interstate Freeway Lane Miles	4,122
Total Highway Lane Miles	139,480
Gasoline Tax (Cents per Gallon) (April 2013)	16.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$141
Fatalities per 100 Million Miles of Vehicle Travel	1.70

# TENNESSEE

Population (2012)	6,456,243
Land Area (Square Miles)	41,219
Vehicle Miles Traveled (Billions)	70.8
Licensed Drivers	4,543,759
Motor Vehicle Registrations	5,302,335
Interstate Freeway Lane Miles	5,820
Total Highway Lane Miles	201,857
Gasoline Tax (Cents per Gallon) (April 2013)	21.4
Per Capita State Receipts from the Federal Highway Trust Fund	\$148
Fatalities per 100 Million Miles of Vehicle Travel	1.34



# TEXAS

Population (2012)	26,059,203
Land Area (Square Miles)	261,914
Vehicle Miles Traveled (Billions)	237.4
Licensed Drivers	15,122,518
Motor Vehicle Registrations	19,617,055
Interstate Freeway Lane Miles	22,921
Total Highway Lane Miles	674,296
Gasoline Tax (Cents per Gallon) (April 2013)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$129
Fatalities per 100 Million Miles of Vehicle Travel	1.27

# VIRGINIA

Population (2012)	8,185,867
Land Area (Square Miles)	39,598
Vehicle Miles Traveled (Billions)	81.0
Licensed Drivers	5,467,045
Motor Vehicle Registrations	6,998,385
Interstate Freeway Lane Miles	6,527
Total Highway Lane Miles	161,377
Gasoline Tax (Cents per Gallon) (April 2013)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$134
Fatalities per 100 Million Miles of Vehicle Travel	0.94

# WEST VIRGINIA

Population (2012)	1,855,413
Land Area (Square Miles)	24,087
Vehicle Miles Traveled (Billions)	19.0
Licensed Drivers	1,198,837
Motor Vehicle Registrations	1,458,222
Interstate Freeway Lane Miles	2,403
Total Highway Lane Miles	79,640
Gasoline Tax (Cents per Gallon) (April 2013)	34.7
Per Capita State Receipts from the Federal Highway Trust Fund	\$257
Fatalities per 100 Million Miles of Vehicle Travel	1.77

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# **Demographics and Road Mileage**

# Summary

## General Demographics

- **The 15 states of the Southern Legislative Conference (SLC)**
  - ◆ **Are home to 36.9% of the nation's population,**
  - ◆ **Account for 36.4% of the nation's licensed drivers,**
  - ◆ **Account for 38.9% of the nation's young licensed drivers (19 and under),**
  - ◆ **Account for 36.4% of the nation's registered motor vehicles, and**
  - ◆ **Account for 40.8% of the nation's vehicle miles traveled.**
- **SLC states have a slightly lower rate of registered vehicles per licensed driver (1.19) than has the entire United States (1.20).**
- **However, there are more miles driven annually per licensed driver in SLC states (15,660) than in the nation as a whole (13,993).**

## Road Mileage

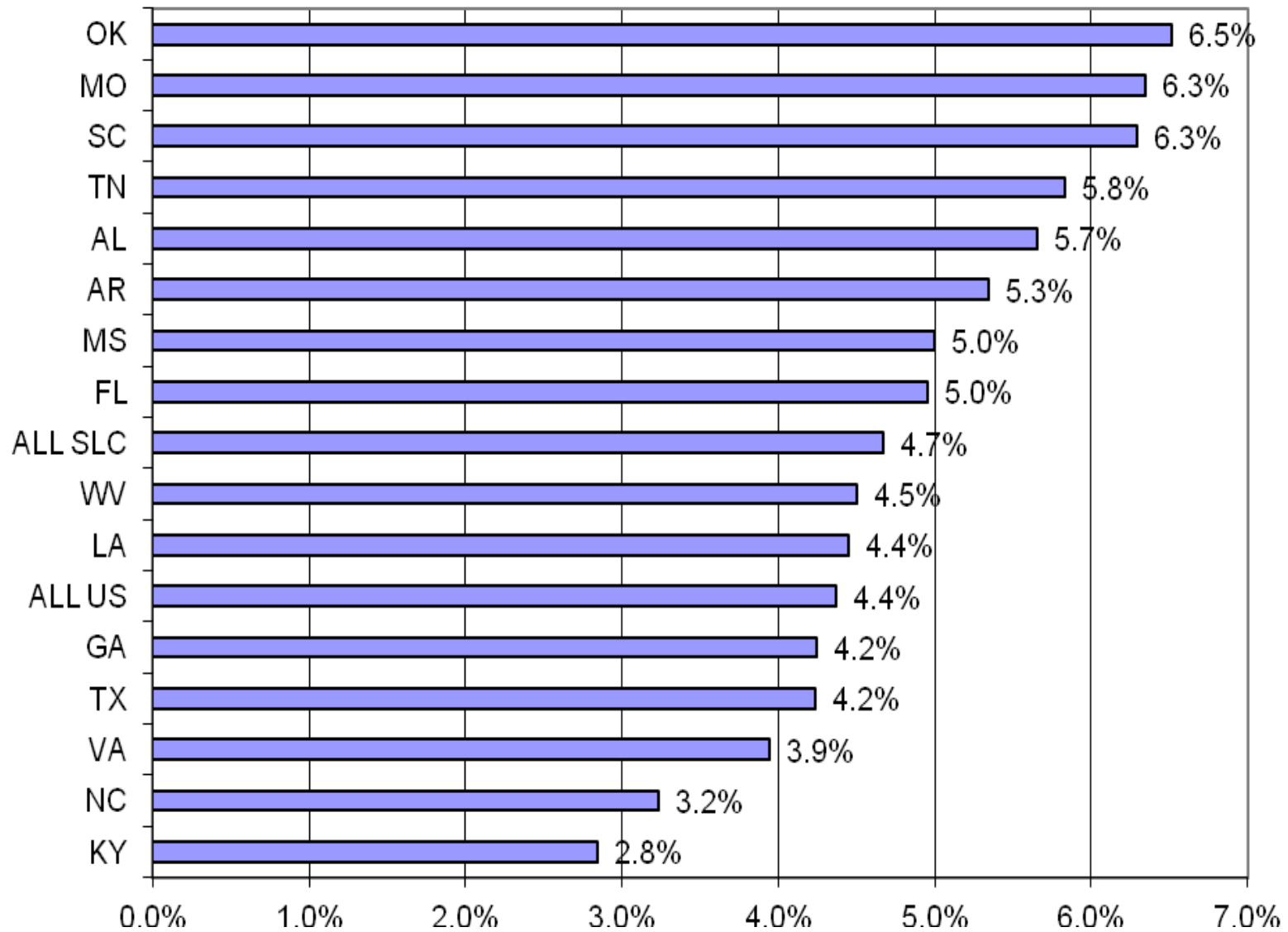
- **The 15 states of the SLC account for 39.4% of the nation's road lane miles.**
- **A lower percentage of the lane miles in the SLC region are interstate freeway miles (3.1%) compared to the nation as a whole (3.3%).**

## General Transportation Demographics State Rankings 2011

State	Population (2012)	Rank	Young Licensed Drivers (19 & under)	Rank	Licensed Drivers	Rank	Motor Vehicle Registrations	Rank	Vehicle Miles Traveled (Billions)	Rank
Alabama	4,822,023	8	214,656	6	3,798,552	8	4,811,943	8	64.9	8
Arkansas	2,949,131	13	104,459	13	1,956,091	13	2,448,310	13	33.0	14
Florida	19,317,568	2	687,180	1	13,882,423	2	15,469,189	2	191.9	2
Georgia	9,919,945	3	276,274	3	6,505,690	4	7,533,735	3	108.5	3
Kentucky	4,380,415	11	84,076	14	2,959,881	11	3,763,027	11	48.1	10
Louisiana	4,601,893	10	141,666	11	3,186,227	10	4,052,596	9	46.5	12
Mississippi	2,984,926	12	122,284	12	1,926,603	14	2,036,524	14	38.9	13
Missouri	6,021,988	7	213,741	8	4,277,037	7	5,169,994	7	68.8	7
North Carolina	9,752,073	4	212,448	9	6,569,341	3	6,249,592	5	103.8	4
Oklahoma	3,814,820	14	154,442	10	2,370,643	12	3,428,689	12	47.5	11
South Carolina	4,723,723	9	214,593	7	3,408,318	9	3,827,208	10	48.7	9
Tennessee	6,456,243	6	264,872	4	4,543,759	6	5,302,335	6	70.8	6
Texas	26,059,203	1	641,120	2	15,122,518	1	19,617,055	1	237.4	1
Virginia	8,185,867	5	215,470	5	5,467,045	5	6,998,385	4	81.0	5
West Virginia	1,855,413	15	53,962	15	1,198,837	15	1,458,222	15	19.0	15
<b>SLC Total</b>	<b>115,845,231</b>		<b>3,601,243</b>		<b>77,172,965</b>		<b>92,166,804</b>		<b>1,208.5</b>	
<b>US Total</b>	<b>313,914,040</b>		<b>9,258,253</b>		<b>211,874,649</b>		<b>253,215,681</b>		<b>2,964.7</b>	

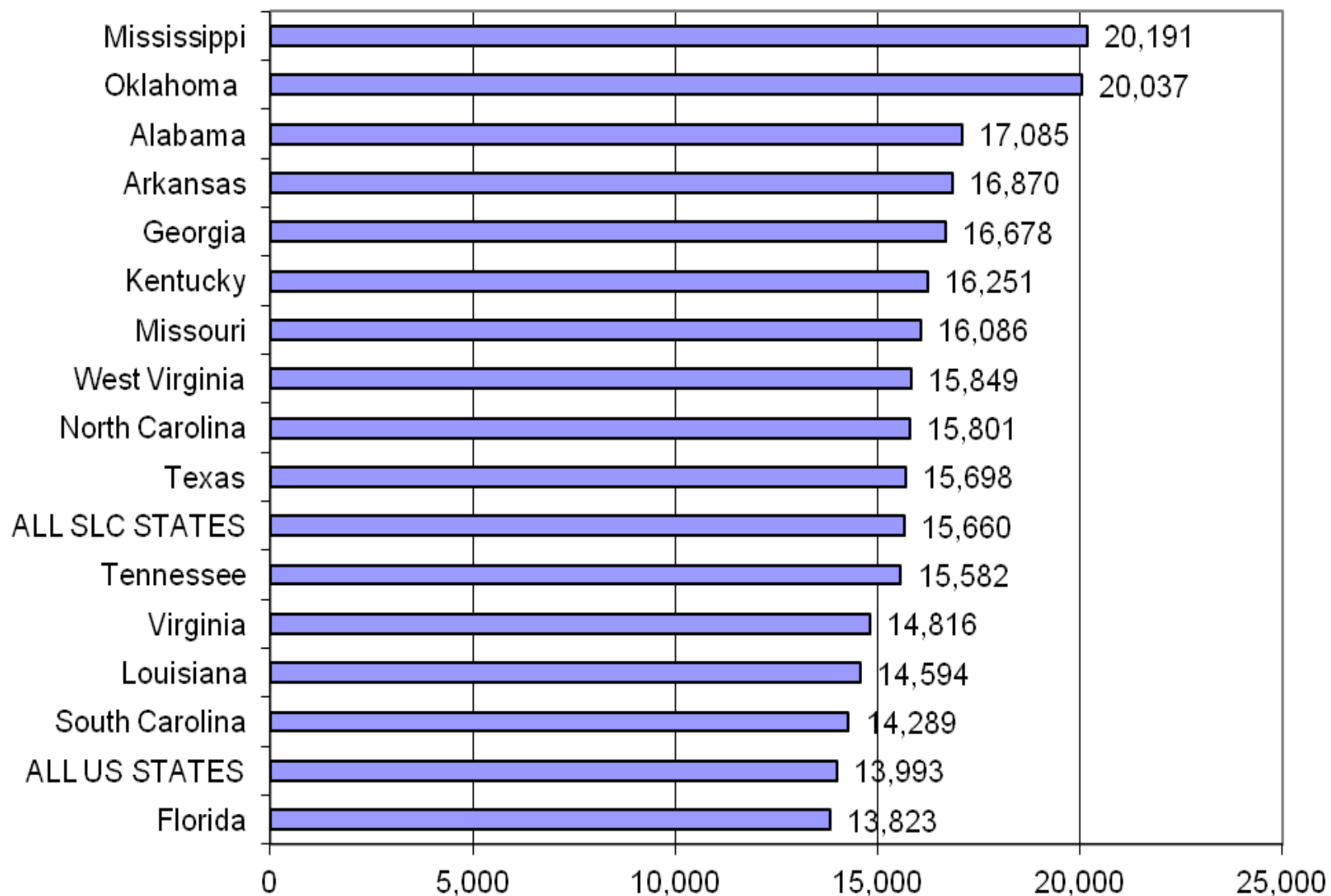
Sources: US Census Bureau, Population Division, December 2012;  
FHWA, "Highway Statistics, 2011," Tables DL-22, MV-1, VM-2.

### Young Drivers as a Percentage of All Licensed Drivers 2011

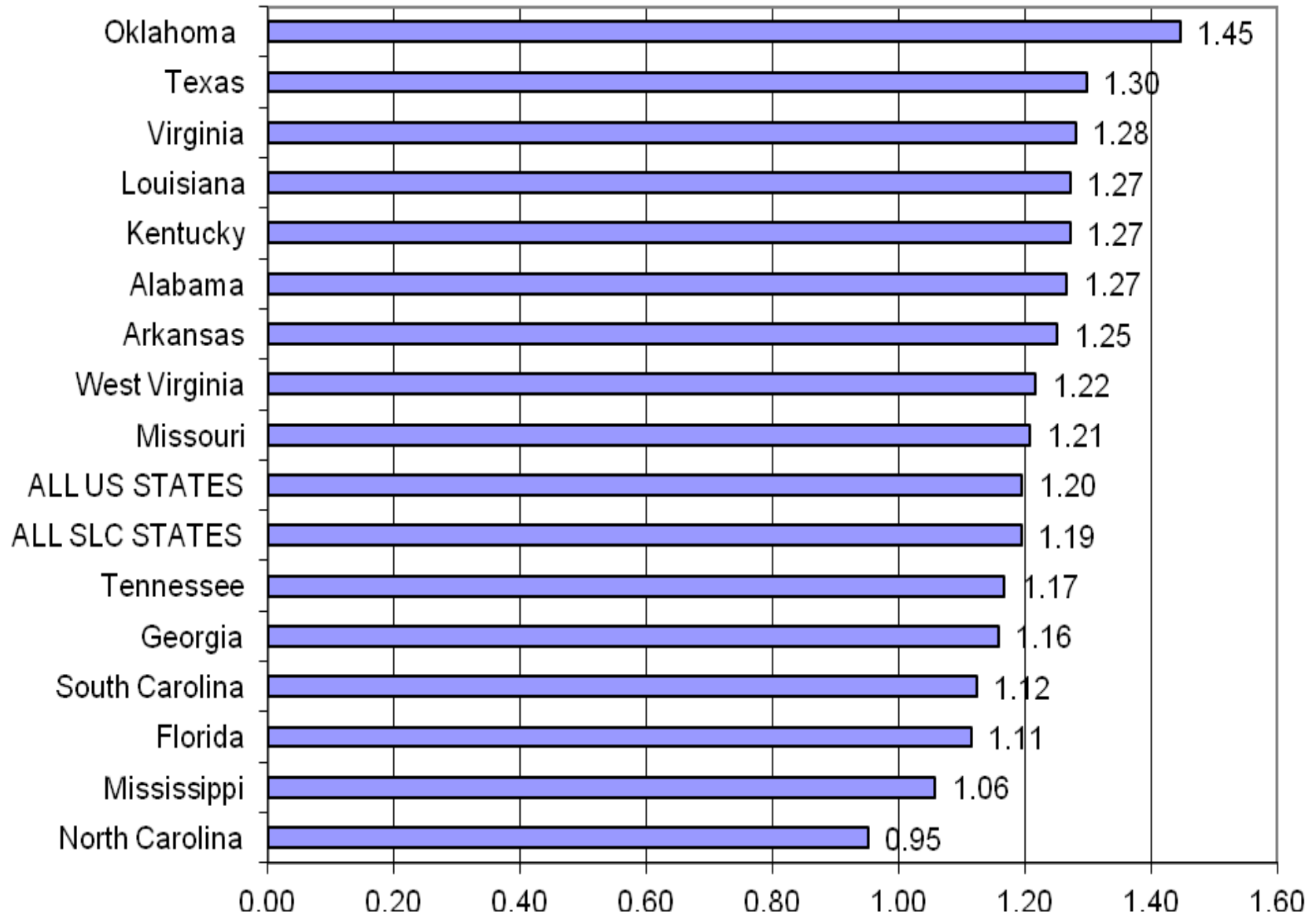




### Miles Driven Per Licensed Driver 2011



## Vehicles Per Licensed Driver 2011

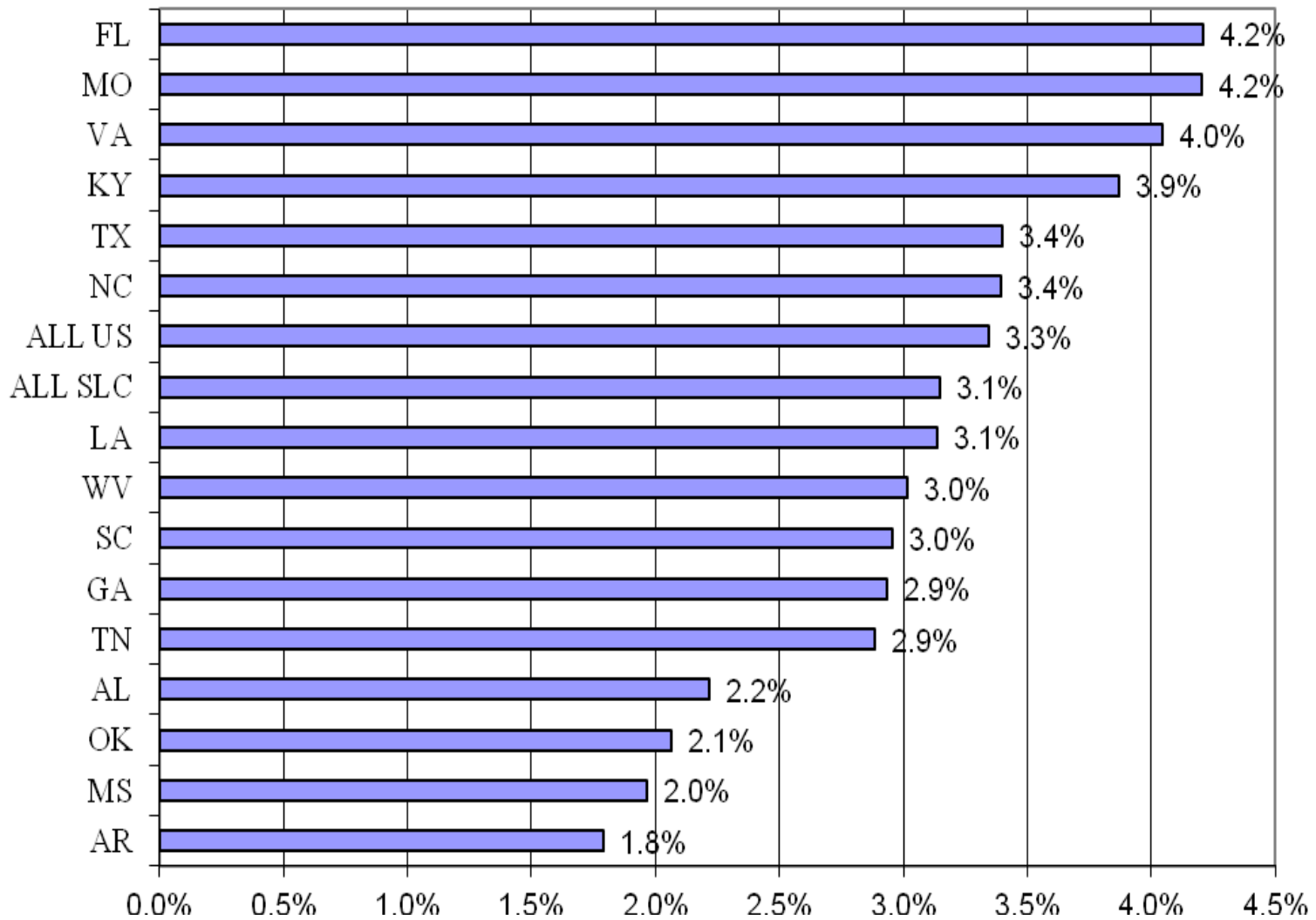


## Road Lane Mileage by Functional System State Rankings 2011

State	Land Area (Sq Mi)	Rank	Interstate / Freeway Lane Miles	Rank	Arterial / Collector Lane Miles	Rank	Local Road Lane Miles	Rank	Total Lane Miles	Rank
Alabama	50,750	7	4,698	10	68,873	6	138,329	8	211,900	7
Arkansas	52,075	6	3,664	13	58,884	9	142,336	7	204,883	8
Florida	53,997	5	11,351	3	73,988	3	184,369	3	269,708	3
Georgia	57,919	4	7,673	4	84,000	2	169,885	4	261,558	4
Kentucky	39,732	12	6,387	7	47,304	13	111,440	10	165,130	10
Louisiana	43,566	10	4,093	12	36,225	14	90,191	13	130,509	14
Mississippi	46,914	9	3,078	14	50,933	11	102,481	11	156,492	12
Missouri	68,898	2	11,466	2	72,384	5	188,989	2	272,839	2
North Carolina	48,718	8	7,608	5	62,026	7	154,563	6	224,197	6
Oklahoma	68,679	3	4,837	9	73,098	4	156,293	5	234,228	5
South Carolina	30,111	14	4,122	11	49,701	12	85,657	14	139,480	13
Tennessee	41,219	11	5,820	8	61,769	8	134,269	9	201,857	9
Texas	261,914	1	22,921	1	228,843	1	422,531	1	674,296	1
Virginia	39,598	13	6,527	6	54,469	10	100,381	12	161,377	11
West Virginia	24,087	15	2,403	15	25,284	15	51,953	15	79,640	15
<b>SLC Total</b>	<b>928,167</b>		<b>106,647</b>		<b>1,047,779</b>		<b>2,233,668</b>		<b>3,388,095</b>	
<b>US Total</b>	<b>3,537,441</b>		<b>287,598</b>		<b>2,659,337</b>		<b>5,655,731</b>		<b>8,602,666</b>	

Source: FHWA, "Highway Statistics, 2011," Table HM-60

### Interstate Lane Miles as a Percentage of All Lane Miles 2011



**Highway**

**Finance**

## Summary

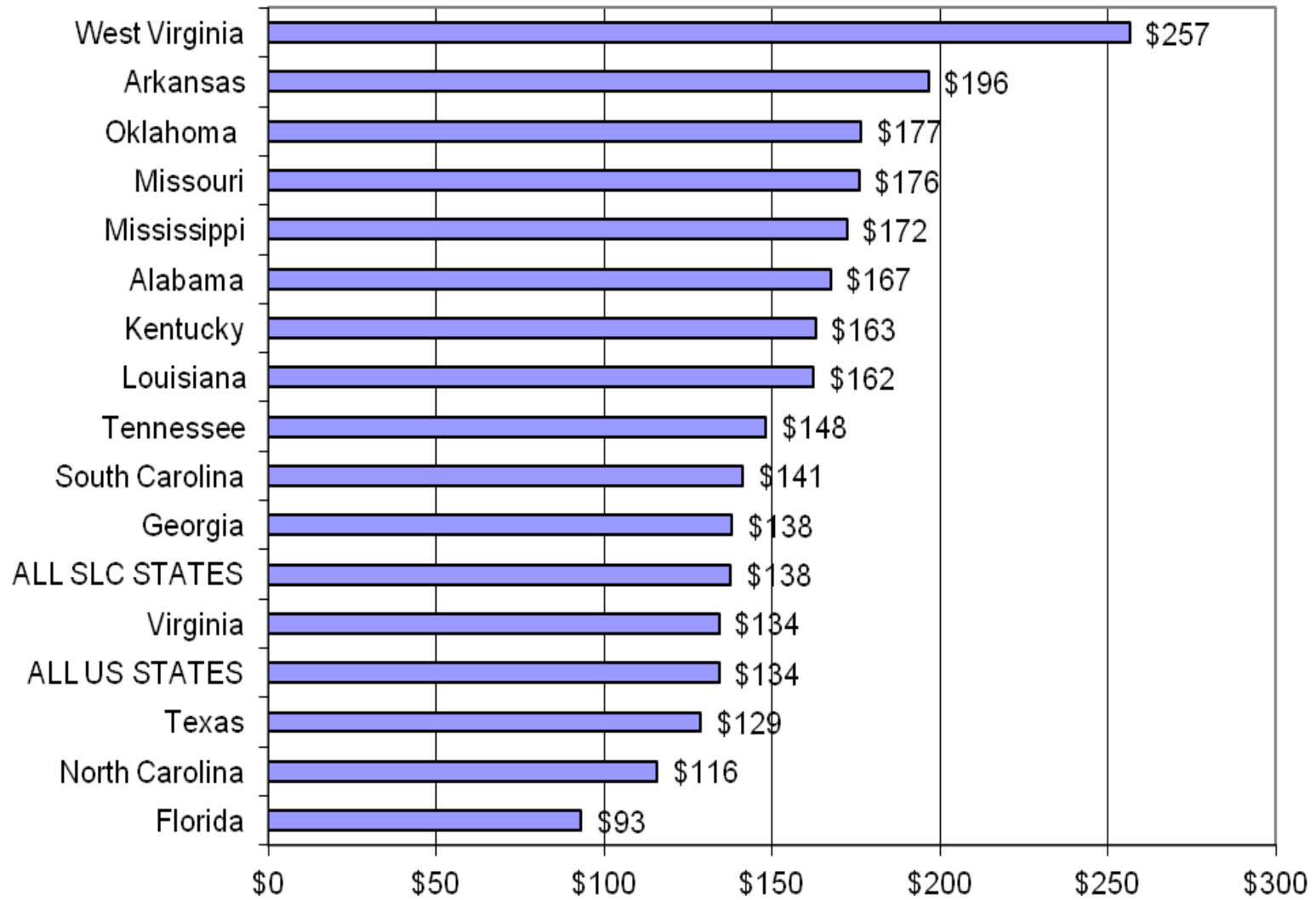
- **Per capita federal highway spending in the SLC states ranges from \$257 in West Virginia to \$93 in Florida.**
- **The FY 2011 Federal Apportionment/Payment ratio was at least 1.00 for all of the 15 SLC states. The FY 2011 ratio ranges from 2.17 in West Virginia to 1.09 in Texas.**
- **For FY 2011, the Federal Apportionment/Payment ratio for the entire SLC region was 1.20. The ratio for the entire United States was 1.32.**
- **In response to a survey question, most of the Departments of Transportation responding report the use of a wide variety of measures to deal with reduced revenue:**
  - **Two states (Arkansas and Georgia) approved temporary sales tax increases dedicated to fund transportation projects;**
  - **Two states (Alabama and South Carolina) reported major bonding initiatives;**
  - **Two states (South Carolina and Virginia) enacted reallocations of General Fund resources for transportation projects;**
  - **Arkansas increased the registration fees on the largest category of commercial trucks;**
  - **Kentucky established procedures for electronic toll enforcement;**
  - **South Carolina appropriated surplus funds for transportation projects; and**
  - **Virginia passed an omnibus transportation funding bill, which, among other items, changed the state fuel tax from a cents per gallon calculation to a percentage tax at the wholesale level.**
- **In June 2012, Congress passed the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), which reauthorized federal highway funding through FFY 2014. When asked about how this law has affected planning and budgeting, states generally were positive in that the federal funds would be adequate to carry out immediate projects. The consolidation of funding categories was cited by some states as a minor concern, but other states felt broader categories gave them more flexibility. Finally, many states stressed the need for a longer-term, stable federal funding plan.**

## Highway Financing State Rankings 2011

State	Payments Into FHTF FY 2011 (Thousand Dollars)	Rank	Apportionment From FHTF FY 2011 (Thousand Dollars)	Rank	Ratio of Apportionment From / Payment into FHTF FY 2011	Rank	Ratio of Apportionment From / Payment into FHTF (1956-2011)	Rank
Alabama	631,281	8	807,594	8	1.28	5 (tie)	1.15	4
Arkansas	408,653	14	579,389	13	1.42	2	1.12	5
Florida	1,639,225	2	1,801,157	2	1.10	14	1.00	11
Georgia	1,131,849	3	1,370,557	3	1.21	10	0.99	12
Kentucky	577,629	10	713,695	10	1.24	8	1.08	7
Louisiana	570,317	11	747,262	9	1.31	4	1.27	2
Mississippi	422,141	13	514,278	14	1.22	9	1.17	3
Missouri	789,533	6	1,059,295	6	1.34	3	1.04	8
North Carolina	977,234	4	1,129,450	4	1.16	12	0.96	14
Oklahoma	526,705	12	673,402	11	1.28	5 (tie)	1.01	10
South Carolina	602,030	9	667,316	12	1.11	13	0.97	13
Tennessee	761,658	7	956,474	7	1.26	7	1.03	9
Texas	3,065,891	1	3,356,999	1	1.09	15	0.94	15
Virginia	921,824	5	1,099,566	5	1.19	11	1.11	6
West Virginia	219,453	15	475,944	15	2.17	1	2.01	1
<b>SLC Total</b>	<b>13,247,434</b>		<b>15,954,389</b>		<b>1.20</b>		<b>1.05</b>	
<b>US Total</b>	<b>31,984,265</b>		<b>42,131,826</b>		<b>1.32</b>		<b>1.16</b>	

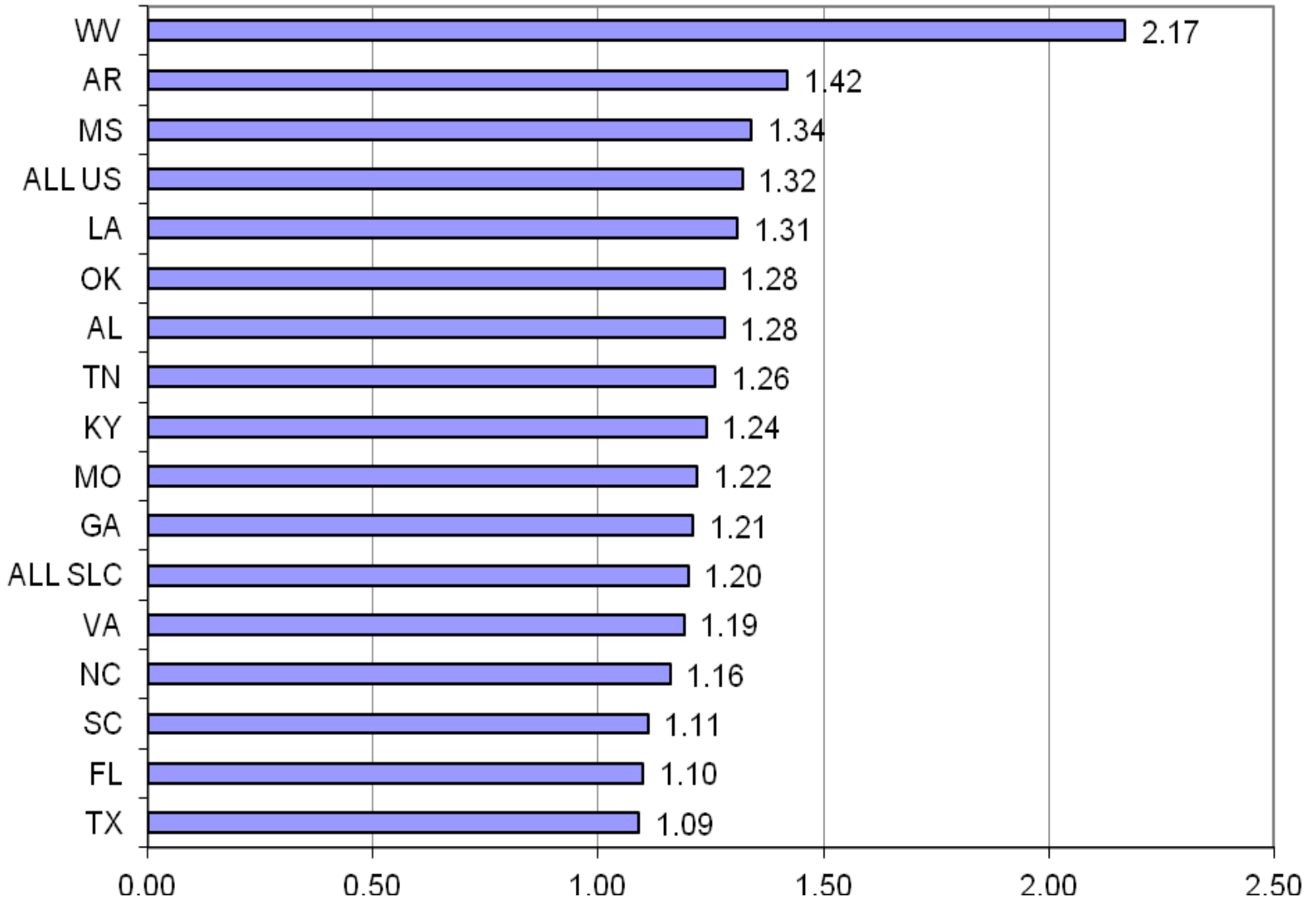
Source: FHWA, "Highway Statistics, 2011," Table FE-221

### Per Capita Federal Highway Spending 2011

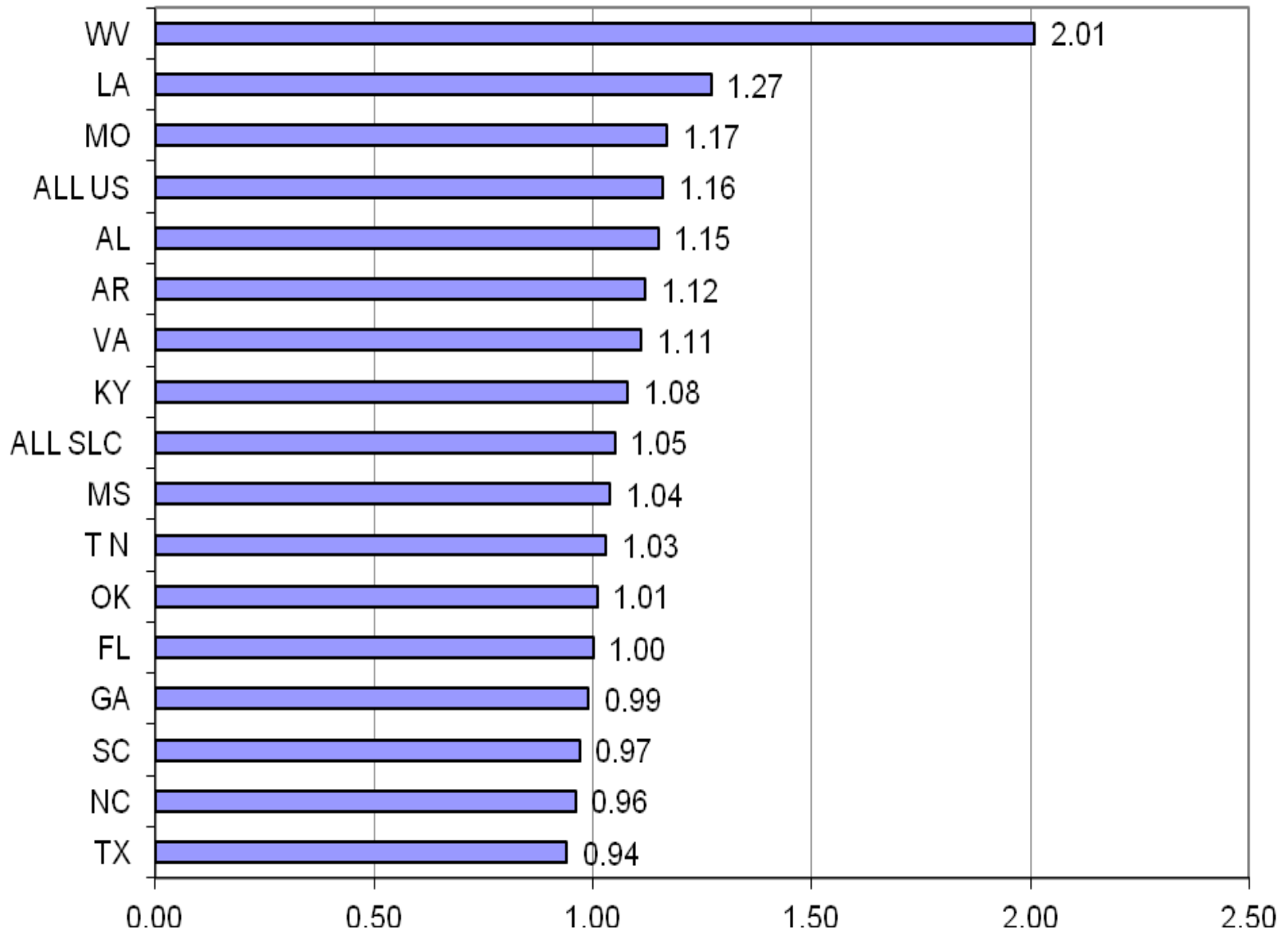




### Ratio of Apportionment From - Payment Into FHTF FY2011



### Ratio of Apportionment From - Payment Into FHTF 1956- 2011



## Survey Question: Extraordinary Revenue Measures

With the recent economic downturn, states have had to take various measures to deal with shrinking revenues. This year's survey of the SLC states asked state Departments of Transportation the following question:

- **In the past year, did your state implement or plan to implement any extraordinary measures to generate funds for transportation projects? Were any such measures proposed?**

State	Implemented	Proposed
<b>Alabama</b>	<ul style="list-style-type: none"> <li>• Although there were no new measures to generate new revenue, GARVEE bonds, of up to \$1 billion are being utilized to assist local city and county governments over an approximate two-year period.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Arkansas</b>	<ul style="list-style-type: none"> <li>• A temporary (10 year) ½% sales and use tax was approved by Arkansas voters on November 6, 2012. These funds will be shared by the AHTD with cities and counties through the Highway Revenue Distribution Formula.</li> <li>• An increase in the annual registration fee for heavy trucks (&gt;73,281 pounds) from \$1,350 to \$1,553 is expected to generate \$5.25 million per year. The first \$2 million will be designated for a new Commercial Truck Safety and Education Fund. The remaining \$3.25 million will be distributed among the AHTD, cities, and counties.</li> </ul>	<ul style="list-style-type: none"> <li>• The General Assembly considered a bill to provide a transfer of state general revenues to the AHTD.</li> </ul>
<b>Florida</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>

State	Implemented	Proposed
<b>Georgia</b>	<ul style="list-style-type: none"> <li>• In July 2012, voters in 3 of 12 regional taxing districts approved a 1% general sale tax for a 10-year period. Proceeds expected to be \$1.8 billion for the three regions, will be distributed as follows: 75% will fund a predetermined list of projects and 25% be will distributed by a population/road mileage formula to cities and counties for discretionary projects.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Kentucky</b>	<ul style="list-style-type: none"> <li>• Procedures were adopted to enforce tolling on the Louisville-Southern Indiana Ohio River Bridges project.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Louisiana</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed legislation would have indexed fuel tax to the Consumer Price Index.</li> <li>• Proposed legislation would have authorized local governments to create transportation districts and charge additional registration fees for vehicles domiciled within those districts to fund projects within the district.</li> </ul>

State	Implemented	Proposed
<b>Mississippi</b>	<ul style="list-style-type: none"> <li>• Legislation passed which established a study committee for finding new ways to generate additional revenue for transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• A proposal to lower the fixed fuel tax of 18 cpg to 15 cpg and further impose a 6% tax on the average wholesale price of fuel died in committee.</li> <li>• A proposal to create new taxes on gaming establishments and divert a certain portion of that revenue to the State Highway Fund to be used for reconstruction and maintenance died in committee.</li> </ul>
<b>Missouri</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Legislation proposing a 1 cent general sales tax for transportation failed after chambers could not pass a compromise bill in the last days of the session.</li> </ul>
<b>North Carolina</b>	<ul style="list-style-type: none"> <li>• The Strategic Mobility Formula was passed to help direct financing resources move strategically. The formula distributes 40% of the highway money to statewide projects and 30% to regional division projects. Additional monies would become available as programs previously funded by the Highway Trust Fund are shifted to the Highway Fund.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Oklahoma</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• A proposal to transmit vehicle license fees to counties for the maintenance of the major collection system of each county was considered.</li> </ul>

State	Implemented	Proposed
<b>South Carolina</b>	<p>A three-part legislative package was adopted to generate \$591 million in first-year money and \$41 million in recurring revenue:</p> <ol style="list-style-type: none"> <li>1. A \$500 million bond issue, serviced through the state General Fund, for mainline interstate widening and bridge replacement/rehab projects;</li> <li>2. The permanent transfer of a portion of vehicle sales taxes (estimated to be \$41 million annually) to a special fund dedicated to the maintenance of non-federally eligible state roads; and</li> <li>3. The appropriation of \$50 million in FY 13 surplus funds for statewide bridge replacements and rehabilitation.</li> </ol>	<ul style="list-style-type: none"> <li>• Some other proposals will be carried over to the second year of the legislative session.</li> </ul>
<b>Tennessee</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Texas</b>	<ul style="list-style-type: none"> <li>• During the regular legislative session, TxDOT received \$400 million in additional funding for the state highway fund.</li> </ul>	<ul style="list-style-type: none"> <li>• On July 1<sup>st</sup>, the governor called legislators back for a special session to address an agenda that includes the funding of transportation projects.</li> </ul>

State	Implemented	Proposed
<b>Virginia</b>	<p>A comprehensive transportation funding bill is expected to raise “significant sums” for road construction, maintenance and mass transit. Among its provisions are:</p> <ul style="list-style-type: none"> <li>• Replaces the 17.5 cent per gallon tax on gasoline with a 3.5 percent tax on gasoline and 6 percent tax on diesel fuel at the wholesale level;</li> <li>• Raises the state sales tax from 5 percent to 5.3 percent statewide;</li> <li>• Increases the motor vehicle sales tax over time, from 3 percent to 4.15 percent;</li> <li>• Establishes a new base rate beginning fiscal year 2014 for annual maintenance payments to Henrico and Arlington Counties;</li> <li>• Increases the amount of general fund revenue paid to transportation over time, from 0.5 percent to 0.675 percent;</li> <li>• Provides regional transportation funding by imposing certain taxes in planning districts that meet certain statutory criteria;</li> <li>• Increases the annual license tax on electric motor vehicles to \$64 from \$50 and now imposes the tax on alternative fuel vehicles and hybrid electric vehicles; and</li> <li>• Draws funds for transportation from future internet sales tax proceeds if Congress passes the Marketplace Fairness Act. If the Act fails, the revenue would be replaced through an additional 1.6 percent tax applied to the wholesale gasoline tax.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>West Virginia</b>	<ul style="list-style-type: none"> <li>• Governor appointed a Blue Ribbon Commission on Highways to address highway funding, with recommendations forthcoming later this year.</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>

## Survey Question: Effect of MAP-21 on Highway Budgeting

The latest federal highway funding bill, MAP-21, made significant changes to the way Federal Funds are distributed to states. This year’s survey of the SLC states asked state Departments of Transportation the following question:

- **Will the passage of the new federal highway funding bill, MAP-21, have any effect on your state’s budgeting for highway projects and other transportation spending?**

State	Response
<b>Alabama</b>	ALDOT estimates that it will receive \$53 million less under MAP-21 than from the 2009 SAFETEA-LU apportionment levels, a reduction of about 6.75%. The reductions occur in the state’s allotment and not in amounts sub-allocated to cities and counties, so the impact of reduced funding falls more on the state-maintained system. Further, it appears MPO’s are receiving higher allocations under MAP-21.
<b>Arkansas</b>	Yes, long-term funding mechanisms allow the Department to plan for current and future transportation projects. With the short time frame provided by MAP-21, there is concern regarding requirements that outlast the life and funding of the Act.
<b>Florida</b>	While Florida would have preferred a five- or six-year Act, the overall funding levels for the two-year MAP-21 were sufficient to preserve the federal funding for those projects projected to be federally funded in Florida’s Five Year Work Program for FY 2013 and FY 2014. The consolidation of certain federal funding categories and the elimination of the Bridge Program and the Transportation Enhancements Program proved to be somewhat problematic, but we were able to continue funding those types of project commitments by shifting funding sources and transferring a portion of our NHPP funds to the STP program.
<b>Georgia</b>	Currently, state appropriations to transportation have been unaffected by MAP-21 while FFY13 and FFY14 funding levels and related projections have guided the planning and development of the current Statewide Transportation Improvement Program (STIP). The overall level of state appropriations is unlikely to change though capital budgeting may shift within GDOT’s overall budget to accommodate changes in federal funding.



<b>State</b>	<b>Response</b>
<b>Kentucky</b>	MAP-21 maintains funding levels at FY 2012 levels, with minor adjustments for inflation. All told, federal funds are approximately 5% greater than the numbers used to prepare the KYTC 2012 Biennial Highway Plan. The changing of fund categories will require future planning documents to be changed to accommodate the new categories.
<b>Louisiana</b>	Louisiana may allocate more of the available funding to projects on state highways included in the National Highway System (NHS), since the state will be required to establish and meet performance targets for the NHS. This will leave fewer resources available for the remainder of the system. The state will also attempt to take advantage of MAP-21's lower match requirements for freight projects and projects using innovative project delivery methods.
<b>Mississippi</b>	Due to MAP-21's shorter length than normal highway bills, it may limit the state's ability to plan some projects.
<b>Missouri</b>	It is estimated that Missouri will receive \$70 million less in federal highway funds over the two years of the plan.
<b>North Carolina</b>	Yes, due to North Carolina's large state-maintained system, the funding under MAP-21 will require transfers into the Surface Transportation Program.
<b>Oklahoma</b>	ODOT is pleased with the near-historic level of funding for FFY 13 and FFY14 under MAP-21. However, Oklahoma would like to see Congress extend the current funding levels beyond the authorized timeframe provided under MAP-21.
<b>South Carolina</b>	Yes, the passage of MAP-21 allowed SCDOT to continue its construction and maintenance schedule, and without this funding, as much as 60% of the state's construction and maintenance activities would be halted.
<b>Tennessee</b>	The consolidation of fund codes will require more data analysis in project selection, and performance measures of MAP-21 will also change how the Department selects projects. The legislation also significantly changes the allocation to the STP program utilized by MPO's, thereby delaying projects currently under development.

<b>State</b>	<b>Response</b>
<b>Texas</b>	No
<b>Virginia</b>	When MAP-21 passed, Virginia had already adopted its FY 2013 budget and 2014-2018 Six-Year Improvement Program for planned project spending, which were both based on the assumption that the programs of SAFETEA-LU would continue. The agency had to review all of the assumptions made about projects and the type of federal funding they qualified for under MAP-21. Fortunately, most programs cross walked very easily into MAP-21. Changes in transportation enhancements and safe routes to schools programs required significant coordination with stakeholders. Since MAP-21 lasts for just two years, long term financial planning is very uncertain.
<b>West Virginia</b>	Passage provides assurance of the funding amount to be received, thus providing better planning.

# **Fuel Taxes**

## Summary

- **The gas tax rates in this table come from the American Petroleum Institute and may include local option taxes, sales taxes, or environmental fees as noted.**
- **In 2011 SLC states collected almost \$13.9 billion in motor fuel taxes, 35.9% of the total fuel tax revenue of all the states.**
- **In 2011, SLC states accounted for \$70.7 billion gallons of fuel use; 41% of the nation's total.**
- **Only three SLC states (Texas, South Carolina, and Louisiana) saw an increase in the net volume of motor fuel taxed from 2010 to 2011.**

**State Fuel Tax Rates – April 2013**  
(Cents per Gallon)

State	Gasoline	Diesel	Notes
Alabama	20.9	21.9	<ul style="list-style-type: none"> <li>• Includes 2 cpg inspection fee on gasoline only</li> <li>• Includes an average of local option taxes of up to 5 cpg</li> <li>• Includes 1 cpg UST fee</li> </ul>
Arkansas	21.8	22.8	Includes 0.3 cpg UST fee
Florida *	35.5	30.5	<ul style="list-style-type: none"> <li>• Includes sales tax</li> <li>• Includes an average of local option taxes of 9.9 to 17.8 cpg</li> <li>• Includes 2.2 cpg environmental inspection fee</li> </ul>
Georgia	28.5	32.0	Includes sales and other taxes
Kentucky *	29.9	26.9	<ul style="list-style-type: none"> <li>• Commercial vehicles pay additional surcharge of 2% on gas and 4.7% on diesel (not included)</li> <li>• Includes 1.4 cpg UST fee</li> </ul>
Louisiana	20.0	20.0	
Mississippi	18.8	18.8	Includes 0.4 cpg environmental protection fee
Missouri	17.3	17.3	Does not include 0.0005 cpg agriculture inspection fee and 0.5 cpg transportation local fee
North Carolina *	37.8	37.8	Includes 0.25 cpg inspection tax
Oklahoma	17.0	14.0	Includes 1 cpg UST fee
South Carolina	16.8	16.8	Includes 0.25 cpg inspection tax and a 0.5 cpg UST fee
Tennessee	21.4	18.4	Includes 1 cpg petroleum tax on gasoline and 0.4 cpg environmental assurance fee on all fuels
Texas	20.0	20.0	
Virginia	20.0	20.2	Includes 0.6 cpg storage tank fee
West Virginia *	34.7	34.7	Includes variable wholesale tax, currently 14.2 cpg. In November 2009, legislation was passed to set the floor for the average wholesale price upon which the variable tax is collected at the current level for 2010. After 2010, variable portion of the tax cannot fluctuate more than 10% from the previous year.

Source: American Petroleum Institute, June 2013

\* Variable Tax

## State Motor Fuel Taxable Volume And Tax Receipts 2011

State	Motor Fuel Used (Thousand Gallon)	Rank	Net Volume of Motor Fuel Taxed (Thousand Gallon)	Rank	Percent Change From Previous Year	Adjusted Total Fuel Tax Receipts (Thousand \$)	Rank
Alabama	3,341,468	8	3,275,922	9	-1.6	649,891	8
Arkansas	2,028,666	14	2,002,225	14	-2.2	444,383	12
Florida	9,498,353	2	9,486,298	2	-0.5	2,186,686	2
Georgia	5,913,536	3	5,913,537	3	-3.9	456,142	11
Kentucky	2,939,403	11	2,934,470	11	-2.3	731,335	6
Louisiana	3,061,840	10	3,025,805	10	0.6	612,802	9
Mississippi	2,150,488	13	2,120,066	13	-3.1	400,205	14
Missouri	4,101,905	6	4,049,141	6	-2.3	685,537	4
North Carolina	5,374,423	4	5,156,728	4	-2.3	1,652,248	3
Oklahoma	2,614,883	12	2,601,882	12	-3.3	440,493	13
South Carolina	3,326,079	9	3,305,010	8	0.7	515,274	10
Tennessee	4,089,018	7	3,990,891	7	-0.1	845,215	5
Texas	16,416,657	1	16,309,745	1	1.2	3,084,723	1
Virginia	4,769,991	5	4,662,261	5	-5.6	901,960	4
West Virginia	1,102,393	15	1,095,539	15	-3.9	355,345	15
<b>SLC Total</b>	<b>70,729,120</b>		<b>69,929,520</b>		<b>-1.3</b>	<b>13,962,239</b>	
<b>US Total</b>	<b>172,291,212</b>		<b>169,364,521</b>		<b>-1.4</b>	<b>38,882,040</b>	

Source: FHWA, "Highway Statistics, 2011," Tables MF-1, MF-2, and MF-21

# **Public Transportation**

## **Summary**

- **In 2011, two SLC states (Florida and Virginia) accounted for over half (52.9%) of the state funding for transit in the SLC region.**
- **In 2011, state funding for transit activities in the SLC states accounted for 9.6% of such funding nationwide.**

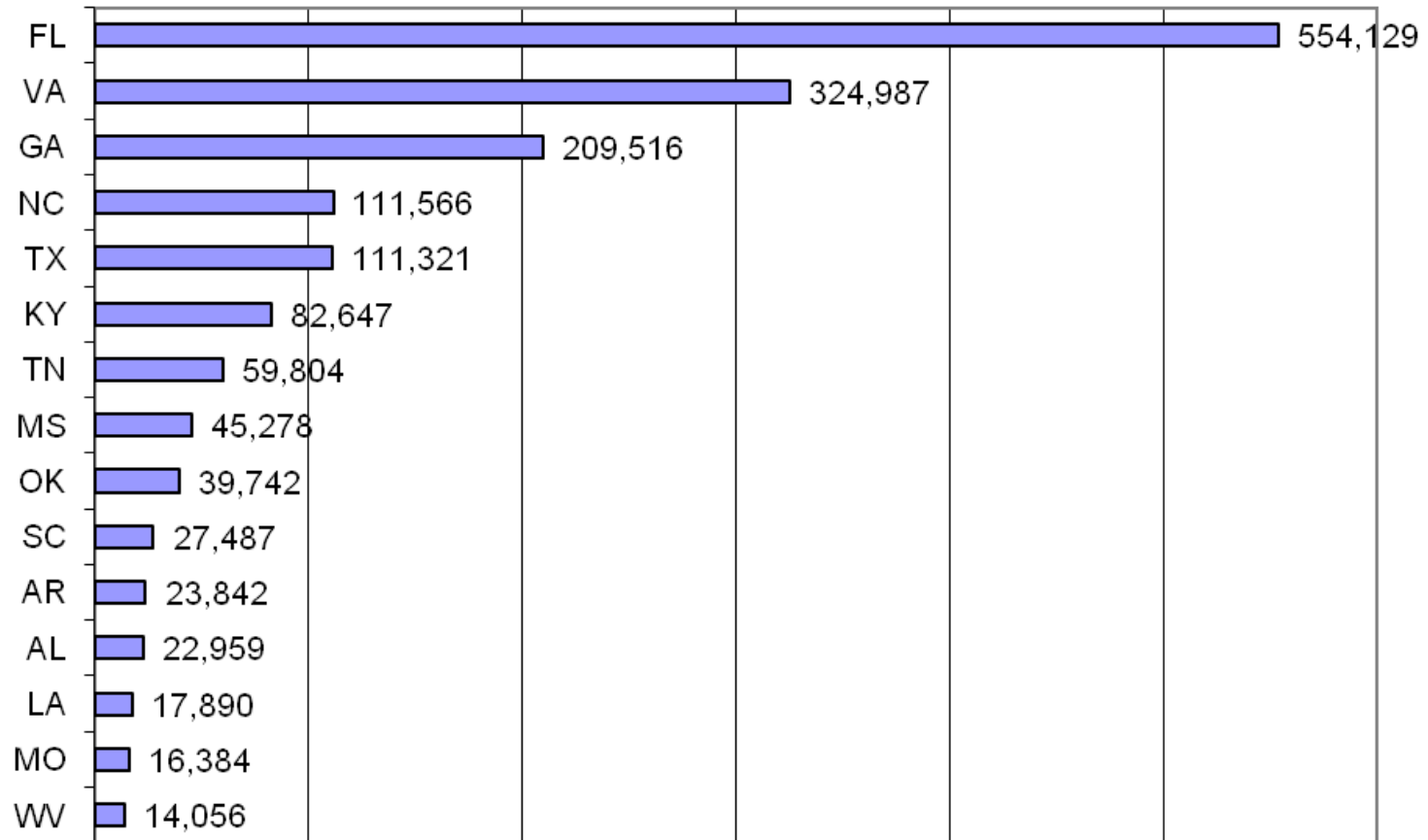


**State Funding for Public Transit 2011**  
**(Thousands of Dollars)**

<b>State</b>	<b>Funding for Direct Mass Transit Activities</b>	<b>Funding For State Grants-in-Aid For Mass Transit</b>	<b>Total</b>	<b>Rank</b>
Alabama	0	22,959	22,959	12
Arkansas	970	22,872	23,842	11
Florida	1,556	552,573	554,129	1
Georgia	1,072	208,444	209,516	3
Kentucky	82,647	0	82,647	6
Louisiana	11,017	6,873	17,890	13
Mississippi	16,384	0	16,384	14
Missouri	0	45,278	45,278	8
North Carolina	0	111,566	111,566	4
Oklahoma	39,742	0	39,742	9
South Carolina	17,635	9,852	27,487	10
Tennessee	59,804	0	59,804	7
Texas	39,502	71,819	111,321	5
Virginia	0	324,987	324,987	2
West Virginia	6,903	7,153	14,056	15
<b>SLC Total</b>	<b>277,232</b>	<b>1,384,376</b>	<b>1,661,608</b>	
<b>US TOTAL</b>	<b>4,133,084</b>	<b>13,115,079</b>	<b>17,248,163</b>	

Source: FHWA, "Highway Statistics, 2011" Table MT-1A and MT -1B

### Total State Funding for Transit Activities 2011



Thousand \$

# Bridges

## Summary

- The information on substandard bridges comes from data from a survey compiled by the publishers of Better Roads Magazine. Staff wishes to thank the publishers for the continued help in allowing us to use this information.
- The information is presented a bit differently than in previous years. The tables break out bridges by the categories of functionally obsolete and structurally deficient, rather than lumping them both together. The accompanying charts combine both categories as “substandard bridges.” The two terms are defined in the following manner by the Federal Highway Administration:
  - **Structurally Deficient (SD) Status** - A highway bridge is classified as structurally deficient if the deck, superstructure, substructure, or culvert is rated in "poor" condition (0 to 4 on the National Bridge Inventory (NBI) rating scale). A bridge can also be classified as structurally deficient if its load carrying capacity is significantly below current design standards or if a waterway below frequently overtops the bridge during floods.
  - **Functionally Obsolete (FO) Status** - Highway bridges classified as functionally obsolete are NOT structurally deficient, but their design is outdated. They may have lower load carrying capacity, narrower shoulders or less clearance underneath than bridges built to the current standard.
- In 2012 the SLC Region has a slightly lower percentage of state-maintained bridges that are substandard (19.4%) than the nation as a whole (20.3%).
- For locally maintained bridges, the percentage that are substandard is the same for both the SLC region and the nation (22.5%).

## Substandard Interstate and State Bridges 2012

State	Total Interstate & State Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard	
Alabama	5,741	946	16%	133	2%	1,079	19%
Arkansas	7,263	750	10%	317	4%	1,067	15%
Florida	6,266	664	11%	51	1%	715	11%
Georgia	6,655	775	12%	142	2%	917	14%
Kentucky	8,972	1,838	20%	595	7%	2,433	27%
Louisiana	8,013	1,381	17%	726	9%	2,107	26%
Mississippi	5,713	793	14%	245	4%	1,038	18%
Missouri	10,405	976	9%	1,232	12%	2,208	21%
North Carolina	17,792	2,727	15%	2,609	15%	5,336	30%
Oklahoma	7,684	577	8%	634	8%	1,211	16%
South Carolina	8,383	781	9%	894	11%	1,675	20%
Tennessee	8,240	836	10%	279	3%	1,115	14%
Texas	34,217	3,426	10%	264	1%	3,690	11%
Virginia	11,827	2,049	17%	989	8%	3,038	26%
West Virginia	6,937	1,431	21%	908	13%	2,339	34%
<b>SLC State Totals</b>	<b>154,108</b>	<b>19,950</b>	<b>12.9%</b>	<b>10,018</b>	<b>6.5%</b>	<b>29,968</b>	<b>19.4%</b>
<b>US Totals</b>	<b>292,273</b>	<b>39,277</b>	<b>13.4%</b>	<b>19,574</b>	<b>6.7%</b>	<b>58,851</b>	<b>20.1%</b>

Source: *Better Roads Magazine*, November 2012

## Substandard City County and Township Bridges 2012

State	Total City County and Township Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard	
Alabama	10,141	1,061	10%	1,235	12%	2,296	23%
Arkansas	5,271	823	16%	540	10%	1,363	26%
Florida	5,051	923	18%	176	3%	1,099	22%
Georgia	8,003	978	12%	875	11%	1,853	23%
Kentucky	4,921	1,117	23%	583	12%	1,700	35%
Louisiana	5,030	461	9%	1,033	21%	1,494	30%
Mississippi	10,896	444	4%	2,125	20%	2,569	24%
Missouri	13,890	1,750	13%	2,260	16%	4,010	29%
North Carolina	829	129	16%	74	9%	203	24%
Oklahoma	16,187	700	4%	4,636	29%	5,336	33%
South Carolina	853	104	12%	204	24%	308	36%
Tennessee	11,446	1,209	11%	859	8%	2,068	18%
Texas	17,967	4,021	22%	1,041	6%	5,062	28%
Virginia	1,558	344	22%	196	13%	540	35%
West Virginia	112	42	38%	34	30%	76	68%
<b>SLC State Totals</b>	<b>112,155</b>	<b>14,106</b>	<b>12.6%</b>	<b>15,871</b>	<b>14.2%</b>	<b>29,977</b>	<b>26.7%</b>
<b>US Totals</b>	<b>309,881</b>	<b>32,837</b>	<b>10.6%</b>	<b>43,969</b>	<b>14.2%</b>	<b>76,806</b>	<b>24.8%</b>

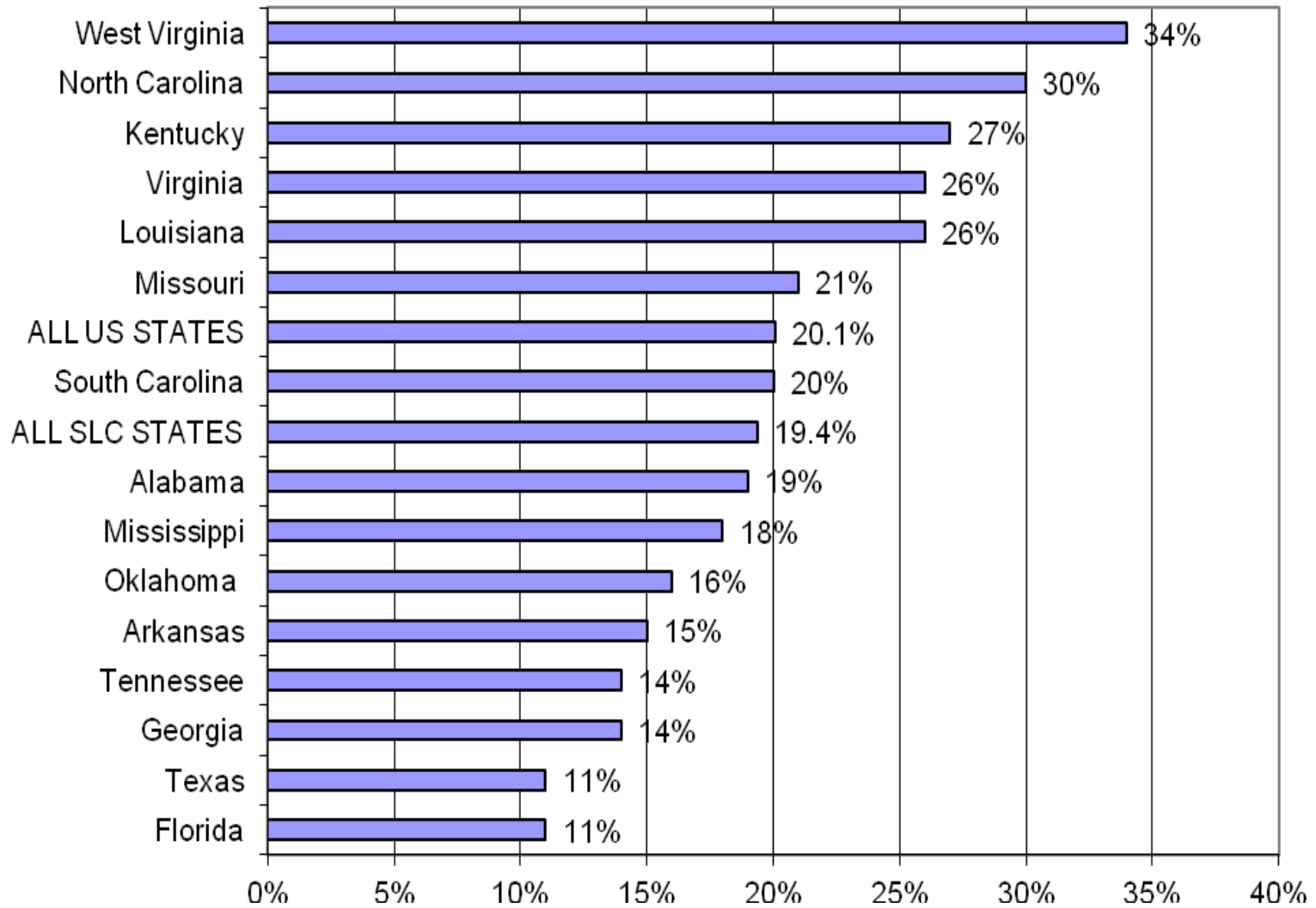
Source: *Better Roads Magazine*, November 2012

## Substandard Bridges All Road Types 2012

State	Functionally Obsolete		Structurally Deficient		Combined Total Substandard		
	Total All Bridges						
Alabama	15,882	2,007	13%	1,368	9%	3,375	21%
Arkansas	12,534	1,573	13%	857	7%	2,430	19%
Florida	11,317	1,587	14%	227	2%	1,814	16%
Georgia	14,658	1,753	12%	1,017	7%	2,770	19%
Kentucky	13,893	2,955	21%	1,178	8%	4,133	30%
Louisiana	13,043	1,842	14%	1,759	13%	3,601	28%
Mississippi	16,609	1,237	7%	2,370	14%	3,607	22%
Missouri	24,295	2,726	11%	3,492	14%	6,218	26%
North Carolina	18,621	2,856	15%	2,683	14%	5,539	30%
Oklahoma	23,871	1,277	5%	5,270	22%	6,547	27%
South Carolina	9,236	885	10%	1,098	12%	1,983	21%
Tennessee	19,686	2,045	10%	1,138	6%	3,183	16%
Texas	52,184	7,447	14%	1,305	3%	8,752	17%
Virginia	13,385	2,393	18%	1,185	9%	3,578	27%
West Virginia	7,049	1,473	21%	942	13%	2,415	34%
<b>SLC State Totals</b>	<b>266,263</b>	<b>34,056</b>	<b>12.8%</b>	<b>25,889</b>	<b>9.7%</b>	<b>59,945</b>	<b>22.5%</b>
<b>US Totals</b>	<b>602,154</b>	<b>72,114</b>	<b>12.0%</b>	<b>63,543</b>	<b>10.6%</b>	<b>135,657</b>	<b>22.5%</b>

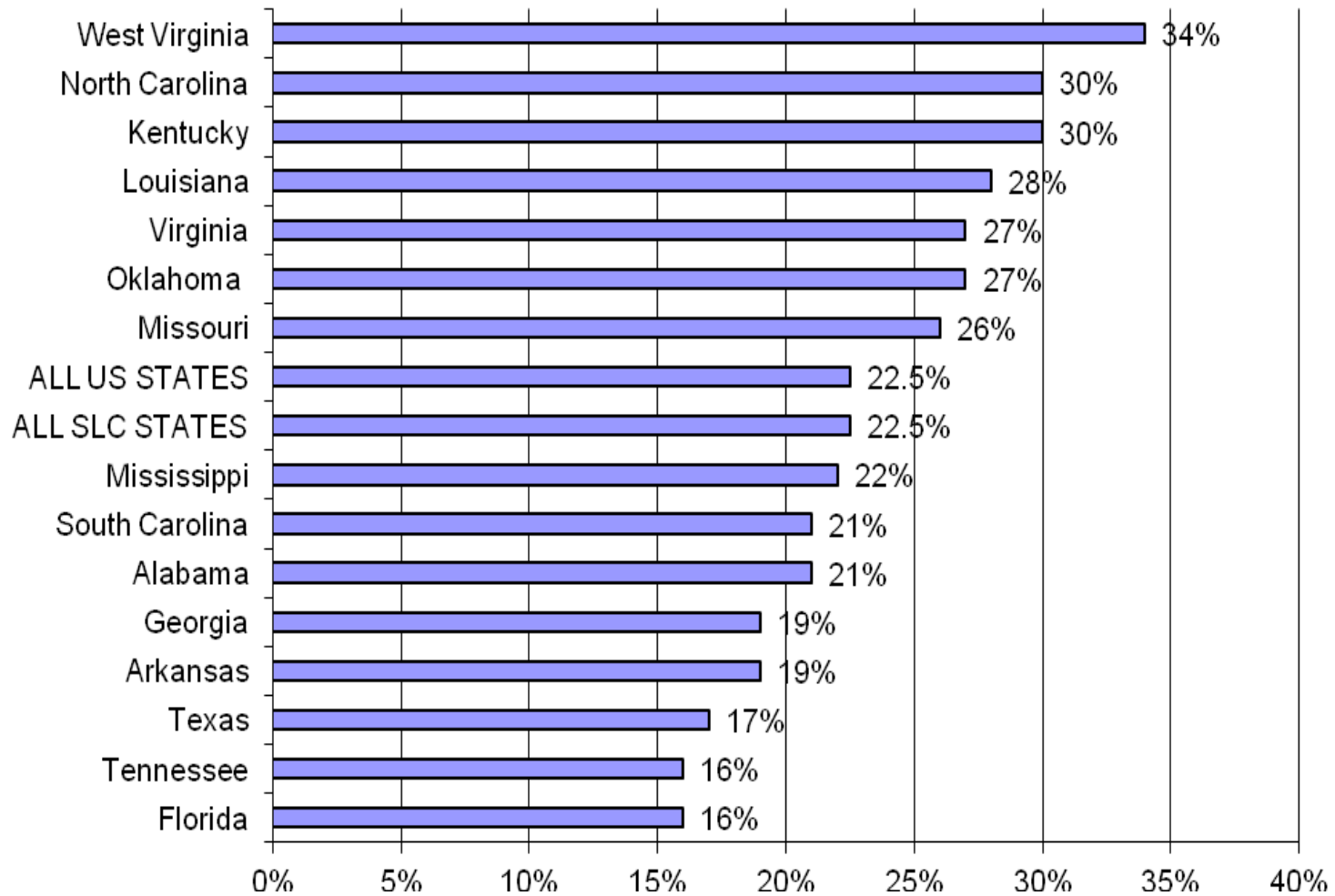
Source: *Better Roads Magazine*, November 2012

### Percent of Interstate / State Bridges that are Substandard 2012





## Percent of All Bridges that are Substandard 2012



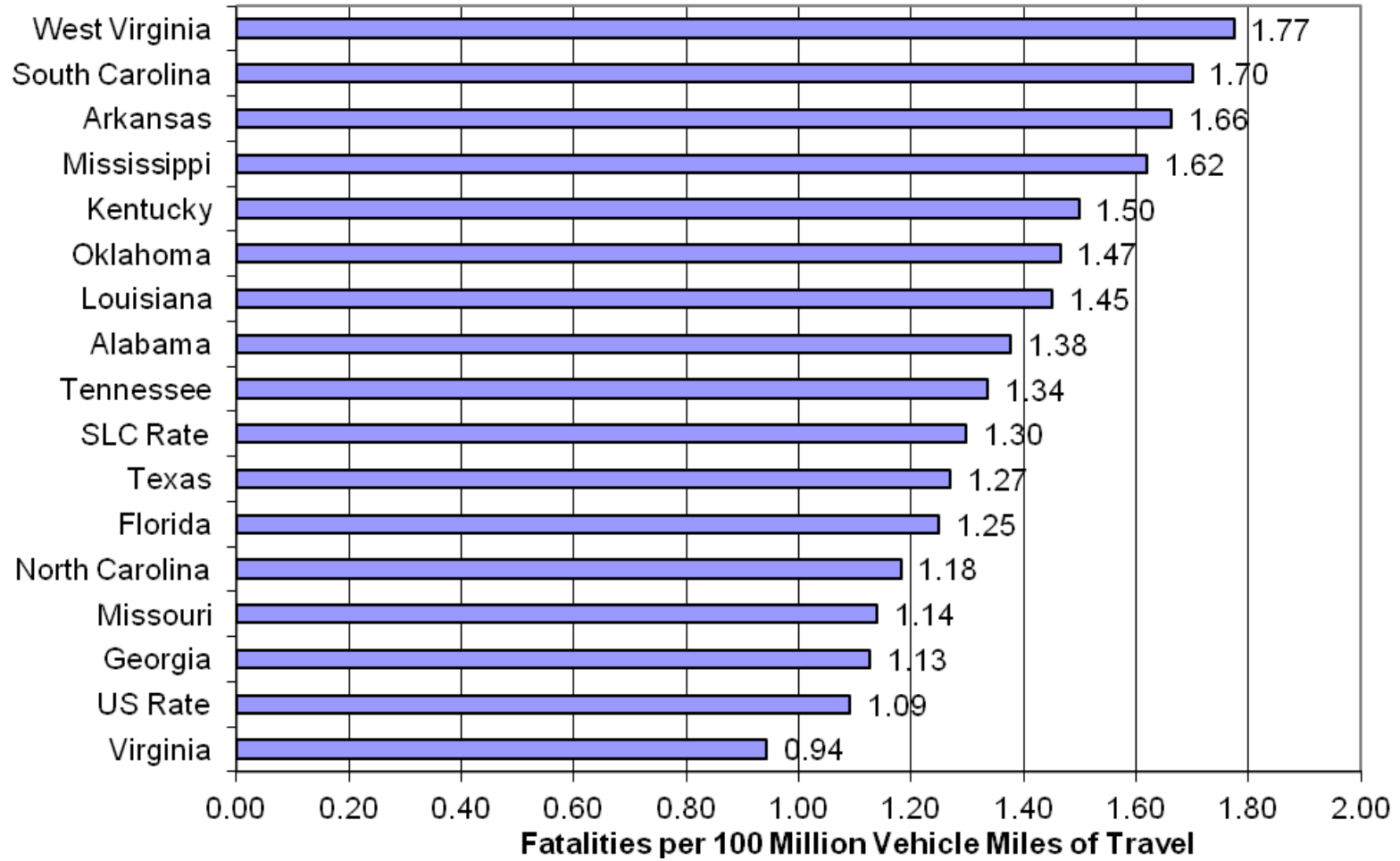
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# Fatalities

## Summary

- **The motor vehicle accident fatality rate for the SLC states as a whole (1.30 per 100 million miles driven) is higher than the nationwide rate (1.09 per 100 million miles driven).**
- **Only one SLC state (Virginia) had a motor vehicle accident fatality rate (0.94) lower than the national rate.**

### Fatality Rates 2011



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**Administration and  
Operation of  
State Departments of  
Transportation**

## Summary

- **Ten of the 15 SLC states have a board or commission overseeing or advising the state DOT.**
- **Agency heads are appointed by a board or commission in five of the SLC states; agency heads in the other 10 states are appointed by the governor.**
- **Of the 10 transportation boards or commissions:**
  - ◆ **Seven are appointed by the governor;**
  - ◆ **One is appointed by the legislature;**
  - ◆ **One has members appointed by both the legislature and the governor; and**
  - ◆ **One is elected by the public.**
- **Four of the 10 boards administer the state DOT, and seven of the boards control highway construction.**



## Administrative Structure of State Transportation Agencies 2012

State (Agency Name)	Agency Head	Who Appoints?	Board or Commission?	Size	How Chosen?	By Whom?	Term (Years)	Board Member Qualifications
Alabama (Department of Transportation)	Director	Governor	NO					
Arkansas (Highway and Transportation Department)	Director	Commission	YES (State Highway Commission)	5	Appointed	Governor	10	Qualified electors of the state; at least one member from each congressional district
Florida (Department of Transportation)	Secretary	Governor	YES (Florida Transportation Commission)	9	Appointed	Governor	4	Represent all geographic areas of the state; registered voter and citizen of the state; must possess business managerial experience in the private sector
Georgia (Department of Transportation)	Commissioner	Board	YES (State Transportation Board)	14	Elected	Legislative Caucus	5	As many members as the state has congressional districts, with each member elected by a majority vote of House and Senate members whose respective districts are at all embraced within such district
Kentucky (Transportation Cabinet)	Secretary	Governor	NO					
Louisiana (Department of Transportation & Development)	Secretary	Governor	NO					

<b>State (Agency Name)</b>	<b>Agency Head</b>	<b>Who Appoints?</b>	<b>Board or Commission?</b>	<b>Size</b>	<b>How Chosen?</b>	<b>By Whom?</b>	<b>Term (Years)</b>	<b>Board Member Qualifications</b>
Mississippi (Department of Transportation)	Director	Commission	YES (Mississippi Transportation Commission)	3	Elected	Public	4	One elected from each Supreme Court district
Missouri (Department of Transportation)	Director	Commission	YES (Missouri Highways and Transportation Commission)	6	Appointed	Governor	6	Taxpayer and resident of the state for at least five years prior to appointment; no more than three members shall be of the same political party
North Carolina (Department of Transportation)	Secretary	Governor	YES (Board of Transportation)	19 (Pending Bill in ongoing session would raise to 21)	Appointed	Governor	4	14 members are chosen from each of 14 districts; five at-large members; at least three members shall be registered voters of a political party other than that of Governor; no more than two members shall reside in the same district; Secretary of Transportation serves as an ex- officio non-voting member
Oklahoma (Department of Transportation)	Director	Commission	YES (Oklahoma Transportation Commission)	8	Appointed	Governor	8	One from each of eight highway maintenance districts; citizen and resident of the district for at least three years prior to date of appointment
South Carolina (Department of Transportation)	Secretary	Governor	YES (South Carolina Transportation Commission)	8	7 Elected 1 Appointed	Legislators Governor	4	One member selected from each congressional district by the legislative delegation from that district; one at-large member, who serves as chair appointed by the Governor

<b>State (Agency Name)</b>	<b>Agency Head</b>	<b>Who Appoints?</b>	<b>Board or Commission?</b>	<b>Size</b>	<b>How Chosen?</b>	<b>By Whom?</b>	<b>Term (Years)</b>	<b>Board Member Qualifications</b>
Tennessee (Department of Transportation)	Commissioner	Governor	NO					
Texas (Department of Transportation)	Director	Commission	YES (Texas Transportation Commission)	5	Appointed	Governor	6	Each member must represent the general public and members or spouses may not: <ul style="list-style-type: none"> <li>• Be employed by a business that receives funds from the DOT;</li> <li>• Directly or indirectly own more than a 10% interest in a business or organization that receives funds from the DOT;</li> <li>• use or receive a substantial amount of goods, services, or funds from the DOT;</li> <li>• Be an officer, employee, or paid consultant of a Texas trade association in the field of road construction or maintenance, aviation, outdoor advertising, or automobile dealerships or any type of registered lobbyist</li> </ul>
Virginia (Department of Transportation)	Commissioner of Highways	Governor	YES (Commonwealth Transportation Board)	17	Appointed	Governor	4	Secretary of DOT; Commonwealth Transportation Commissioner; Director of Rail and Public Transportation; nine from each of the nine highway districts; five from state at large
West Virginia (Department of Transportation)	Secretary	Governor	NO					

Source: E-mail survey of state transportation officials in the SLC states, May 2013.

## Duties of State Transportation Boards or Commissions

State	No Board	Department Administration	Department Oversight	Review Transp. Plan.	Appoint Agency Head?	Advise Agency Head?	Control Highway Construction
Alabama	X						
Arkansas		X	X	X	X	X	X
Florida			X			X	
Georgia			X	X	X		
Kentucky	X						
Louisiana	X						
Mississippi		X	X	X*	X	X*	X*
Missouri		X	X	X	X	X	X
North Carolina			X	X		X	
Oklahoma			X	X	X	X	X
South Carolina		X	X	X	X	X	X
Tennessee	X						
Texas			X	X	X	X	X
Virginia			X	X		X	X
West Virginia	X						

Source: E-mail survey of state transportation officials in the SLC states, May 2013

\* Transportation Commission sets policy for agency