

# **2014 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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## **Introduction**

**Most of the information presented in this report is derived from two sources: the Federal Highway Administration (FHWA) publication “Highway Statistics, 2012,” and an e-mail survey of SLC states' Departments of Transportation, conducted in May and June, 2014. Information regarding bridge conditions comes from the annual report compiled by *Better Roads* magazine, and information regarding federal transit appropriations comes from the Federal Transit Administration.**

**Because of reporting schedules involved in producing the FHWA report, the information in this report, unless otherwise noted, covers the year 2012.**

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# **Recent Major Transportation Legislation**

## **Alabama**

- Authorized DOT director to execute supplemental agreements of up to \$200,000 on construction work without the governor's approval
- Adopted financing legislation that improved the DOT's ability to receive lower interest rates on bonds
- Amended the state's open container law to comply with federal guidelines

## **Arkansas**

- The 2014 legislative fiscal session focused only on budgetary issues. Accordingly, action was taken to appropriate budgeted funds for transportation purposes

## **Florida**

- Provided authority to fund strategic infrastructure investment opportunities at airports
- Allowed FDOT to receive unsolicited Public Private Partnership (P3) proposals
- Provided FDOT the discretion to improve and maintain local roads that provide access to a state park
- Allowed FDOT to enter into concession agreements for commercial sponsorship displays on multi-use trails, using the revenues to maintain the trails
- Adopted omnibus revision of Florida's outdoor advertising law to address technological changes, zoning law changes, and judicial determinations
- Provided an exception for payment of certain utility work necessitated on state highway projects for municipally owned or county-owned utilities in certain rural areas, and authorized FDOT to pay for such costs under certain circumstances
- Authorized FDOT to provide for the monetization of revenue streams from leases for wireless communication facilities on property owned or controlled by FDOT, and to seek investors to purchase the monetized streams
- Provided for the creation of a yellow dot critical motorist medical information program to facilitate the provision of emergency care

## **Georgia**

- Updated traffic regulations to define flashing yellow and red arrows
- Raised maximum allowable speed limit on urbanized interstates to 70 MPH
- Provided an income tax credit of \$12,000 or \$20,000 for medium- or heavy-duty alternatively fueled vehicles
- Suspended the sales tax cap until 2016 in order for Clayton County to join the Metropolitan Atlanta Rapid Transit Authority
- Updated commercial motor carrier regulations and highway emergency response procedures to better deal with winter storms
- Provided local authorities the power to regulate the use of golf carts on local paths and lanes

## **Kentucky**

- As the 2014 Regular Session saw the adoption of the 2015-16 biennial budget, action was taken to appropriate budgeted funds for transportation purposes and identify major road projects for construction
- Eliminated the hearing process to determine necessity of service for household goods movers

## **Louisiana**

- Designated LADOTD as the agency for safety oversight for fixed guideway rail systems pursuant to federal statutes

## **Mississippi**

- Amended DUI language to ensure compliance with federal law, saving the state \$44 million annually in potential rescissions
- Authorized an additional \$32 million for maintenance and construction of county roads and bridges

## **Missouri**

- Approved a ballot initiative to raise the sales tax by  $\frac{3}{4}$  of one percent for a period of 10 years for transportation purposes
- Imposed graduated per gallon fuel tax on compressed natural gas and liquid natural gas based on gasoline/diesel gallon equivalents
- Expanded permissible uses of the Aviation Trust Fund

## **North Carolina**

- Adopted Strategic Transportation Investments (STI) legislation, which augmented the way projects are funded out of the highway trust fund. STI created three tiers of projects (state, regional, and divisional) and mandated that certain percentages of spending be driven by data such as cost benefit analysis, congestion mitigation and safety.

## **Oklahoma**

- Increased the maximum allowable height for transportation of manufactured portable buildings to 14 feet
- Increased the maximum dollar amount for special maintenance projects performed by state special maintenance crews from \$250,000 to \$500,000

## **South Carolina**

- Adopted a no texting while driving law

## **Tennessee**

- Expanded the state industrial access road program to include port facilities, distribution centers, corporate or administrative headquarters, and fast track projects administered by the Department of Economic and Community Development
- Eliminated exceptions to the ignition interlock requirement for repeat DUI offenders to avoid future NHTSA penalties for noncompliance

## **Texas**

- Texas did not have a legislative session in 2014. During the most recent special session in 2013, which took place after the publication of the 2013 report, the legislature passed a proposed constitutional amendment to divert a portion of oil and gas severance taxes to the State Highway Fund, along with a detailed plan for spending the fund if the proposed amendment passes.



## **Virginia**

- Required the Commonwealth Transportation Board (CTB) to develop, in cooperation with MPOs, a statewide prioritization process for the use of state and deferral highway funds for highways, transit, rail, roadways, technological operations improvements, and transportation demand strategies, requirements apply to projects selected by the CTB for funding beginning 7/1/16
- Created the Hampton Roads Transportation Accountability Commission, a 23-member body consisting of local officials and legislators, which will prioritize and approve transportation projects funded by the Hampton Roads Transportation Fund
- Recodified Virginia's Transportation Title to organize laws in a more logical manner, remove obsolete and duplicative language, and improve the structure and clarity of statutes pertaining to all areas of transportation
- Set a maximum speed limit of 35 MPH on non-surface-treated highways
- Required VDOT to give at least 30 days notice to owners within and adjacent to a project study corridor, of the date, time, and place of a public hearing on the project
- Amended statutes relating to relocation assistance payments for displaced home-owners and tenants, to comply with the provisions of MAP-21
- Repealed the \$64 annual license tax on hybrid electric motor vehicles first imposed in 2013
- Required VDOT to develop and implement a plan to eliminate electronic toll collection transponder maintenance fees by 9/1/14

## **West Virginia**

- Adopted design-build legislation
- Adopted Public Private Partnership legislation
- Adopted electronic tolling and video enforcement legislation

Source: E-mail survey of state DOTs, May 2014.

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# Quick Facts

## Summary

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

# ALABAMA

Population (2013)	4,833,722
Land Area (Square Miles)	50,750
Vehicle Miles Traveled (Billions)	65.0
Licensed Drivers	3,827,522
Motor Vehicle Registrations	4,844,632
Interstate Freeway Lane Miles	4,766
Total Highway Lane Miles	212,279
Gasoline Tax (Cents per Gallon) (April 2014)	20.9
Per Capita State Receipts from the Federal Highway Trust Fund	\$156
Fatalities per 100 Million Miles of Vehicle Travel	1.33

# ARKANSAS

Population (2013)	2,959,373
Land Area (Square Miles)	52,075
Vehicle Miles Traveled (Billions)	33.5
Licensed Drivers	2,199,164
Motor Vehicle Registrations	2,479,915
Interstate Freeway Lane Miles	3,738
Total Highway Lane Miles	205,075
Gasoline Tax (Cents per Gallon) (April 2014)	21.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$184
Fatalities per 100 Million Miles of Vehicle Travel	1.65

# FLORIDA

Population (2013)	19,552,860
Land Area (Square Miles)	53,997
Vehicle Miles Traveled (Billions)	191.4
Licensed Drivers	13,896,581
Motor Vehicle Registrations	15,665,986
Interstate Freeway Lane Miles	11,472
Total Highway Lane Miles	270,268
Gasoline Tax (Cents per Gallon) (April 2014)	36.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$96
Fatalities per 100 Million Miles of Vehicle Travel	1.27

# GEORGIA

Population (2013)	9,992,167
Land Area (Square Miles)	57,919
Vehicle Miles Traveled (Billions)	107.5
Licensed Drivers	6,581,534
Motor Vehicle Registrations	7,646,995
Interstate Freeway Lane Miles	7,673
Total Highway Lane Miles	265,597
Gasoline Tax (Cents per Gallon) (April 2014)	27.5
Per Capita State Receipts from the Federal Highway Trust Fund	\$127
Fatalities per 100 Million Miles of Vehicle Travel	1.11



# KENTUCKY

Population (2013)	4,395,295
Land Area (Square Miles)	39,732
Vehicle Miles Traveled (Billions)	47.3
Licensed Drivers	2,985,234
Motor Vehicle Registrations	3,670,566
Interstate Freeway Lane Miles	6,291
Total Highway Lane Miles	165,403
Gasoline Tax (Cents per Gallon) (April 2014)	30.1
Per Capita State Receipts from the Federal Highway Trust Fund	\$154
Fatalities per 100 Million Miles of Vehicle Travel	1.58

# LOUISIANA

Population (2013)	4,625,470
Land Area (Square Miles)	43,566
Vehicle Miles Traveled (Billions)	46.9
Licensed Drivers	2,923,744
Motor Vehicle Registrations	3,889,416
Interstate Freeway Lane Miles	4,090
Total Highway Lane Miles	129,759
Gasoline Tax (Cents per Gallon) (April 2014)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$161
Fatalities per 100 Million Miles of Vehicle Travel	1.54

# MISSISSIPPI

Population (2013)	2,991,207
Land Area (Square Miles)	46,914
Vehicle Miles Traveled (Billions)	38.7
Licensed Drivers	1,957,980
Motor Vehicle Registrations	2,052,140
Interstate Freeway Lane Miles	3,182
Total Highway Lane Miles	156,957
Gasoline Tax (Cents per Gallon) (April 2014)	18.4
Per Capita State Receipts from the Federal Highway Trust Fund	\$159
Fatalities per 100 Million Miles of Vehicle Travel	1.50

# MISSOURI

Population (2013)	6,044,171
Land Area (Square Miles)	68,898
Vehicle Miles Traveled (Billions)	68.5
Licensed Drivers	4,288,488
Motor Vehicle Registrations	5,684,682
Interstate Freeway Lane Miles	11,707
Total Highway Lane Miles	273,596
Gasoline Tax (Cents per Gallon) (April 2014)	17.3
Per Capita State Receipts from the Federal Highway Trust Fund	\$166
Fatalities per 100 Million Miles of Vehicle Travel	1.21

# NORTH CAROLINA

Population (2013)	9,848,060
Land Area (Square Miles)	48,718
Vehicle Miles Traveled (Billions)	104.9
Licensed Drivers	6,677,693
Motor Vehicle Registrations	7,792,555
Interstate Freeway Lane Miles	7,908
Total Highway Lane Miles	224,795
Gasoline Tax (Cents per Gallon) (April 2014)	37.5
Per Capita State Receipts from the Federal Highway Trust Fund	\$108
Fatalities per 100 Million Miles of Vehicle Travel	1.23

# OKLAHOMA

Population (2013)	3,850,568
Land Area (Square Miles)	68,679
Vehicle Miles Traveled (Billions)	47.9
Licensed Drivers	2,400,358
Motor Vehicle Registrations	3,439,937
Interstate Freeway Lane Miles	4,864
Total Highway Lane Miles	234,324
Gasoline Tax (Cents per Gallon) (April 2014)	17.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$162
Fatalities per 100 Million Miles of Vehicle Travel	1.48

# SOUTH CAROLINA

Population (2013)	4,774,839
Land Area (Square Miles)	30,111
Vehicle Miles Traveled (Billions)	49.0
Licensed Drivers	3,455,931
Motor Vehicle Registrations	3,896,832
Interstate Freeway Lane Miles	4,118
Total Highway Lane Miles	140,016
Gasoline Tax (Cents per Gallon) (April 2014)	16.75
Per Capita State Receipts from the Federal Highway Trust Fund	\$134
Fatalities per 100 Million Miles of Vehicle Travel	1.76

# TENNESSEE

Population (2013)	6,495,978
Land Area (Square Miles)	41,219
Vehicle Miles Traveled (Billions)	71.2
Licensed Drivers	4,573,871
Motor Vehicle Registrations	5,392,661
Interstate Freeway Lane Miles	5,838
Total Highway Lane Miles	202,053
Gasoline Tax (Cents per Gallon) (April 2014)	21.4
Per Capita State Receipts from the Federal Highway Trust Fund	\$132
Fatalities per 100 Million Miles of Vehicle Travel	1.42



# TEXAS

Population (2013)	26,448,193
Land Area (Square Miles)	261,914
Vehicle Miles Traveled (Billions)	237.8
Licensed Drivers	15,252,192
Motor Vehicle Registrations	20,238,122
Interstate Freeway Lane Miles	23,149
Total Highway Lane Miles	675,296
Gasoline Tax (Cents per Gallon) (April 2014)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$118
Fatalities per 100 Million Miles of Vehicle Travel	1.43

# VIRGINIA

Population (2013)	8,260,405
Land Area (Square Miles)	39,598
Vehicle Miles Traveled (Billions)	81.0
Licensed Drivers	5,538,480
Motor Vehicle Registrations	7,116,791
Interstate Freeway Lane Miles	6,589
Total Highway Lane Miles	161,696
Gasoline Tax (Cents per Gallon) (April 2014)	17.3
Per Capita State Receipts from the Federal Highway Trust Fund	\$125
Fatalities per 100 Million Miles of Vehicle Travel	0.96

# WEST VIRGINIA

Population (2013)	1,854,304
Land Area (Square Miles)	24,087
Vehicle Miles Traveled (Billions)	19.2
Licensed Drivers	1,241,586
Motor Vehicle Registrations	1,458,802
Interstate Freeway Lane Miles	2,414
Total Highway Lane Miles	79,728
Gasoline Tax (Cents per Gallon) (April 2014)	34.7
Per Capita State Receipts from the Federal Highway Trust Fund	\$241
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 37% of the nation's population,**
  - ◆ **Account for 36.7% of the nation's licensed drivers,**
  - ◆ **Account for 39.5% of the nation's young licensed drivers (19 and under),**
  - ◆ **Account for 37.6% of the nation's registered motor vehicles, and**
  - ◆ **Account for 40.75% of the nation's vehicle miles traveled.**
- **SLC states have a slightly higher rate of registered vehicles per licensed driver (1.22) than has the entire United States (1.20).**
- **There are more miles driven annually per licensed driver in SLC states (15,550) than in the nation as a whole (14,016).**

## 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 (3.2%) compared to the nation as a whole (3.4%).**

## General Transportation Demographics State Rankings 2012

State	Population (2013)	Rank	Young Licensed Drivers (19 & under)	Rank	Licensed Drivers	Rank	Motor Vehicle Registrations	Rank	Vehicle Miles Traveled (Billions)	Rank
Alabama	4,833,722	8	213,325	7	3,827,522	8	4,844,632	8	65.0	8
Arkansas <sup>1</sup>	2,959,373	14	104,207	13	2,199,164	13	2,479,915	13	33.5	14
Florida	19,552,860	2	620,561	2	13,896,581	2	15,665,986	2	191.4	2
Georgia <sup>1</sup>	9,992,167	3	279,324	3	6,581,534	4	7,646,995	4	107.5	3
Kentucky <sup>1</sup>	4,395,295	11	81,755	14	2,985,234	10	3,670,566	11	47.3	11
Louisiana <sup>1</sup>	4,625,470	10	148,100	11	2,923,744	11	3,889,416	10	46.9	12
Mississippi <sup>1</sup>	2,991,207	13	109,356	12	1,957,980	14	2,052,140	14	38.7	13
Missouri	6,044,171	7	209,637	9	4,288,488	7	5,684,682	6	68.5	7
North Carolina <sup>2</sup>	9,848,060	4	213,875	6	6,677,693	3	7,792,555	3	104.9	4
Oklahoma <sup>1</sup>	3,850,568	12	152,069	10	2,400,358	12	3,439,937	12	47.9	10
South Carolina	4,774,839	9	210,735	8	3,455,931	9	3,896,832	9	49.0	9
Tennessee <sup>1</sup>	6,495,978	6	233,458	4	4,573,871	6	5,392,661	7	71.2	6
Texas <sup>1</sup>	26,448,193	1	631,910	1	15,252,192	1	20,238,122	1	237.8	1
Virginia	8,260,405	5	215,911	5	5,538,480	5	7,116,791	5	81.0	5
West Virginia	1,854,304	15	63,969	15	1,241,586	15	1,458,802	15	19.2	15
<b>SLC Total</b>	<b>116,926,612</b>		<b>3,488,192</b>		<b>77,800,358</b>		<b>95,270,033</b>		<b>1,209.8</b>	
<b>US Total</b>	<b>316,128,839</b>		<b>8,829,808</b>		<b>211,814,830</b>		<b>253,639,386</b>		<b>2,968.8</b>	

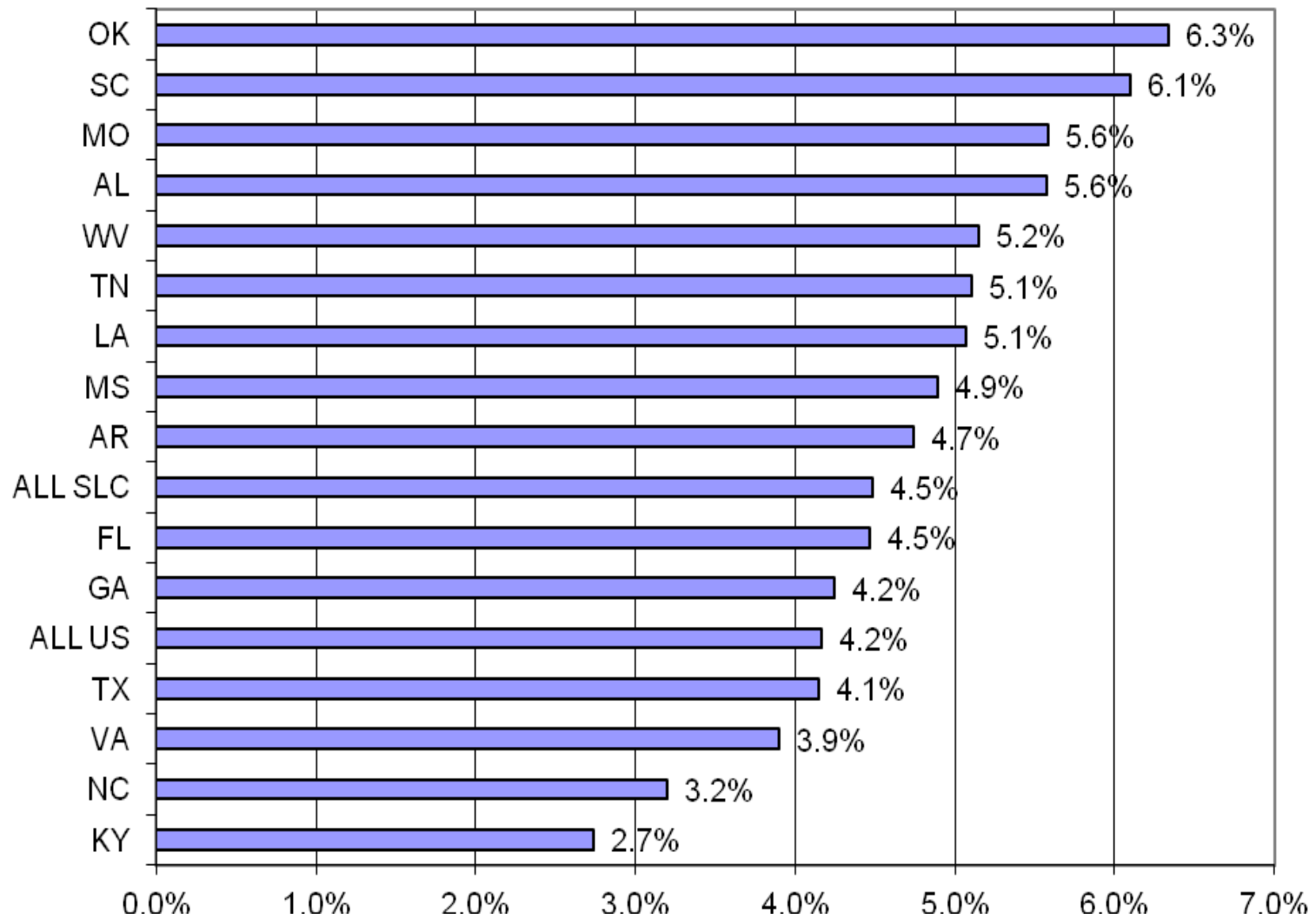
<sup>1</sup> State did not report active registrations and registers vehicles annually, annual transaction data shown.

<sup>2</sup> State data on vehicle registrations estimated from North Carolina Department of Transportation published data and other data sources.

Sources: US Census Bureau, Population Division, December 2013;

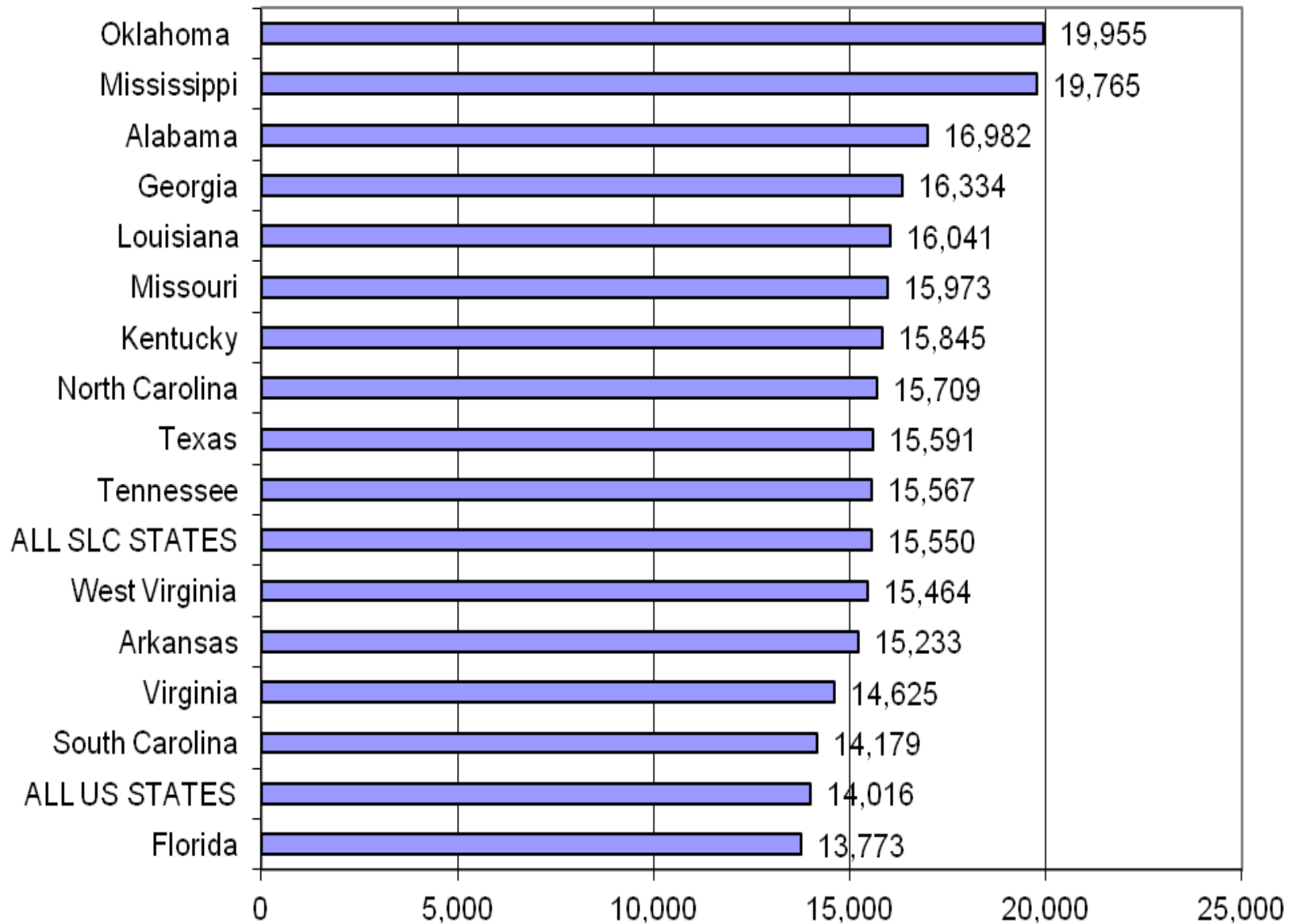
FHWA, "Highway Statistics, 2012," Tables DL-22, MV-1, VM-2.

## Young Drivers as a Percentage of All Licensed Drivers 2012

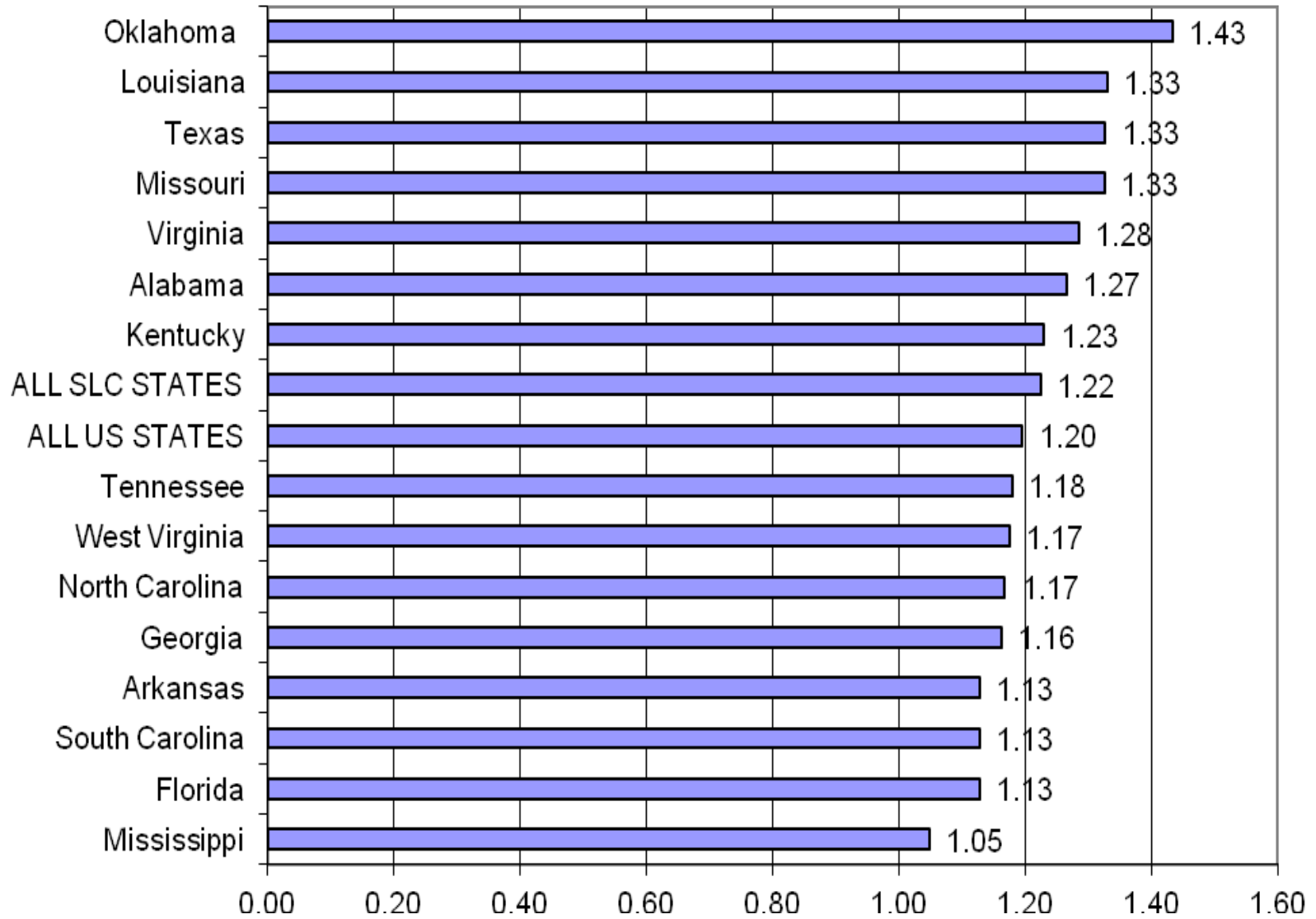




### Miles Driven Per Licensed Driver 2012



## Vehicles Per Licensed Driver 2012

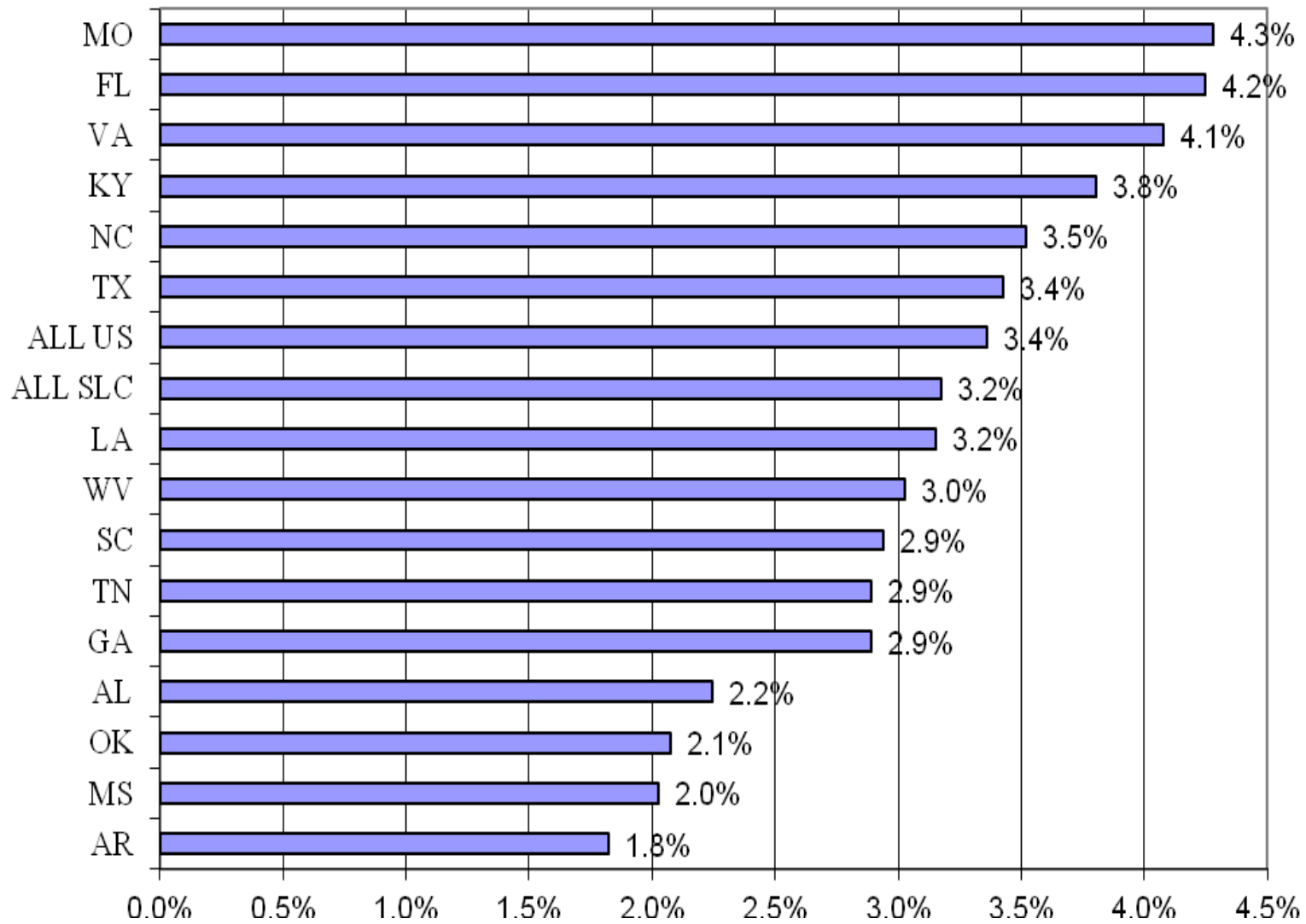


## Road Lane Mileage by Functional System State Rankings 2012

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	4,766	10	69,243	6	138,270	8	212,279	7
Arkansas	52,075	6	3,738	13	58,935	9	142,402	7	205,075	8
Florida	53,997	5	11,472	3	74,369	3	184,427	3	270,268	3
Georgia	57,919	4	7,673	5	84,065	2	173,858	4	265,597	4
Kentucky	39,732	12	6,291	7	47,498	13	111,614	10	165,403	10
Louisiana	43,566	10	4,090	12	36,079	14	89,590	13	129,759	14
Mississippi	46,914	9	3,182	14	51,149	11	102,626	11	156,957	12
Missouri	68,898	2	11,707	2	71,835	5	190,053	2	273,596	2
North Carolina	48,718	8	7,908	4	62,036	7	154,851	6	224,795	6
Oklahoma	68,679	3	4,864	9	73,145	4	156,316	5	234,324	5
South Carolina	30,111	14	4,118	11	49,745	12	86,153	14	140,016	13
Tennessee	41,219	11	5,838	8	61,940	8	134,276	9	202,053	9
Texas	261,914	1	23,149	1	229,256	1	422,892	1	675,296	1
Virginia	39,598	13	6,589	6	54,136	10	100,971	12	161,696	11
West Virginia	24,087	15	2,414	15	25,305	15	52,010	15	79,728	15
<b>SLC Total</b>	<b>928,167</b>		<b>107,799</b>		<b>1,048,734</b>		<b>2,240,311</b>		<b>3,396,843</b>	
<b>US Total</b>	<b>3,537,441</b>		<b>289,371</b>		<b>2,659,014</b>		<b>5,657,617</b>		<b>8,606,003</b>	

Source: FHWA, "Highway Statistics, 2012," Table HM-60

## Interstate Lane Miles as a Percentage of All Lane Miles 2012



**Highway**

**Finance**

## Summary

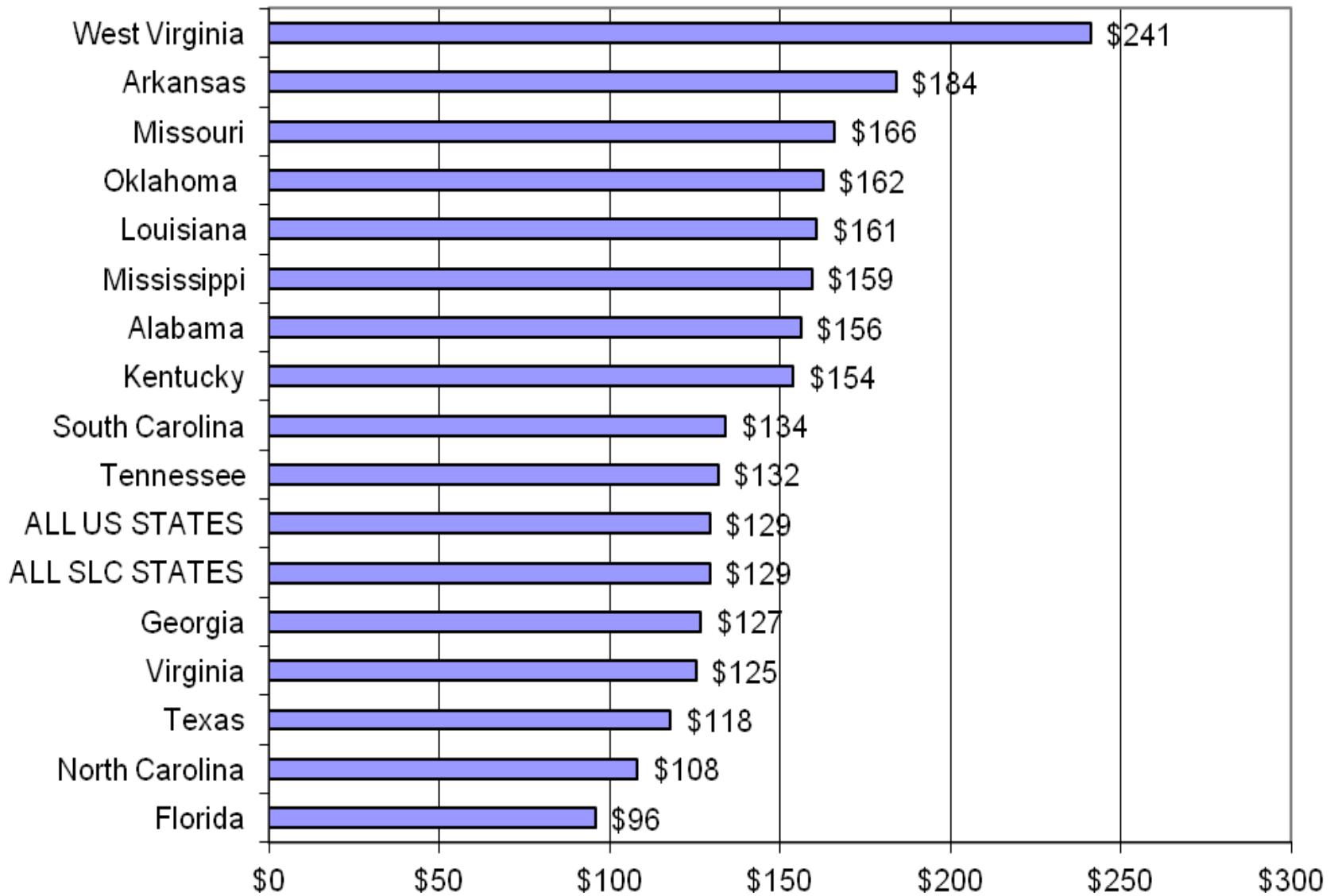
- **Per capita federal highway spending in the SLC states ranges from \$241 in West Virginia to \$96 in Florida.**
- **The FY 2012 Federal Apportionment/Payment ratio was at least 1.00 for 13 of the 15 SLC states. The FY 2012 ratio ranges from 2.17 in West Virginia to 0.89 in Texas.**
- **For FY 2012, the Federal Apportionment/Payment ratio for the entire SLC region was 1.04. The ratio for the entire United States was 1.16.**
- **In response to a survey question, most of the Departments of Transportation responding reported a limited use of measures to increase revenue for transportation:**
  - **Two states (Georgia and Mississippi) established a study committee to explore revenue options.**
  - **Three states (Louisiana, Missouri, and Texas) have ballot initiatives regarding transportation funding.**
  - **Texas swapped funding sources for non-highway purposes to free up money in the State Highway Fund.**
- **In response to a survey question regarding the expiration of MAP-21 and contingency plans to deal with potential interruptions of the Federal Highway Trust Fund revenue stream, states expressed concern over the potential implications and generally stressed that they were attempting to build state cash reserves to weather interruptions in federal funding. Some states reporting delaying lettings on federal projects and reducing the number of projects proposed in their highway construction plans.**

## Highway Financing State Rankings 2012

State	Payments into FHTF FY 2012 (Thousand Dollars)	Rank	Apportionment from FHTF FY 2012 (Thousand Dollars)	Rank	Ratio of Apportionment from / Payment into FHTF FY 2012	Rank	Ratio of Apportionment from / Payment into FHTF (1956-2012)	Rank
Alabama	691,153	8	754,175	8	1.09	5	1.15	4
Arkansas	448,445	14	544,695	13	1.21	2	1.13	5
Florida	1,771,185	2	1,870,910	2	1.06	9 (Tie)	1.01	10 (Tie)
Georgia	1,195,317	3	1,266,079	3	1.06	9 (Tie)	0.99	12
Kentucky	632,015	11	676,450	10	1.07	8	1.08	7
Louisiana	642,723	10	743,224	9	1.16	4	1.27	2
Mississippi	459,000	13	476,384	14	1.04	11	1.16	3
Missouri	860,786	6	1,003,148	6	1.17	3	1.05	8
North Carolina	1,059,611	4	1,064,619	4	1.00	13	0.97	13 (Tie)
Oklahoma	580,671	12	625,631	11	1.08	6 (Tie)	1.01	10 (Tie)
South Carolina	680,323	9	640,068	12	0.94	14	0.97	13 (Tie)
Tennessee	841,291	7	855,581	7	1.02	12	1.03	9
Texas	3,506,944	1	3,118,901	1	0.89	15	0.94	15
Virginia	960,364	5	1,035,629	5	1.08	6 (Tie)	1.11	6
West Virginia	237,244	15	446,971	15	1.88	1	2.00	1
<b>SLC Total</b>	<b>14,567,072</b>		<b>15,122,465</b>		<b>1.04</b>		<b>1.05</b>	
<b>US Total</b>	<b>35,165,051</b>		<b>40,902,369</b>		<b>1.16</b>		<b>1.15</b>	

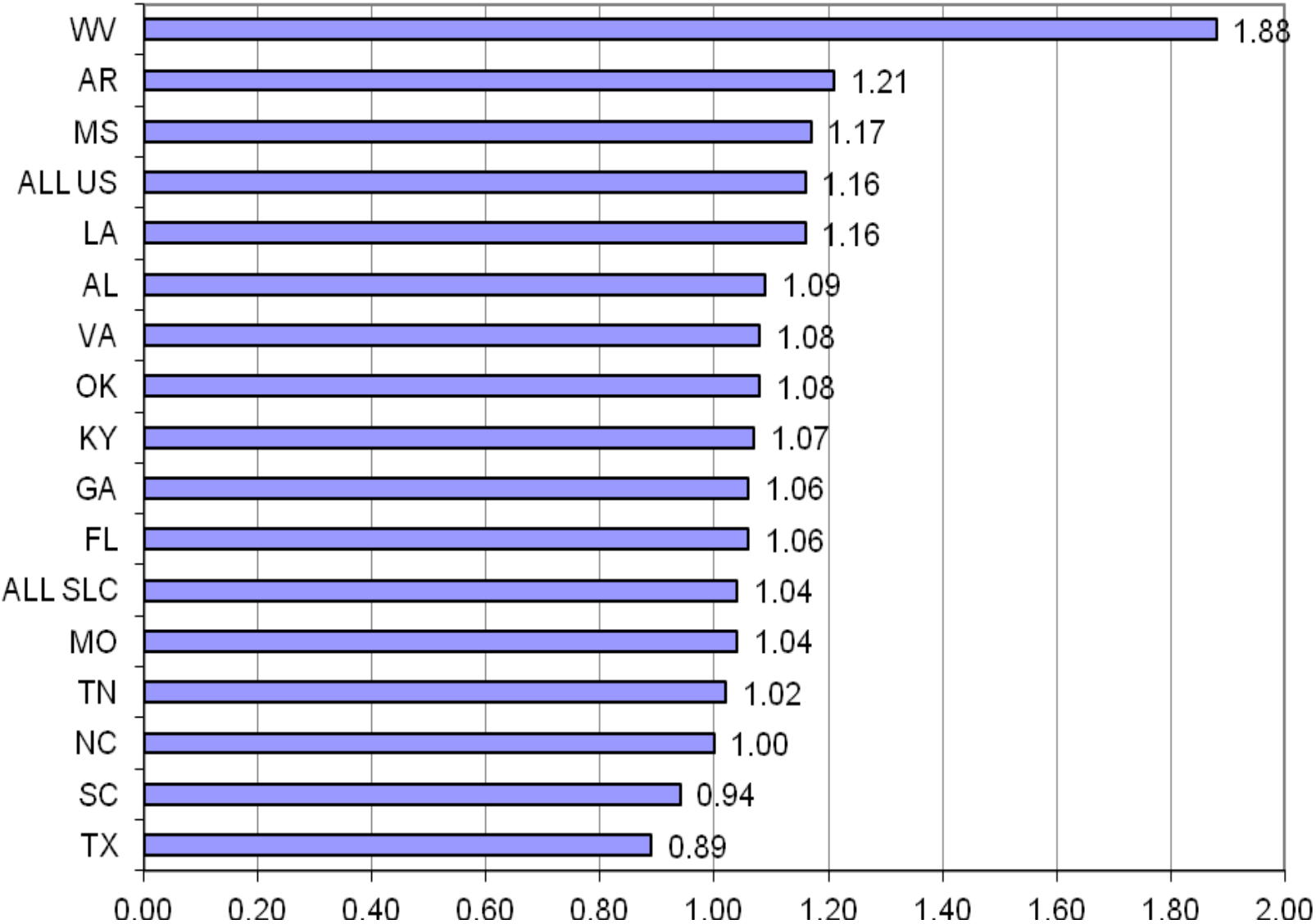
Source: FHWA, "Highway Statistics, 2012," Table FE-221

### Per Capita Federal Highway Spending 2012

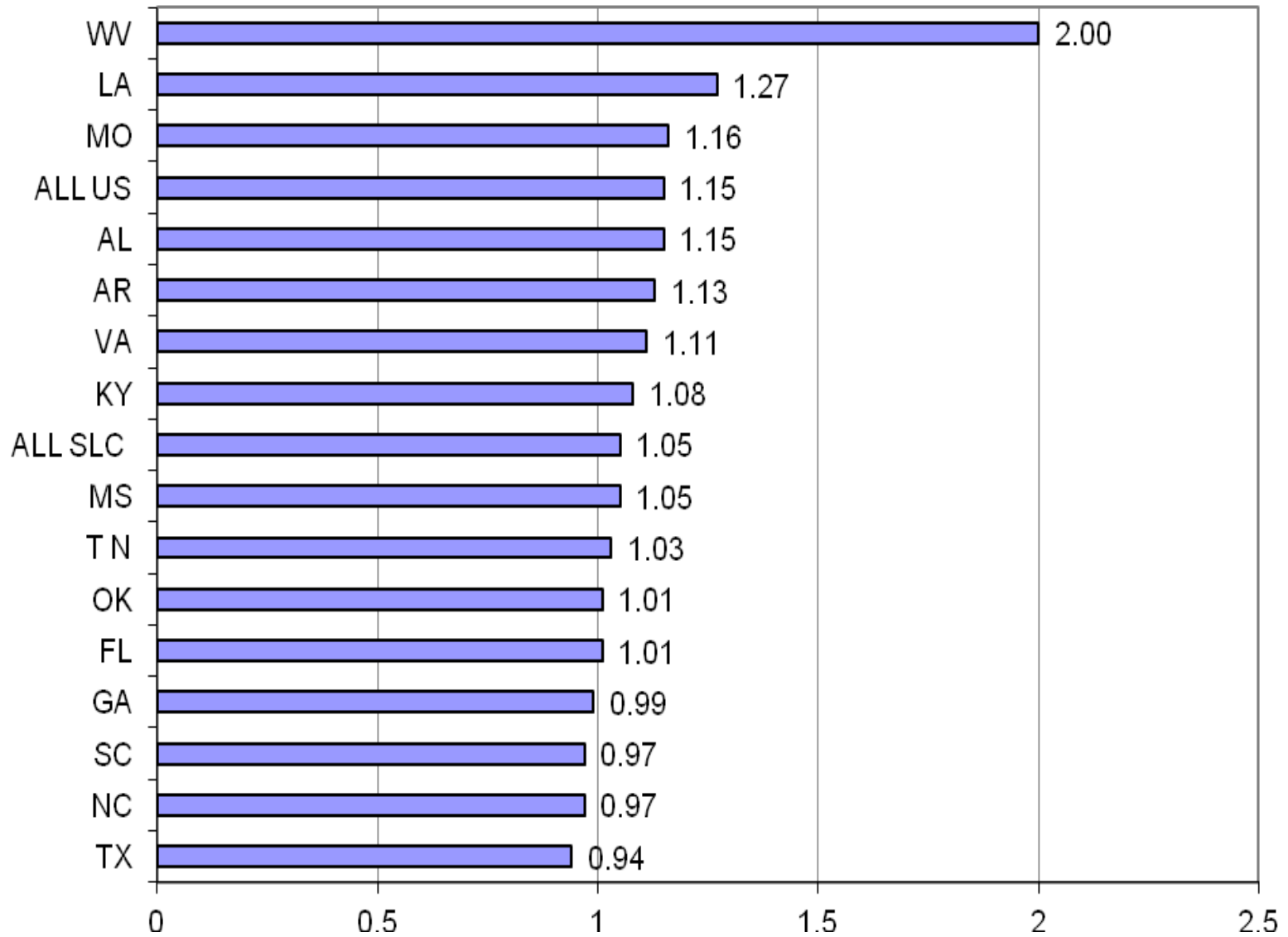




# Ratio of Apportionment From - Payment Into FHTF FY2012



### Ratio of Apportionment From - Payment Into FHTF 1956- 2012



## 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>• 2014 is the final year where a \$1 billion GARVEE bond program will be used to assist local city and county governments</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>
<b>Arkansas</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• None</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>
<b>Georgia</b>	<ul style="list-style-type: none"> <li>• General Assembly created a joint House/Senate committee to study critical transportation funding, with report due 12/31/14</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>

State	Implemented	Proposed
<b>Kentucky</b>	<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed legislation (HB 407) that would have allowed for P3s passed both chambers but was ultimately vetoed over restrictions on P3s for projects connecting Kentucky and Ohio and prohibition on tolling to renovate the Brent Spence Bridge, which connects Kentucky and Ohio on I 75</li> <li>• Tax overhaul proposal (HB 220) would have increased the statutory floor for the average wholesale price of gasoline, which is one of two components of Kentucky’s motor fuels tax. The change would have increased fuel tax revenues by \$3 million in FY 15 and \$6 million in FY 16.</li> <li>• HB 220 also contained a provision that would have decreased the credit allowable to dealers on the number of gallons of gasoline sold from 2.25% to 1%. The change would have increased fuel tax revenues by \$8.5 million in FY 15 and \$11.1 million in FY 16.</li> </ul>
<b>Louisiana</b>	<ul style="list-style-type: none"> <li>• None (pending ratification of constitutional amendment)</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed a constitutional amendment, was placed on the fall ballot to establish a state infrastructure bank (also passed enabling legislation that will take effect if amendment is adopted)</li> <li>• Proposed legislation would have provided for excess mineral revenues to be deposited into the Transportation Trust Fund</li> </ul>

<b>State</b>	<b>Implemented</b>	<b>Proposed</b>
<b>Mississippi</b>	<ul style="list-style-type: none"> <li>Established a study committee to find new ways to generate additional revenue for transportation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Proposal to establish a lottery in Mississippi with proceeds going to the newly created Mississippi Roads Improvement Fund.</li> <li>Proposal to direct a percentage of sales tax revenue to a newly created Mississippi Highway, Road, and Bridge Improvement Fund</li> <li>Proposal to lower the fixed fuel tax from 18 cpg to 15 cpg and impose 6% tax on the average wholesale price of fuel</li> <li>Proposal to create new taxes on establishments and divert a portion of that revenue to the State Highway Fund</li> </ul>
<b>Missouri</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Proposed a ballot measure to raise the state sales tax <math>\frac{3}{4}</math> of a cent for 10 years for transportation purposes (on ballot 8/5/14)</li> </ul>
<b>North Carolina</b>	<ul style="list-style-type: none"> <li>None</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>None</li> </ul>
<b>South Carolina</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Proposal to allocate 100% of vehicle sales tax to SCDOT (currently SCDOT receives 50%)</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>Swapped funding sources for non-highway purposes to free up \$265 million in the FY 2014-2015 biennium for highway programs in the State Highway Fund</li> </ul>	<ul style="list-style-type: none"> <li>Proposed a constitutional amendment (on the ballot in November) to transfer half of new oil and gas severance tax revenues from the state's Economic Stabilization Fund to the State Highway Fund for non-toll highway improvements (estimated at \$1.4 billion for 2014)</li> </ul>
<b>Virginia</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>West Virginia</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

Source: E-mail survey of state DOTs, May 2014.

## Survey Question: Uncertainty of FHTF Revenue Stream

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:

- **The current federal highway spending program, MAP-21, is set to expire in September of this year. As you are well aware, the Federal Highway Trust Fund is facing a significant structural deficit that has required several general fund appropriations over the past few years. Does your state have any contingency plans to deal with a possible delay in the reauthorization of federal transportation legislation or a reduction in overall funding?**

State	Response
<b>Alabama</b>	<ul style="list-style-type: none"> <li>• The state is seeking reimbursement for activities eligible for federal reimbursement that are commonly covered with state funds. The effect of this strategy is to increase state fund reserves, although future federal funds will be reduced. A larger state fund balance will allow ALDOT to cover the portion of any federal reimbursements that are delayed.</li> <li>• It is estimated that the state’s cash balance will be able to accommodate several months with no federal reimbursement.</li> <li>• ALDOT does not anticipate any delays in letting of projects or payments to contractors; however, if the state cash balance is not sufficient to outlast the time to fix the problem, delaying work or stopping existing work could occur.</li> </ul>
<b>Arkansas</b>	<ul style="list-style-type: none"> <li>• Arkansas has already delayed some projects from being advertised for letting.</li> <li>• One city and one county have put up funds to cover the cost of two projects.</li> <li>• Arkansas passed a ½ cent sales tax in 2012 to fund projects that will continue to be ongoing.</li> </ul>
<b>Florida</b>	<ul style="list-style-type: none"> <li>• Florida has sufficient cash balances to continue uninterrupted for 3 months. If federal funding is affected for more than 3 months, FDOT would begin to experience adverse impacts.</li> <li>• Planned projects would be deferred; longer-term scenarios would require reprioritization of projects so that remaining state funds could be used on the most critical projects; projects initiated without federal authorization would make project expenditures ineligible for future reimbursement.</li> </ul>

<b>Georgia</b>	<ul style="list-style-type: none"> <li>• GARVEE debt service for state FY 2015 has been authorized using federal FY 2014 funds.</li> <li>• If reimbursements are delayed or reduced, the Department is prepared to prioritize debt service reimbursements to ensure they are available when due.</li> <li>• To continue lettings during state FY 2015, the Department has repurposed \$130 million in unsold bonds and used \$81.5 million in state motor fuel tax revenue to advance construction projects for the July through September lettings.</li> </ul>
<b>Kentucky</b>	<ul style="list-style-type: none"> <li>• Kentucky has delayed approximately \$185 million in federal projects that were part of the May letting, including widening work on Interstate 65 between Bowling Green and Elizabethtown, as well as pavement repair work on the interstate and parkway systems.</li> <li>• Kentucky does not anticipate slowing or stopping any active construction jobs.</li> <li>• Kentucky has a healthy balance of state road fund dollars to help us weather the storm and not be so immediately dependent on fast reimbursement from the federal government.</li> </ul>
<b>Louisiana</b>	<ul style="list-style-type: none"> <li>• LA DOTD intends to continue with its normal programs through the end of the federal FY to make use of all federal obligation authority.</li> <li>• LA DOTD has sufficient resources to handle contractor invoices even though federal reimbursements may be delayed</li> <li>• Without a continuing resolution or reauthorization bill, no new federal projects will be authorized after October 1.</li> </ul>
<b>Mississippi</b>	<ul style="list-style-type: none"> <li>• MDOT has been reducing liabilities by lowering the total amount of our advanced construction projects.</li> <li>• MDOT holds monthly meetings to discuss projects lettings. Although the state has not delayed any scheduled project lettings, if the Highway Trust Fund is not fully reinstated soon, 80-90% of July lettings will be delayed, as well as other lettings in the future.</li> </ul>
<b>Missouri</b>	<ul style="list-style-type: none"> <li>• When updating the rolling 5-year Statewide Transportation Improvement Plan (STIP), the decision was made to add only 25 projects instead of the typical 300-500. The STIP draft is expected to be approved in mid-July.</li> </ul>
<b>North Carolina</b>	<ul style="list-style-type: none"> <li>• The DOT responded that a delay in reauthorization would have dramatic consequences on the entire transportation program, but did not outline any contingency plans to deal with any delay.</li> </ul>
<b>Oklahoma</b>	<ul style="list-style-type: none"> <li>• The Department is currently in the process of determining if any contingency plans are necessary. Otherwise, the 8-year construction work plan is expected to remain on schedule.</li> </ul>
<b>South Carolina</b>	<ul style="list-style-type: none"> <li>• Yes; state did not elaborate on specifics of the plan.</li> </ul>

State	Response
<b>Tennessee</b>	<ul style="list-style-type: none"> <li>• The Department has turned its attention to covering federal cost overruns and converting advanced construction projects in an effort to boost its cash balance. A strong cash position will allow it to better weather any delay or proration of federal reimbursements.</li> </ul>
<b>Texas</b>	<ul style="list-style-type: none"> <li>• TxDOT has the statutory authority to borrow money on a short-term basis. It will use this authority, as needed, to maintain consistent contractor payments should the federal government need to slow down or delay federal reimbursements for eligible expenditures for federal-aid projects.</li> <li>• TxDOT will only program transportation projects based on confirmed availability of funds. As a result, the department and its partners have taken a very conservative approach in forecasting federal revenues in the absence of congressional action on federal surface transportation reauthorization.</li> </ul>
<b>Virginia</b>	<ul style="list-style-type: none"> <li>• VDOT has not outlined any steps at this time and has not taken any project specific actions, although review efforts are under way.</li> </ul>
<b>West Virginia</b>	<ul style="list-style-type: none"> <li>• The Department would look to halt active construction contracts until a long-term solution is in place.</li> <li>• The Department would immediately halt new lettings and convert its advanced construction balance to help manage cash flow.</li> </ul>

Source: E-mail survey of state DOTs, May 2014.



# **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 2012 SLC states collected almost \$14.4 billion in motor fuel taxes, 36.3% of the total fuel tax revenue of all the states.**
- **In 2012, SLC states accounted for 70.2 billion gallons of fuel use; 41.4% of the nation's total.**
- **Nine of the 15 SLC states saw an increase in the amount of motor fuel tax receipts from 2011 to 2012.**

**State Fuel Tax Rates – April 2014**  
(Cents per Gallon)

State	Gasoline	Diesel	Notes
Alabama	20.9	21.85	<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 *	36.0	32.4	<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	27.5	31.0	Includes sales and other taxes
Kentucky *	30.1	27.1	<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	18.4	18.4	0.4 cpg environmental protection fee was suspended 7/1/13
Missouri	17.3	17.3	Does not include 0.0005 cpg agriculture inspection fee and 0.5 cpg transportation local fee
North Carolina *	37.75	37.75	Includes 0.25 cpg inspection tax
Oklahoma	17.0	14.0	Includes 1 cpg UST fee
South Carolina	16.75	16.75	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*	17.3	26.1	<ul style="list-style-type: none"> <li>• Includes 0.6 cpg storage tank fee</li> <li>• Effective 1/1/14, tax rate is 3.5% of statewide average wholesale price (AWP) of gasoline and 6% of the AWP of diesel during the previous six months</li> </ul>
West Virginia *	34.7	34.7	Includes variable wholesale tax, currently 15.2 cpg. Variable portion of the tax cannot fluctuate more than 10% from the previous year.

Source: American Petroleum Institute, June 2014

\* Variable Tax

## State Motor Fuel Taxable Volume and Tax Receipts 2012

State	Motor Fuel Used (Thousand Gallons)	Rank	Net Volume of Motor Fuel Taxed At Prevailing Rate (Thousand Gallons)	Rank	Adjusted Total Fuel Tax Receipts (Thousand \$)	Rank	Percent Change in Receipts from Previous Year
Alabama	3,306,393	8	3,251,666	9	642,791	8	-1.1%
Arkansas	2,026,465	14	2,012,113	14	507,969	11	14.3%
Florida	9,509,057	2	9,492,668	2	2,188,606	2	0.1%
Georgia	5,821,668	3	5,821,667	3	447,651	12	-1.9%
Kentucky	2,915,365	10	2,910,092	10	788,677	6	7.8%
Louisiana	2,900,457	11	2,888,730	11	583,392	9	-4.8%
Mississippi	2,219,249	13	2,202,361	13	402,429	14	0.6%
Missouri	4,046,982	6	4,024,813	6	705,276	7	2.9%
North Carolina	5,225,722	4	5,042,090	4	1,851,487	3	12.1%
Oklahoma	2,741,264	12	2,674,710	12	462,401	13	5.0%
South Carolina	3,301,762	9	3,281,950	8	538,041	10	4.4%
Tennessee	4,018,454	7	3,956,910	7	841,917	5	-0.4%
Texas	16,882,295	1	16,775,022	1	3,173,763	1	2.9%
Virginia	4,936,776	5	4,834,368	5	889,307	4	-1.4%
West Virginia	1,103,802	15	1,095,765	15	345,895	15	-2.7%
<b>SLC Total</b>	<b>70,955,712</b>		<b>70,264,925</b>		<b>14,369,602</b>		<b>2.9%</b>
<b>US Total</b>	<b>171,996,181</b>		<b>169,654,346</b>		<b>39,541,982</b>		<b>1.7%</b>

Source: FHWA, "Highway Statistics, 2012," Tables MF-1, MF-2, and MF-21

# **Public Transportation**

## **Summary**

- **Since the “Highway Statistics” series did not include public transit expenditure data in 2012, this report contains federal appropriations for public transit by state from the Federal Transit Administration.**
- **In 2012, three SLC states (Texas, Florida, and Virginia) received over half (56.7%) of the total federal appropriations for transit in the SLC region.**
- **In 2012, federal appropriations for transit to the SLC states accounted for 15.2% of such funding nationwide.**

**Federal Appropriations for Public Transit 2012  
(Thousands of Dollars)**

State	Total Federal Appropriation	Rank
Alabama	47,149	11
Arkansas	39,240	12
Florida	287,251	3
Georgia	160,686	4
Kentucky	61,516	8
Louisiana	53,991	10
Mississippi	37,326	13
Missouri	87,377	6
North Carolina	93,463	5
Oklahoma	33,293	14
South Carolina	56,919	9
Tennessee	65,292	7
Texas	361,995	1
Virginia	337,807	2
West Virginia	18,849	15
<b>SLC Total</b>	<b>1,742,154</b>	
<b>US TOTAL</b>	<b>11,458,106</b>	

Source: Federal Transit Administration, [http://www.fta.dot.gov/12853\\_88.html](http://www.fta.dot.gov/12853_88.html), accessed June, 2014

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# 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 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 2013 the SLC Region has a slightly lower percentage of state-maintained bridges that are substandard (18.9%) than the nation as a whole (19.4%).
- The percentage of locally maintained bridges that are substandard is higher in the SLC region (25.4%) than the nation (23.6%).
- This year’s report also outlines the number of fracture critical bridges in the SLC states. A fracture critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This does not mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design.
- In 2013, the SLC Region has a lower percentage of bridges that are fracture critical (2.0%) than the nation as a whole (3.1%).

## Substandard Interstate and State Bridges 2013

State	Total Interstate & State Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard	
Alabama	5,749	929	16%	122	2%	1,051	18%
Arkansas	7,314	731	10%	330	5%	1,061	15%
Florida	6,288	671	11%	53	1%	724	12%
Georgia	6,676	732	11%	134	2%	866	13%
Kentucky	8,976	1,829	20%	585	7%	2,414	27%
Louisiana	7,906	1,345	17%	754	10%	2,099	27%
Mississippi	5,727	751	13%	221	4%	972	17%
Missouri	10,364	960	9%	1,121	11%	2,081	20%
North Carolina	17,426	2,929	17%	2,221	13%	5,150	30%
Oklahoma	7,664	552	7%	556	7%	1,108	14%
South Carolina	8,404	778	9%	849	10%	1,627	19%
Tennessee	8,288	848	10%	248	3%	1,096	13%
Texas	34,521	3,462	10%	221	1%	3,683	11%
Virginia	19,343	3,010	16%	1,339	7%	4,349	22%
West Virginia	6,936	1,409	20%	888	13%	2,297	33%
<b>SLC State Totals</b>	<b>161,582</b>	<b>20,936</b>	<b>13.0%</b>	<b>9,642</b>	<b>6.0%</b>	<b>30,578</b>	<b>18.9%</b>
<b>US Totals</b>	<b>300,260</b>	<b>39,423</b>	<b>13.1%</b>	<b>18,683</b>	<b>6.2%</b>	<b>58,106</b>	<b>19.4%</b>

Source: *Better Roads* magazine, November 2013

## Substandard City County and Township Bridges 2013

State	Total City County and Township Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard	
Alabama	10,132	1,055	10%	1,215	12%	2,270	22%
Arkansas	5,306	811	15%	500	9%	1,311	25%
Florida	5,075	912	18%	175	3%	1,087	21%
Georgia	7,990	906	11%	804	10%	1,710	21%
Kentucky	4,969	1,093	22%	562	11%	1,655	33%
Louisiana	4,999	434	9%	1,055	21%	1,489	30%
Mississippi	10,837	452	4%	1,997	18%	2,449	23%
Missouri	13,951	1,729	12%	2,207	16%	3,936	28%
North Carolina	866	129	15%	60	7%	189	22%
Oklahoma	15,212	688	5%	3,548	23%	4,236	28%
South Carolina	864	106	12%	192	22%	298	34%
Tennessee	11,450	1,321	12%	753	7%	2,074	18%
Texas	18,015	4,026	22%	973	5%	4,999	28%
Virginia	1,640	319	19%	213	13%	532	32%
West Virginia	113	41	36%	37	33%	78	69%
<b>SLC State Totals</b>	<b>111,419</b>	<b>14,022</b>	<b>12.6%</b>	<b>14,291</b>	<b>12.8%</b>	<b>28,313</b>	<b>25.4%</b>
<b>US Totals</b>	<b>309,178</b>	<b>31,452</b>	<b>10.2%</b>	<b>41,642</b>	<b>13.5%</b>	<b>73,094</b>	<b>23.6%</b>

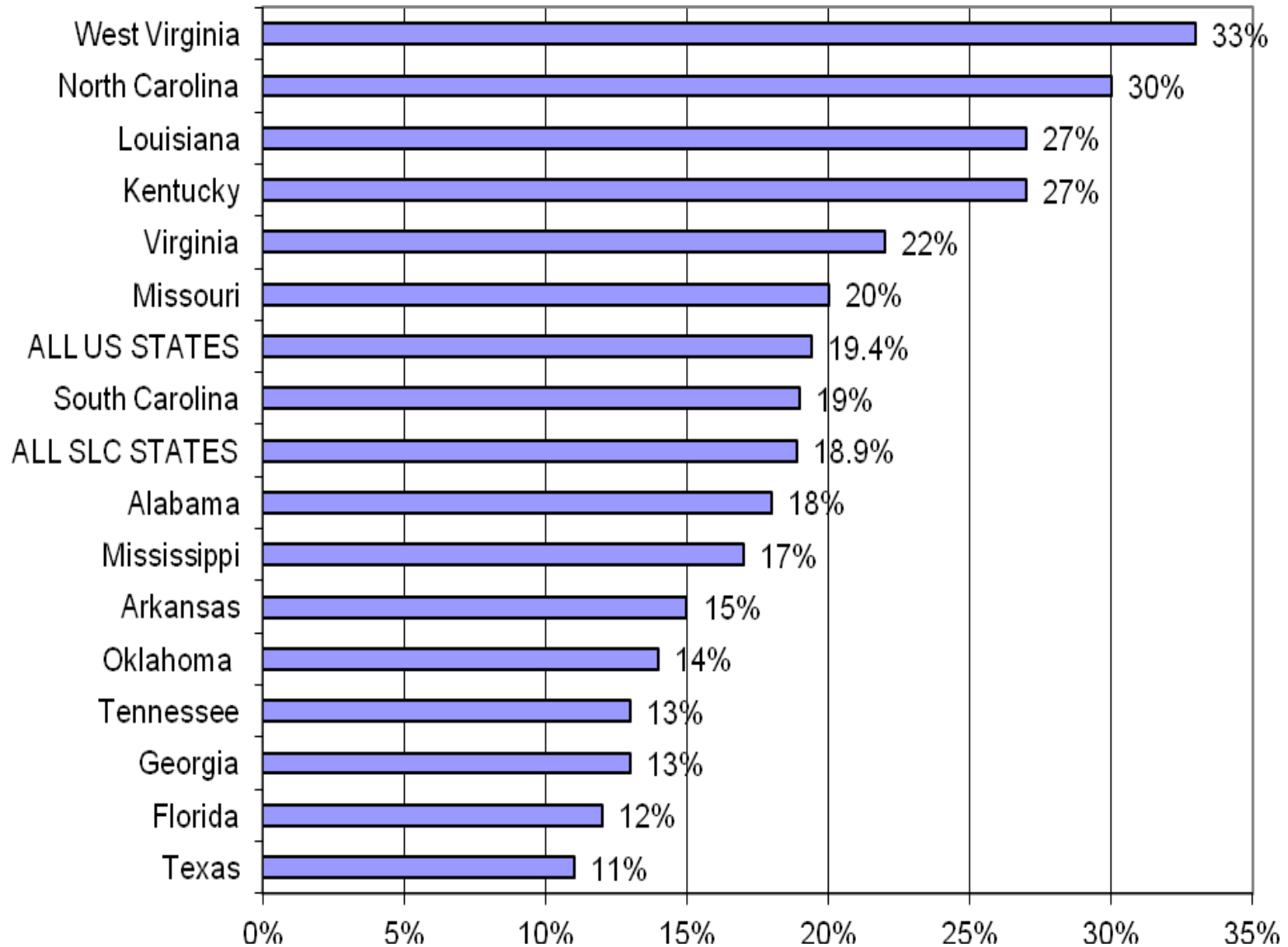
Source: *Better Roads* magazine, November 2013

## Substandard Bridges All Road Types 2013

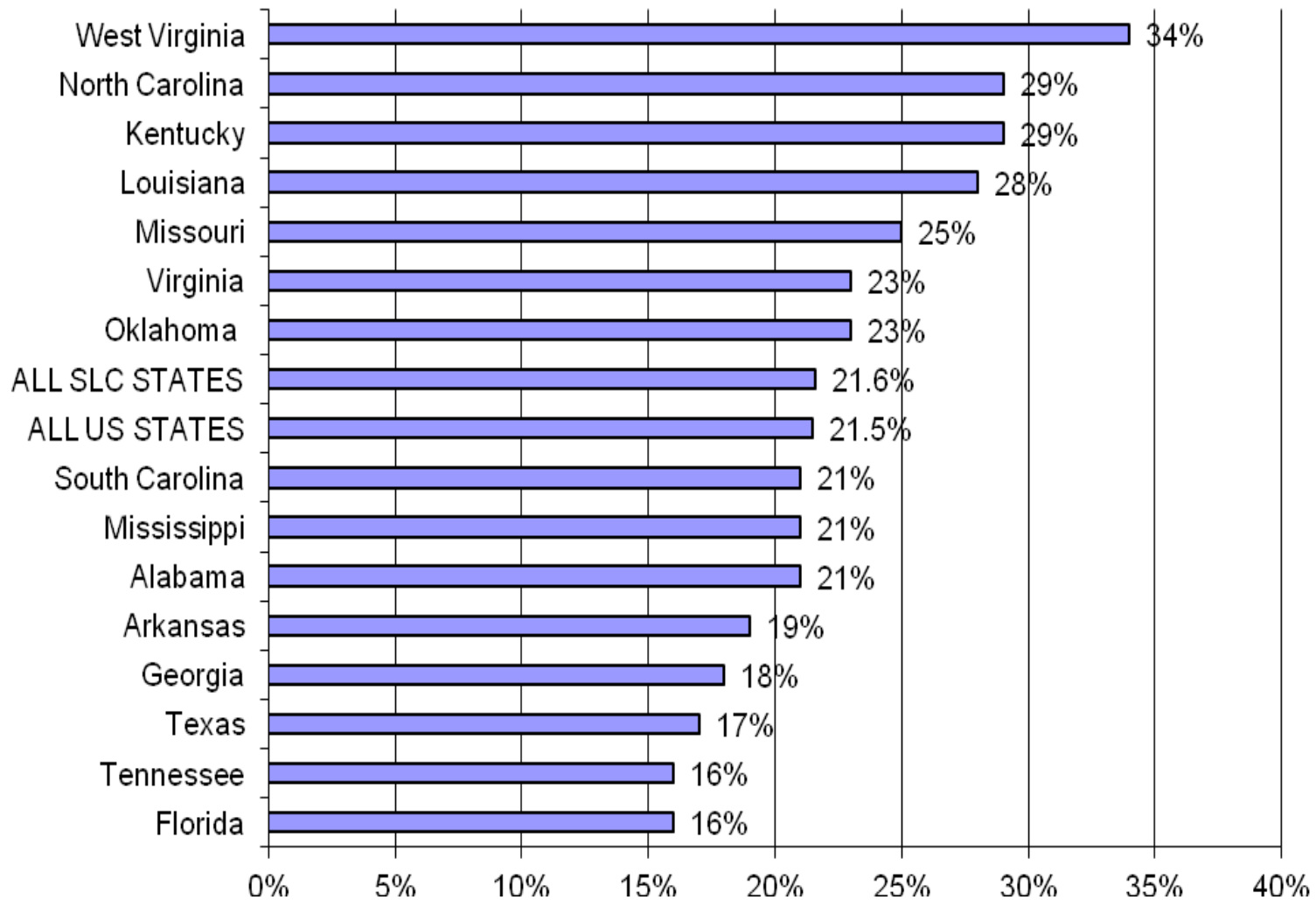
State	Total All Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard		Total Fracture Critical	
Alabama	15,881	1,984	12%	1,337	8%	3,321	21%	201	1.3%
Arkansas	12,620	1,542	12%	830	7%	2,372	19%	634	5.0%
Florida	11,363	1,583	14%	228	2%	1,811	16%	363	3.2%
Georgia	14,666	1,638	11%	938	6%	2,576	18%	77	0.5%
Kentucky	13,945	2,922	21%	1,147	8%	4,069	29%	324	2.3%
Louisiana	12,905	1,779	14%	1,809	14%	3,588	28%	249	1.9%
Mississippi	16,564	1,203	7%	2,218	13%	3,421	21%	214	1.3%
Missouri	24,315	2,689	11%	3,328	14%	6,017	25%	1,005	4.1%
North Carolina	18,292	3,058	17%	2,281	12%	5,339	29%	83	0.5%
Oklahoma	22,876	1,240	5%	4,104	18%	5,344	23%	517	2.3%
South Carolina	9,268	884	10%	1,041	11%	1,925	21%	62	0.7%
Tennessee	19,738	2,169	11%	1,001	5%	3,170	16%	167	0.8%
Texas	52,536	7,488	14%	1,194	2%	8,682	17%	702	1.3%
Virginia	20,983	3,329	16%	1,552	7%	4,881	23%	350	1.7%
West Virginia	7,049	1,450	21%	925	13%	2,375	34%	495	7.0%
<b>SLC Totals</b>	<b>273,001</b>	<b>34,958</b>	<b>12.8%</b>	<b>23,933</b>	<b>8.8%</b>	<b>58,891</b>	<b>21.6%</b>	<b>5,443</b>	<b>2.0%</b>
<b>US Totals</b>	<b>609,438</b>	<b>70,875</b>	<b>11.6%</b>	<b>60,325</b>	<b>9.9%</b>	<b>131,200</b>	<b>21.5%</b>	<b>18,884</b>	<b>3.1%</b>

Source: *Better Roads* magazine, November 2013

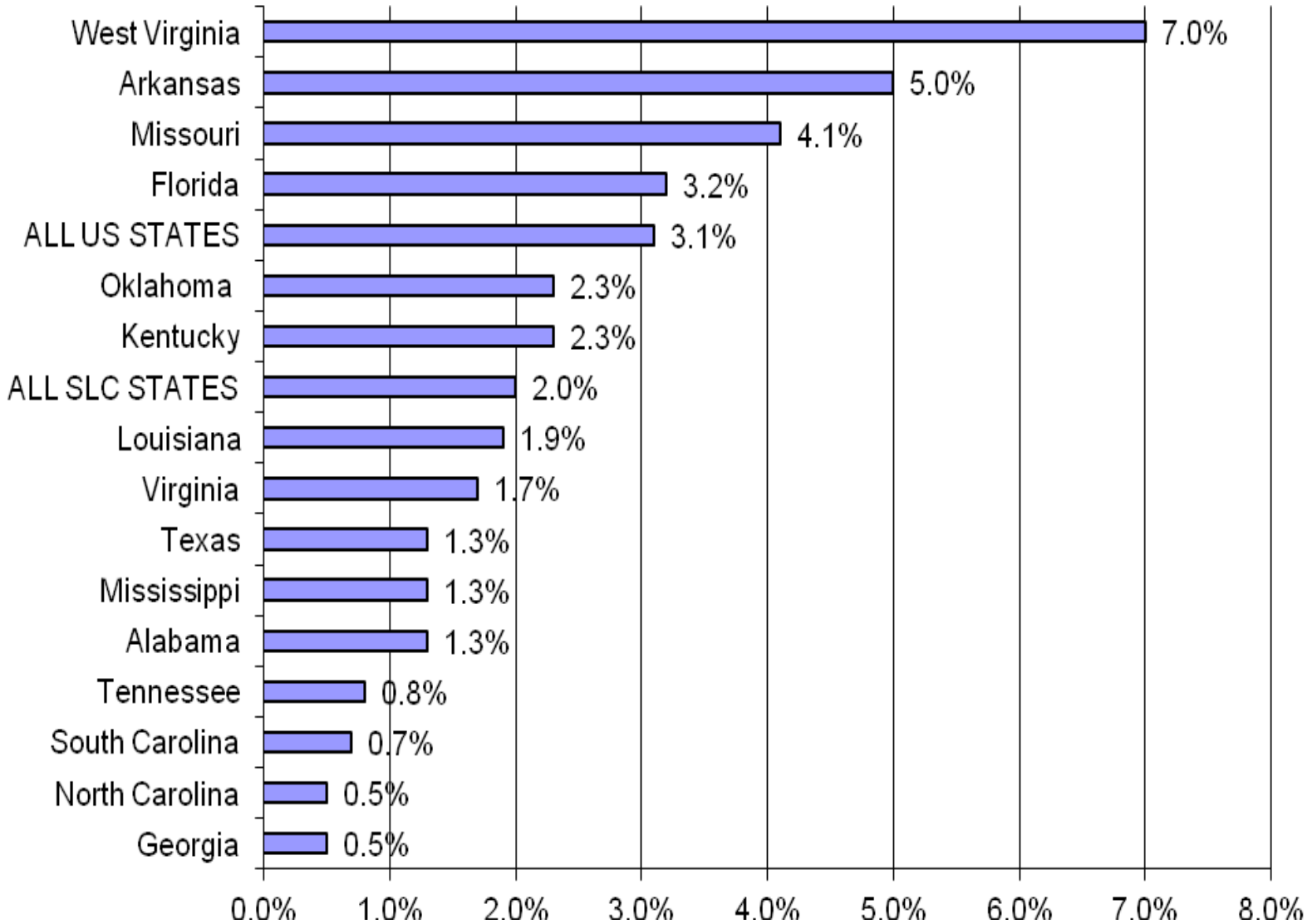
### Percent of Interstate / State Bridges that are Substandard 2013



## Percent of All Bridges that are Substandard 2013



## Percent of All Bridges that are Fracture Critical 2013



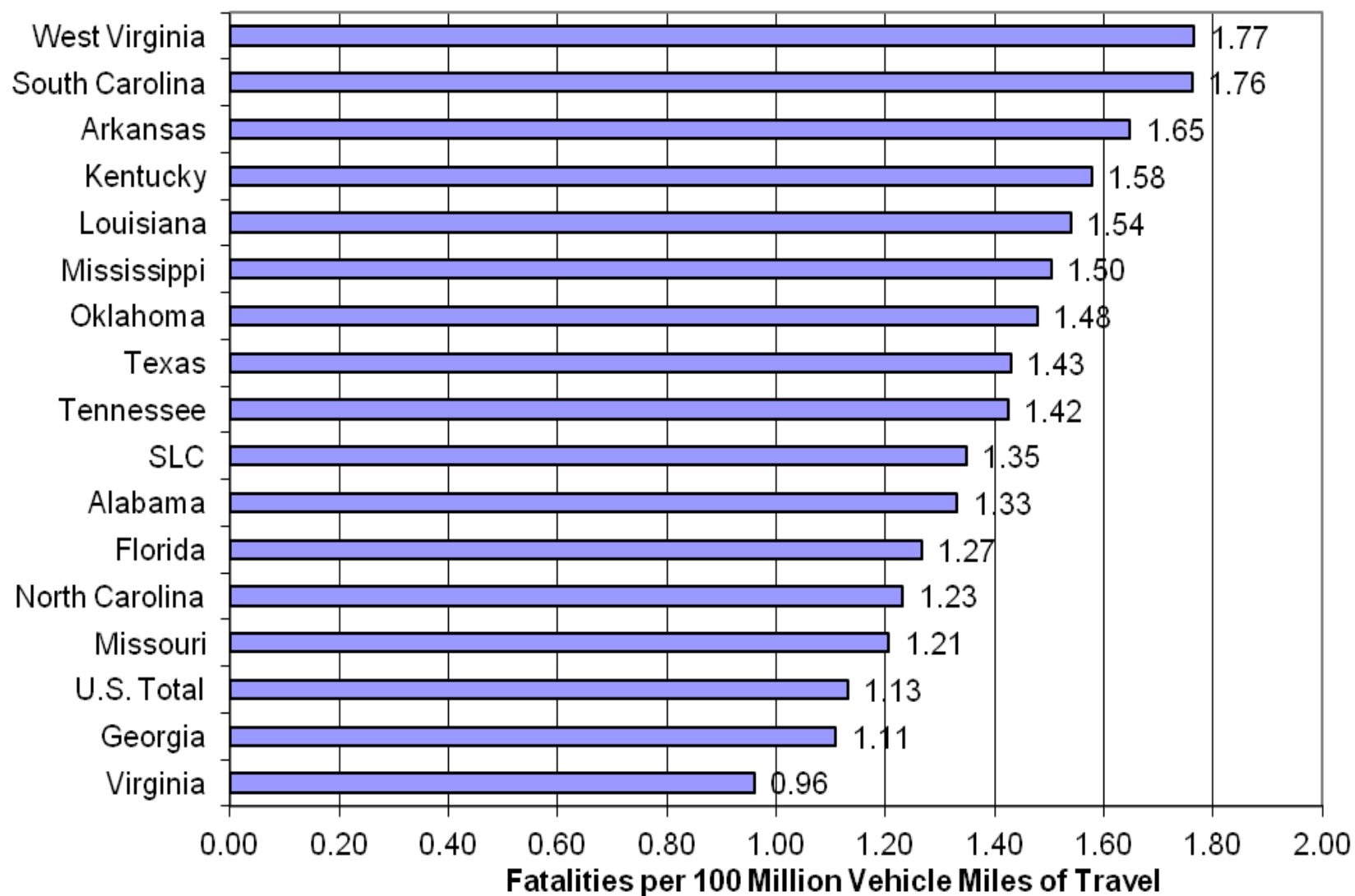


# Fatalities

## Summary

- **The motor vehicle accident fatality rate for the SLC states as a whole (1.35 per 100 million miles driven) is higher than the nationwide rate (1.13 per 100 million miles driven).**
- **Only two SLC states (Virginia, 0.96, and Georgia, 1.11) had a motor vehicle accident fatality rate lower than the national rate.**

## Fatality Rates 2012



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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 2014

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 5 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	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)	18	Appointed	Governor	4	Secretary of DOT; Commissioner of Highways; Director of Rail and Public Transportation; Executive Director of Virginia Port Authority; nine citizen members from each of the nine highway districts; five citizen members 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 2014.

## 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 2014

\* Transportation Commission sets policy for agency.