

# **2015 Comparative Data Report on State Transportation Programs**

**Prepared for  
Fiscal Affairs and Government Operations Committee  
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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, 2013,” and an e-mail survey of SLC states' Departments of Transportation, conducted in May and June, 2015. 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 2013.**

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# **Recent Major Transportation Legislation**

## **Alabama**

- Created a state infrastructure bank

## **Arkansas**

- Allowed the Arkansas State Highway Commission to transfer or exchange highways with county and municipal authorities
- Increased maximum width of manufactured homes that can be transported on a highway from 14'6" to 14'9"
- Revised classifications of commercial motor vehicles, expanded the CDL test waiver period for qualified veterans from 90 days to 12 months
- Granted the Commission authority to enter into contracts for a concession and for qualification-based design-build finance services
- Authorized the Highway and Transportation Department's Highway Police Division to use license plate readers
- Changed eminent domain procedures to require a 12-person jury in circuit court cases, and to hold the state liable for attorney fees and court costs if the final compensation is 20% or more above the original assessment

## **Florida**

- In response to a constitutional amendment adopted in 2014, which requires that 33% of net revenues from the Documentary Stamp tax be used for the Land Acquisition Trust Fund, legislation was passed which restructures tax distributions to reduce the amount going to the Transportation Trust Fund
- Redirected approximately \$100 million of initial registration fees from the General Fund to the Transportation Trust Fund to partially restore funding lost as a result of the Constitutional Amendment; \$25 million of this money is directed to fund the Florida Shared-Use Non-Motorized Trail Network
- Modified processes for appealing citations to the Commercial Motor Vehicle Review Board
- Allowed school boards to petition local jurisdictions to remedy hazardous walking conditions for children
- Defined “Freight Logistics Zones” and authorized counties to designate geographic areas, adopt strategic plans and make certain projects eligible for priority in state funding

## **Georgia**

- Passed the Transportation Funding Act of 2015 (See details on page 60)
- Allowed expenditure of state funds to purchase right-of-way for local roads without requiring the route to be temporarily designated a state highway
- Established a 30-year look back to prior owners before disposing of a surplus property
- Updated state safety oversight statutes to conform to requirements in MAP-21

- Allowed for relocation of existing permitted outdoor advertising devices when the device is acquired by a municipality for road purposes
- Allowed for certain commercial delivery firms to utilize slow-moving vehicles for neighborhood deliveries on streets where the speed limit is 25 MPH or less

### **Kentucky**

- Temporarily raised the minimum average wholesale price of gasoline used to calculate the variable portion of the motor fuels tax; froze tax for 2 years; ensured that future calculations of the variable portion of the tax be done annually instead of quarterly, and limited the change in the variable portion of the tax to a 10% increase or decrease over the previous year
- Adopted omnibus revisions of KRS Chapter 281, governing motor carriers, eliminating hearings of convenience and necessity for taxi and other passenger services, established clear regulatory language over Transportation Network Companies
- Extended coverage of the state's booster seat law to cover children under age 8 and under 57 inches in height
- Adopted ignition interlock requirements for DUI offenders



## **Louisiana**

- Adopted a proposed constitutional amendment to fund the Louisiana Transportation Infrastructure Bank (on ballot in November)
- Reduced the annual amount of money transferred from the Transportation Trust Fund to the Louisiana State Police from the current \$45 million to \$20 million in FY 2016-17 and \$10 million for FY 2017-18 and each year thereafter
- Adopted a constitutional amendment to create a sub fund in the Transportation Trust Fund for mineral revenues in excess of \$850 million, so long as the Budget Stabilization fund is fully funded at \$500 million
- Allowed design-build in public contracts for new ferries on the Mississippi River

## **Mississippi**

- Authorized bonds in the amount of \$162 million for bridges in critical need of repair
- Appropriated \$1.3 billion for regular agency operations in FY 2016

## **Missouri**

- Increased weight limits on non-interstate highways from 80,000 to 85,500 pounds for hauling livestock and allowed a 10% increase in weight limits for grain haulers during harvest season

## **North Carolina**

- Changed the manner in which gas tax is calculated from a flat rate of 17.5 cpg with a variable portion based upon 7% of the average wholesale price of gasoline, to a flat rate of 34 cpg plus an adjustment up or down based on the annual change in population and the Consumer Price Index

## **Oklahoma**

- Capped the percentage of motor vehicle tax allocated to the County Improvement Roads and Bridges Fund at 20%
- Authorized the use of variable speed signs
- Instituted gross weight limits of 90,000 pounds on non-interstate highways
- Removed the total gross weight limit for vehicles, replacing them with limits calculated in accordance with Federal Bridge limits imposed under 23 USC 127, increased the axle weight tolerance from 5% to 8%, required vehicles to register for the maximum allowable rate and purchase annual overload permits for \$500

## **South Carolina**

- Dedicated an additional \$336 million in FY 2015-16 for transportation, including \$216 million to counties for use on federal and non-federal aid eligible roads, \$70 million for interchange on I-26, and \$50 million to the State Infrastructure Bank

## **Tennessee**

- Capped aviation fuel taxes to the purchase or storage of \$10.5 million of fuel per year (cap to be phased in over 4-year period)
- Allowed TDOT to issue special permits in certain circumstances for vehicles to exceed axle weight limits and increased costs of overweight permits
- Passed the “County Road Relief Act of 2015” reducing the local share of county road projects from 20% to 2% for 2 years
- Increased fines for failure to wear a seat belt to \$25 for the first offense and \$50 for subsequent offenses

## Texas

- Passed SJR 5, a proposed constitutional amendment to allocate a portion of general sales taxes and motor vehicle sales taxes above certain thresholds to the state highway fund (see page 61)
- Adopted HB 20, relating to the operations of TXDOT to:
  - Require TXDOT to develop performance-based planning, project selection, and programming processes
  - Prevent funds deposited in the State Highway Fund from being used by other agencies for non-transportation projects
  - Create House and Senate Select Committees on Transportation Planning to review TXDOT's planning, project selection, and programming processes
- Suspended the issuance of new money bond obligations from the Texas Mobility Fund on 1/1/15
- Authorized TXDOT to restrict commercial vehicle traffic to a specific lane in a work zone
- Required TXDOT to report to the Legislature by 9/1/16 a plan to eliminate TXDOT toll roads

## Virginia

- Established requirements for a finding of public interest prior to an initiation of procurement under a P3; established a P3 Advisory Committee to screen projects to determine that a project serves the public interest; required VDOT to establish a risk assessment for P3s and procurement processes and guidelines for high-risk projects
- Altered the manner in which discretionary funding is distributed to balance repair needs with prioritized projects
- Removed the Executive Director of the Virginia Port Authority from the Commonwealth Transportation Board (effective 7/1/16)

## **West Virginia**

- Established a State Infrastructure Fund
- Mandated a performance audit of the Department of Highways
- Established a Courtesy Patrol Program to assist stranded motorists
- Passed an open container prohibition in a motor vehicle

Source: E-mail survey of state DOTs, May 2015.

# **Quick Facts and Budget Information**

## Summary

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

**This year's survey of the state DOTs asked the states to identify major budget expenditures of the department. These responses are presented as reported; where spending categories have been combined, the tables note it.**

# ALABAMA

Population (2014)	4,849,377
Land Area (Square Miles)	50,750
Vehicle Miles Traveled (Billions)	65.0
Licensed Drivers	3,859,403
Motor Vehicle Registrations	4,787,219
State Highway Miles	10,902
Total Highway Lane Miles	100,367
Gasoline Tax (Cents per Gallon) (July 2015)	20.9
Per Capita State Receipts from the Federal Highway Trust Fund	\$156
Fatalities per 100 Million Miles of Vehicle Travel	1.31

# Alabama Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support	70	4.0%
Aviation	22	1.2%
Debt Service (GARVEE Only)	70	4.0%
Public Transportation (all federal funds)	21	1.2%
Revenue Sharing (includes the portion of state motor fuel tax which is shared with counties and cities through statutory formula, plus federal funds distributed to cities and counties, plus funding to other state agencies)	425	24.0%
Capital Projects (land and building budget)	11	0.6%
Highway Construction (for resurfacing projects and capacity projects let to construction, including right-of-way and utilities)	934	52.8%
Highway Maintenance (includes routine maintenance performed by state crews)	165	9.3%
Highway Planning and Preliminary Engineering	50	2.8%
<b>TOTAL</b>	<b>1,768</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.



# ARKANSAS

Population (2014)	2,966,369
Land Area (Square Miles)	52,075
Vehicle Miles Traveled (Billions)	33.5
Licensed Drivers	2,097,201
Motor Vehicle Registrations	2,417,959
State Highway Miles	16,411
Total Highway Lane Miles	99,015
Gasoline Tax (Cents per Gallon) (July 2015)	21.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$176
Fatalities per 100 Million Miles of Vehicle Travel	1.44

# Arkansas Budget Information\*

Budget Area	Amount (Million \$)	Percent
General Administration	38	9.9%
Planning	25	6.5%
Design	14	3.6%
Operations (includes maintenance of roadways, roadway signs, communications, snow and ice removal)	238	61.8%
Capital Outlay (includes road machinery and equipment, office furniture; computer equipment, etc.)	32	8.3%
Special Allotments (includes sealing and leveling program; additional snow and ice removal; mowing contracts; building renovation and construction)	38	9.9%
<b>TOTAL</b>	<b>385</b>	<b>100.0%</b>

\*Note: Budget information does NOT include federal funds of approximately \$500 million, which is not budgeted in Arkansas and instead is used on a cash flow basis.

Source: E-mail survey of state DOTs, May 2015.

# FLORIDA

Population (2014)	19,893,297
Land Area (Square Miles)	53,997
Vehicle Miles Traveled (Billions)	192.7
Licensed Drivers	13,670,441
Motor Vehicle Registrations	15,131,735
State Highway Miles	12,099
Total Highway Lane Miles	119,860
Gasoline Tax (Cents per Gallon) (July 2015)	36.4
Per Capita State Receipts from the Federal Highway Trust Fund	\$95
Fatalities per 100 Million Miles of Vehicle Travel	1.25

# Florida Budget Information

Budget Area	Amount (Million \$)	Percent
Product - Highways (includes construction, cost of right-of-way land, safety, bridge programs, and resurfacing)	5,627	53.3%
Product - Transit	626	5.9%
Product - Rail, Seaports, Aviation, and Intermodal Access	1,016	9.6%
Product Support (includes engineering, inspections, right-of-way support, materials and research, and planning)	1,807	17.1%
Maintenance & Operations	1,168	11.1%
Administration	143	1.4%
Other	173	1.6%
<b>TOTAL</b>	<b>10,560</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# GEORGIA

Population (2014)	10,097,343
Land Area (Square Miles)	57,919
Vehicle Miles Traveled (Billions)	109.4
Licensed Drivers	6,607,016
Motor Vehicle Registrations	7,780,346
State Highway Miles	17,926
Total Highway Lane Miles	124,993
Gasoline Tax (Cents per Gallon) (July 2015)	32.6
Per Capita State Receipts from the Federal Highway Trust Fund	\$126
Fatalities per 100 Million Miles of Vehicle Travel	1.08

# Georgia Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support (includes Data Collection Division which collects crash, accident and road data)	81	2.9%
State Road Tollway Authority (covers the debt for GARVEES, GRBs and also funds the Georgia State Infrastructure Bank and the SRTA administration)	250	8.8%
General Obligation Debt Sinking Fund	137	4.8%
Public Transportation	115	4.0%
Other Intermodal (includes Aviation, Ports and Waterways, and Rail)	101	3.6%
Revenue Sharing (includes Local Road Maintenance Improvement Grants, funded by fuel tax, and Local Road Assistance Administration)	221	7.8%
Highway Construction (includes road construction and enhancement projects, major resurfacing, bridge rehabilitation and construction on state and local roads)	1,429	50.3%
Routine Maintenance (includes bridge inspections and traffic management)	335	11.8%
Planning (development of the State Transportation Improvement Program (STIP) and statewide strategic transportation plan)	17	0.6%
Highway Preliminary Engineering (includes preconstruction and construction administration to include but not limited to functions such as design, ROW, materials testing, environmental services, construction inspection, transportation services procurement, and bidding administration)	155	5.5%
<b>TOTAL</b>	<b>2,841</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# KENTUCKY

Population (2014)	4,413,457
Land Area (Square Miles)	39,732
Vehicle Miles Traveled (Billions)	47.0
Licensed Drivers	3,019,283
Motor Vehicle Registrations	4,031,748
State Highway Miles	27,620
Total Highway Lane Miles	78,646
Gasoline Tax (Cents per Gallon) (July 2015)	26.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$172
Fatalities per 100 Million Miles of Vehicle Travel	1.36

# Kentucky Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support	73	3.8%
Aviation	14	0.7%
Debt Service (GARVEE Bonds)	68	3.6%
Debt Service (other state-issued bonds)	154	8.1%
Public Transportation	32	1.7%
Revenue Sharing (the portion (48.3%) of Kentucky motor fuel tax which is shared with counties and cities through statutory formula)	397	20.8%
Vehicle Regulation (motor vehicle and driver licensing and the regulation of motor carriers)	44	2.3%
Capital Projects (highway garages, salt domes, and other buildings)	15	0.8%
Highway Construction (includes resurfacing projects)	774	40.6%
Highway Maintenance (includes snow/ice removal, tree trimming, potholes, signage, bridge maintenance, traffic signals and signs, roadway lighting, guardrail, and rest areas)	335	17.6%
<b>TOTAL</b>	<b>1,906</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.



# LOUISIANA

Population (2014)	4,649,676
Land Area (Square Miles)	43,566
Vehicle Miles Traveled (Billions)	47.8
Licensed Drivers	3,278,143
Motor Vehicle Registrations	3,957,174
State Highway Miles	16,689
Total Highway Lane Miles	60,762
Gasoline Tax (Cents per Gallon) (July 2015)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$152
Fatalities per 100 Million Miles of Vehicle Travel	1.47

# Louisiana Budget Information

Budget Area	Amount (Million \$)	Percent
Operating Budget (funds general administration of the department along with the operations and maintenance of transportation assets. Includes personnel, benefits, materials, utilities, equipment maintenance, travel, supplies, interagency transfers, some professional services, and equipment replacement)	580	32.8%
Non-Federal Aid Eligible Roads (includes the engineering and construction of projects on the state system but not eligible for federal funding)	19	1.1%
Debt Service (indirect GARVEE Bonds and other state-issued bonds)	176	9.9%
Capital Outlay, Engineering (Highways) (includes all costs related to highway and bridge construction projects)	753	42.5%
Capital Outlay (Non-Highways) (includes funding for Ports, Flood Control, Aviation, Emergency Fund and Miscellaneous Repairs, Ferries, and Facility Program projects)	136	7.7%
Transfer to The Parish Transportation Fund (a portion of this fund is distributed to the parishes on the basis of population and road mileage; the rest is set aside for the rural mass transportation program)	46	2.6%
Transfer to Department of Public Safety (for traffic control)	60	3.4%
<b>TOTAL</b>	<b>1,770</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# MISSISSIPPI

Population (2014)	2,994,079
Land Area (Square Miles)	46,914
Vehicle Miles Traveled (Billions)	38.8
Licensed Drivers	1,968,907
Motor Vehicle Registrations	2,073,535
State Highway Miles	10,899
Total Highway Lane Miles	74,696
Gasoline Tax (Cents per Gallon) (July 2015)	18.8
Per Capita State Receipts from the Federal Highway Trust Fund	\$163
Fatalities per 100 Million Miles of Vehicle Travel	1.58

# Mississippi Budget Information

Budget Area	Amount (Million \$)	Percent
Construction	768	66.6%
Maintenance (includes all routine maintenance activities and a state-funded overlay program)	213	18.5%
Debt Service (indirect GARVEE Bonds and other state-issued bonds)	69	6.0%
Administration (includes equipment and buildings)	52	4.5%
Office of Enforcement (includes officers, equipment and supplies to enforce the Motor Carrier Regulatory Act and issue overweight/oversize permits)	17	1.5%
Aeronautics, Rails, Ports and Public Transit (includes the budget for FTA, FAA, FRA funds and match, and state-funded Multimodal Program)	34	2.9%
<b>TOTAL</b>	<b>1,153</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# MISSOURI

Population (2014)	6,063,589
Land Area (Square Miles)	68,898
Vehicle Miles Traveled (Billions)	69.5
Licensed Drivers	4,280,438
Motor Vehicle Registrations	5,820,656
State Highway Miles	33,887
Total Highway Lane Miles	130,441
Gasoline Tax (Cents per Gallon) (July 2015)	17.3
Per Capita State Receipts from the Federal Highway Trust Fund	\$156
Fatalities per 100 Million Miles of Vehicle Travel	1.09

# Missouri Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support	53	2.4%
Highway Safety	22	1.0%
Debt Service on Bonds	291	13.1%
Fleet, Facilities and Information System (expenditures related to information technology, equipment, procurement and facilities)	80	3.6%
Multimodal (expenditures for other modes of transportation including aviation, transit, railroad and ports)	109	4.9%
Local Government (includes paybacks to local communities that chose to accelerate a project already programmed in the Statewide Transportation Improvement Program (STIP) and federal funds that are required to be passed through to local entities for local projects)	187	8.4%
Motor Carrier Services	7	0.3%
Construction Operations (includes expenditures for the administration of the construction program, including transportation planning, design and construction, right-of-way, and outside design work)	185	8.4%
Highway Construction Contractor Payments	839	37.9%
Highway Maintenance (includes functions such as pavement repair, bridge maintenance, snow and ice removal, striping, signing, and mowing)	441	19.9%
<b>TOTAL</b>	<b>2214</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# NORTH CAROLINA

Population (2014)	9,943,964
Land Area (Square Miles)	48,718
Vehicle Miles Traveled (Billions)	105.2
Licensed Drivers	6,822,902
Motor Vehicle Registrations	7,813,854
Interstate Freeway Lane Miles	79,546
State Highway Miles	102,888
Gasoline Tax (Cents per Gallon) (July 2015)	36.25
Per Capita State Receipts from the Federal Highway Trust Fund	\$114
Fatalities per 100 Million Miles of Vehicle Travel	1.23

# North Carolina Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support	299	7.0%
Transfers (includes dollars transferred out of NCDOT to other state agencies and the General Fund, such as Highway Patrol, Public Instruction, and other agencies)	235	5.5%
Debt Service on GARVEE Bonds	86	2.0%
Debt Service on General Obligation Bonds	60	1.4%
Multimodal (expenditures for other modes of transportation including aviation, transit, railroad and ports)	340	7.9%
Local Government (municipal aid)	146	3.4%
Governor's Highway Safety Program	40	0.9%
Strategic Mobility Formula TIP Construction (includes preliminary engineering, construction, right of way, environmental mitigation & other elements of capital projects)	1,903	44.3%
Bridge Preservation	153	3.6%
Highway Maintenance (includes contract resurfacing, snow/ice removal, and activities and projects to maintain the infrastructure)	923	21.5%
NC Turnpike Authority (includes debt service and construction)	65	1.5%
Other Construction (secondary roads, contingency funds, spot safety, and economic development)	47	1.1%
<b>TOTAL</b>	<b>4,297</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.



# OKLAHOMA

Population (2014)	3,878,051
Land Area (Square Miles)	68,679
Vehicle Miles Traveled (Billions)	48.0
Licensed Drivers	2,418,307
Motor Vehicle Registrations	3,460,012
State Highway Miles	12,265
Total Highway Lane Miles	112,927
Gasoline Tax (Cents per Gallon) (July 2015)	17.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$162
Fatalities per 100 Million Miles of Vehicle Travel	1.41

# Oklahoma Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support	385	22.6%
Federal Aid Construction	654	38.3%
State Aid Construction	112	6.6%
Highway Maintenance	168	9.8%
Local Government (Counties)	314	18.4%
Transit	23	1.3%
Rail	50	2.9%
<b>TOTAL</b>	<b>1,706</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# SOUTH CAROLINA

Population (2014)	4,832,482
Land Area (Square Miles)	30,111
Vehicle Miles Traveled (Billions)	49.0
Licensed Drivers	3,536,404
Motor Vehicle Registrations	3,986,574
State Highway Miles	41,396
Total Highway Lane Miles	64,282
Gasoline Tax (Cents per Gallon) (July 2015)	16.75
Per Capita State Receipts from the Federal Highway Trust Fund	\$131
Fatalities per 100 Million Miles of Vehicle Travel	1.57

# South Carolina Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration	42	2.6%
Engineering Administration	85	5.2%
Intermodal Planning	26	1.6%
Federal Program	990	60.8%
State Maintenance	294	18.1%
Tolls	8	0.5%
Fringe	81	5.0%
Port Access	53	3.2%
Act 98 – State Infrastructure Bank Projects	50	3.1%
<b>TOTAL</b>	<b>1,629</b>	<b>100.0%</b>

Source: SCDOT Website: <http://www.scdot.org/inside/revenues.aspx> , accessed July, 2015. State did not give specific budget numbers in its survey response.

# TENNESSEE

Population (2014)	6,549,352
Land Area (Square Miles)	41,219
Vehicle Miles Traveled (Billions)	71.1
Licensed Drivers	4,605,100
Motor Vehicle Registrations	5,451,933
State Highway Miles	13,899
Total Highway Lane Miles	94,344
Gasoline Tax (Cents per Gallon) (July 2015)	21.4
Per Capita State Receipts from the Federal Highway Trust Fund	\$130
Fatalities per 100 Million Miles of Vehicle Travel	1.40

# Tennessee Budget Information

Budget Area	Amount (Million \$)	Percent
General Administration and Support (includes equipment purchases and operation and elements of construction, maintenance and field engineering)	169	9.5%
Engineering and Planning (chief engineer, bid analysis & estimating, construction, design, maintenance, materials & tests, program development, project management, right of way, structures, long-range planning, multimodal transportation)	26	1.5%
Highway Maintenance (resurfacing, mowing, litter pick-up, snow/ice clean-up/removal and small, unanticipated highway projects)	304	17.1%
Local Government (Counties, industrial access roads, and local interstate connectors)	65	3.7%
Construction	1,007	56.8%
Transit	137	7.7%
Air, Water, and Rail	65	3.7%
<b>TOTAL</b>	<b>1,773</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# TEXAS

Population (2014)	26,956,958
Land Area (Square Miles)	261,914
Vehicle Miles Traveled (Billions)	244.5
Licensed Drivers	15,447,273
Motor Vehicle Registrations	20,171,135
State Highway Miles	80,323
Total Highway Lane Miles	312,023
Gasoline Tax (Cents per Gallon) (July 2015)	20.0
Per Capita State Receipts from the Federal Highway Trust Fund	\$115
Fatalities per 100 Million Miles of Vehicle Travel	1.38

# Texas Budget Information

Budget Area	Amount (Million \$)	Percent
Projects That Began Prior to Biennium	4,129	17.9%
Maintain & Replace the Existing System	8,893	38.6%
Debt Services	2,223	9.6%
New Projects from Borrowed Funds	183	0.8%
New Projects from Cash	2,685	11.6%
Project Development Cost	3,125	13.6%
Other Modes and Services	561	2.4%
Administration and Support	514	2.2%
Transportation Projects using Toll Project Subaccount Funds	739	3.2%
<b>TOTAL</b>	<b>23,052</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.



# VIRGINIA

Population (2014)	8,326,289
Land Area (Square Miles)	39,598
Vehicle Miles Traveled (Billions)	80.8
Licensed Drivers	5,602,765
Motor Vehicle Registrations	7,051,016
State Highway Miles	58,411
Total Highway Lane Miles	71,947
Gasoline Tax (Cents per Gallon) (July 2015)	22.3
Per Capita State Receipts from the Federal Highway Trust Fund	\$119
Fatalities per 100 Million Miles of Vehicle Travel	0.92

# Virginia Budget Information

Budget Area	Amount (Million \$)	Percent
Debt Service (non-toll supported debt service funding provides for the planned payments of principal and interest on issued debt of the Commonwealth Transportation Board; bonds issued support highways, rail and transit projects)	335	6.3%
Transfers to Other Agencies	66	1.2%
Maintenance & Operations	2,014	38.1%
Tolls, Administration & Other Programs (includes funding VDOT owned and operated toll roads; federal mandates and state funding for planning and research and other programs such as environmental monitoring and compliance; general management and direction, information technology services, physical plant, and employee training and development)	416	7.9%
Public Transportation & Rail	14	0.3%
Construction Program	1,959	37.1%
Transfer of state regional tax revenues to the Northern Virginia Transportation Authority to fund local and regional transportation projects	315	6.0%
Transfer of state regional tax revenues to the Hampton Roads Transportation Accountability Commission to fund local and regional transportation projects	169	3.2%
<b>TOTAL</b>	<b>5,288</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# WEST VIRGINIA

Population (2014)	1,850,326
Land Area (Square Miles)	24,087
Vehicle Miles Traveled (Billions)	19.2
Licensed Drivers	1,177,136
Motor Vehicle Registrations	1,453,395
State Highway Miles	34,407
Total Highway Lane Miles	37,915
Gasoline Tax (Cents per Gallon) (July 2015)	34.6
Per Capita State Receipts from the Federal Highway Trust Fund	\$233
Fatalities per 100 Million Miles of Vehicle Travel	1.73

# West Virginia Budget Information

Budget Area	Amount (Million \$)	Percent
Debt Service	37	3.1%
Construction Program	543	46.1%
Maintenance & Operations	548	46.6%
Division of Motor Vehicles	41	3.5%
Office of Administrative Hearings	2	0.2%
Public Transit	2	0.2%
Rail, Ports, and Aeronautics	4	0.3%
<b>TOTAL</b>	<b>1,177</b>	<b>100.0%</b>

Source: E-mail survey of state DOTs, May 2015.

# **Demographics and Road Mileage**

# Summary

## General Demographics

- **The 15 states of the Southern Legislative Conference (SLC)**
  - ◆ **Are home to 37.1% of the nation's population,**
  - ◆ **Account for 36.9% of the nation's licensed drivers,**
  - ◆ **Account for 36.6% of the nation's young licensed drivers (19 and under),**
  - ◆ **Account for 37.2% of the nation's registered motor vehicles, and**
  - ◆ **Account for 40.9% 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 (1.21).**
- **There are more miles driven annually per licensed driver in SLC states (15,581) than in the nation as a whole (14,085).**

## Road Mileage

- **The 15 states of the SLC account for 40% of the nation's highway miles.**
- **More highway miles are state maintained in the SLC states (29.4%) than the nation as a whole (19.7%).**
- **A majority of highway miles are state-maintained in four SLC states (WV, VA, NC, SC).**

## Transportation Network Companies

- **This year's survey asked states about Transportation Network Companies such as Uber and Lyft:**
  - ◆ **TNCs operate in 13 of 15 SLC states.**
  - ◆ **Seven SLC states (AR, GA, KY, OK, SC, TN, VA) have adopted state laws governing the operation of TNCs.**
  - ◆ **Six SLC states (AL, FL, MS, NC, TX, WV) without a statewide TNC law regulate taxis at the local level.**
  - ◆ **Two SLC states (LA, MO) have state regulatory authority over vehicles for hire, which would presumably cover TNCs.**

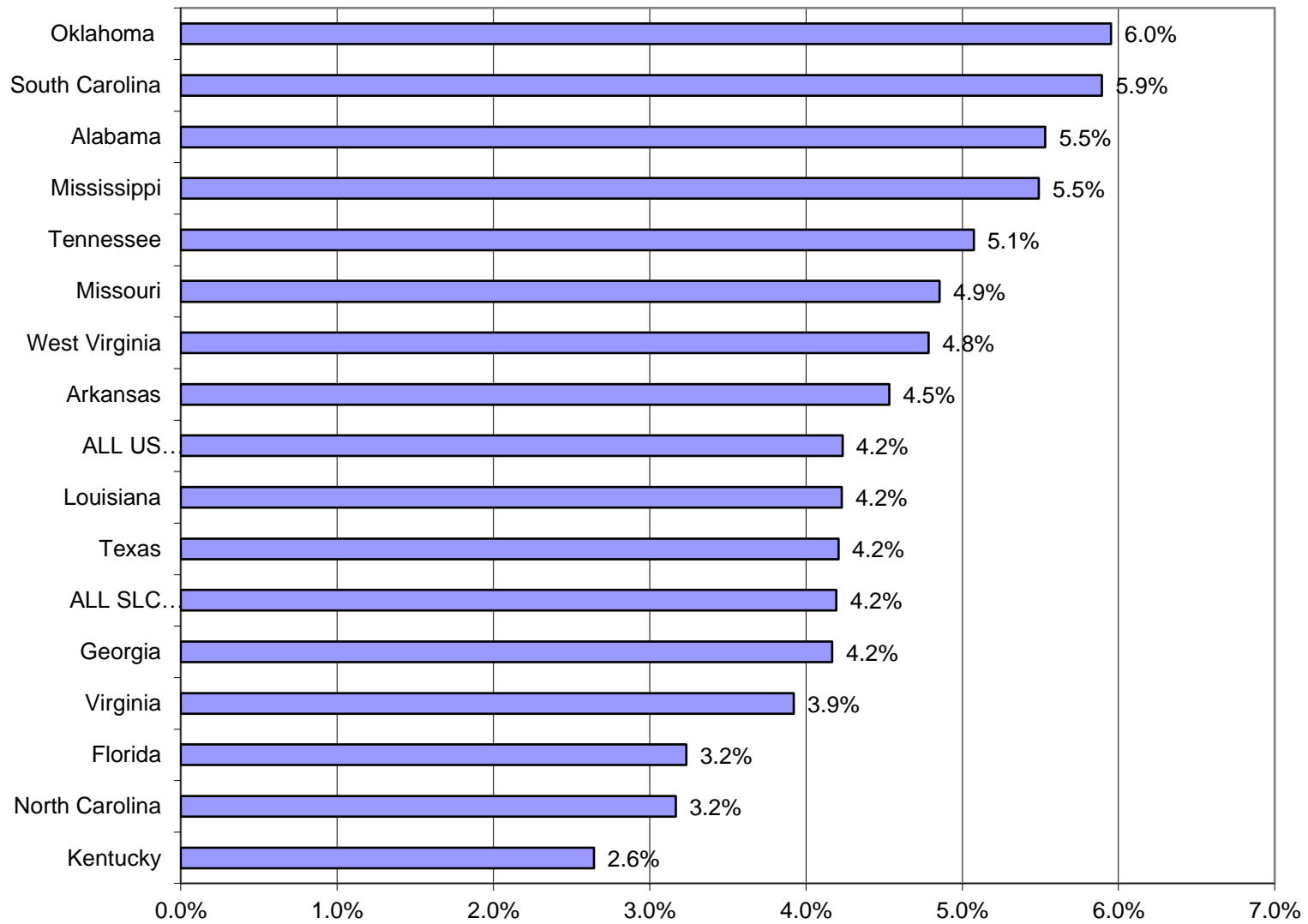
## General Transportation Demographics State Rankings 2013

State	Population (2014)	Rank	Young Licensed Drivers (19 & under)	Rank	Licensed Drivers	Rank	Motor Vehicle Registrations	Rank	Vehicle Miles Traveled (Billions)	Rank
Alabama	4,849,377	8	213,502	7	3,859,403	8	4,787,219	8	65.0	8
Arkansas	2,966,369	14	95,075	13	2,097,201	13	2,417,959	13	33.5	14
Florida	19,893,297	2	442,182	2	13,670,441	2	15,131,735	2	192.7	2
Georgia	10,097,343	3	275,429	3	6,607,016	4	7,780,346	4	109.4	3
Kentucky	4,413,457	11	79,799	14	3,019,283	11	4,031,748	10	47.0	12
Louisiana	4,649,676	10	138,616	11	3,278,143	10	3,957,174	11	47.8	11
Mississippi	2,994,079	13	108,116	12	1,968,907	14	2,073,535	14	38.8	13
Missouri	6,063,589	7	207,788	9	4,280,438	7	5,820,656	6	69.5	7
North Carolina	9,943,964	4	216,046	6	6,822,902	3	7,813,854	3	105.2	4
Oklahoma <sup>1</sup>	3,878,051	12	143,911	10	2,418,307	12	3,460,012	12	48.0	10
South Carolina	4,832,482	9	208,438	8	3,536,404	9	3,986,574	9	49.0	9
Tennessee <sup>1</sup>	6,549,352	6	233,639	4	4,605,100	6	5,451,933	7	71.1	6
Texas	26,956,958	1	650,020	1	15,447,273	1	20,171,135	1	244.5	1
Virginia	8,326,289	5	219,761	5	5,602,765	5	7,051,016	5	80.8	5
West Virginia	1,850,326	15	56,316	15	1,177,136	15	1,453,395	15	19.2	15
<b>SLC Total</b>	<b>118,264,609</b>		<b>3,288,638</b>		<b>78,390,719</b>		<b>95,388,291</b>		<b>1,221.4</b>	
<b>US Total</b>	<b>318,857,056</b>		<b>8,982,187</b>		<b>212,159,728</b>		<b>255,858,955</b>		<b>2,988.3</b>	

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

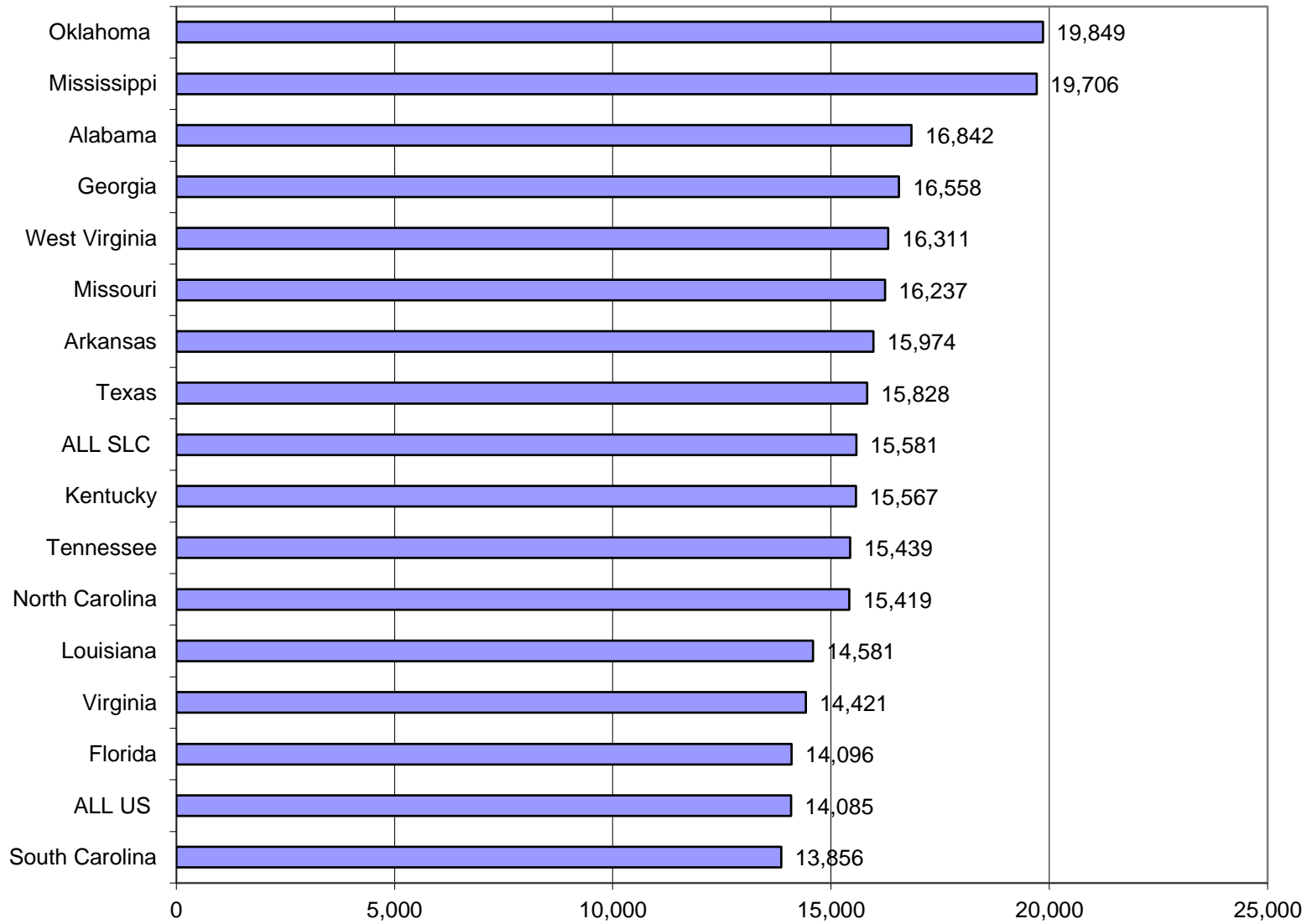
Sources: Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2014 (NST-EST2014-01) US Census Bureau, Population Division, December 2014;  
FHWA, "Highway Statistics, 2013," Tables DL-22, MV-1, VM-2.

### Young Drivers as a Percentage of All Licensed Drivers 2013

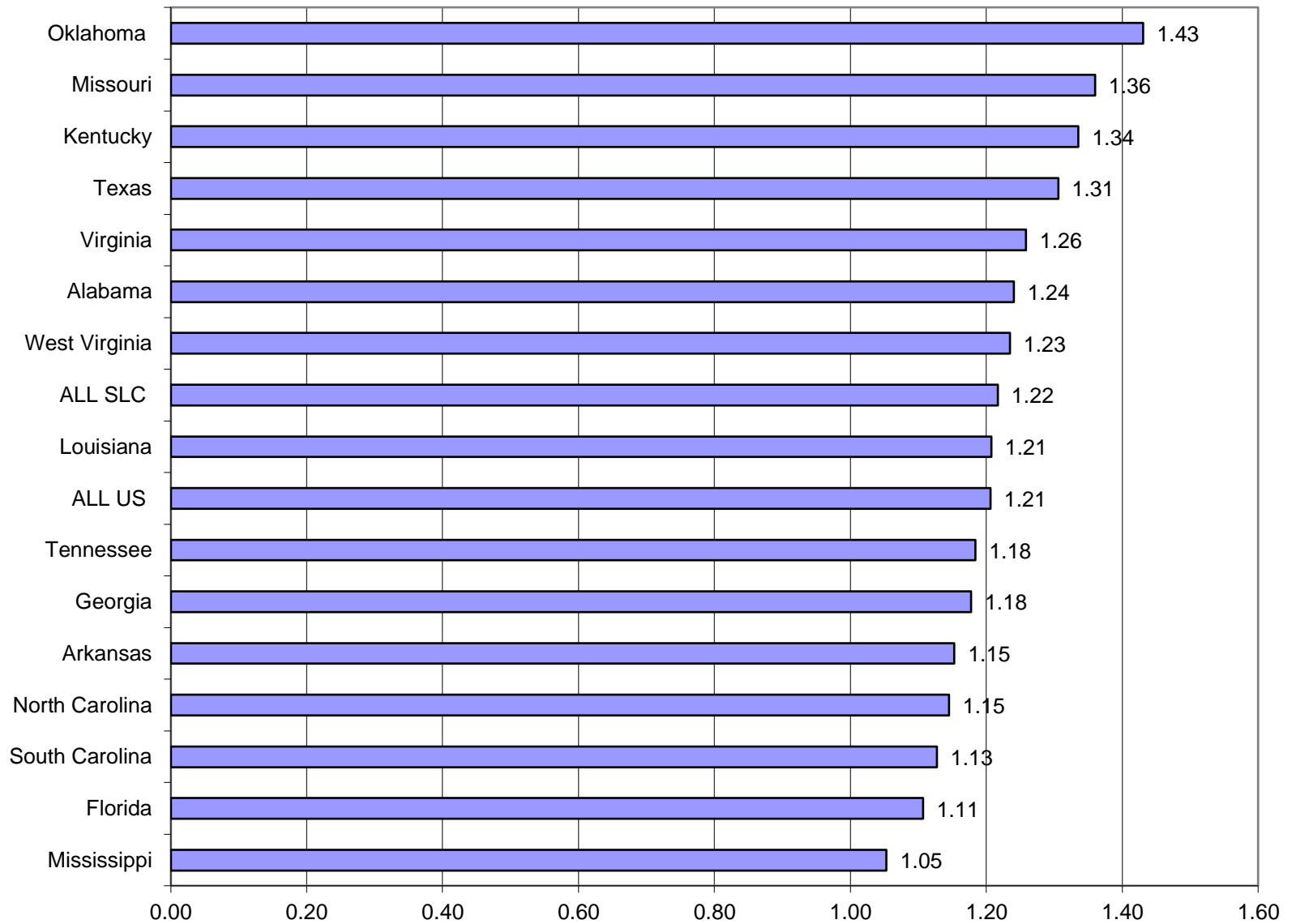




### Miles Driven Per Licensed Driver 2013



## Vehicles Per Licensed Driver 2013



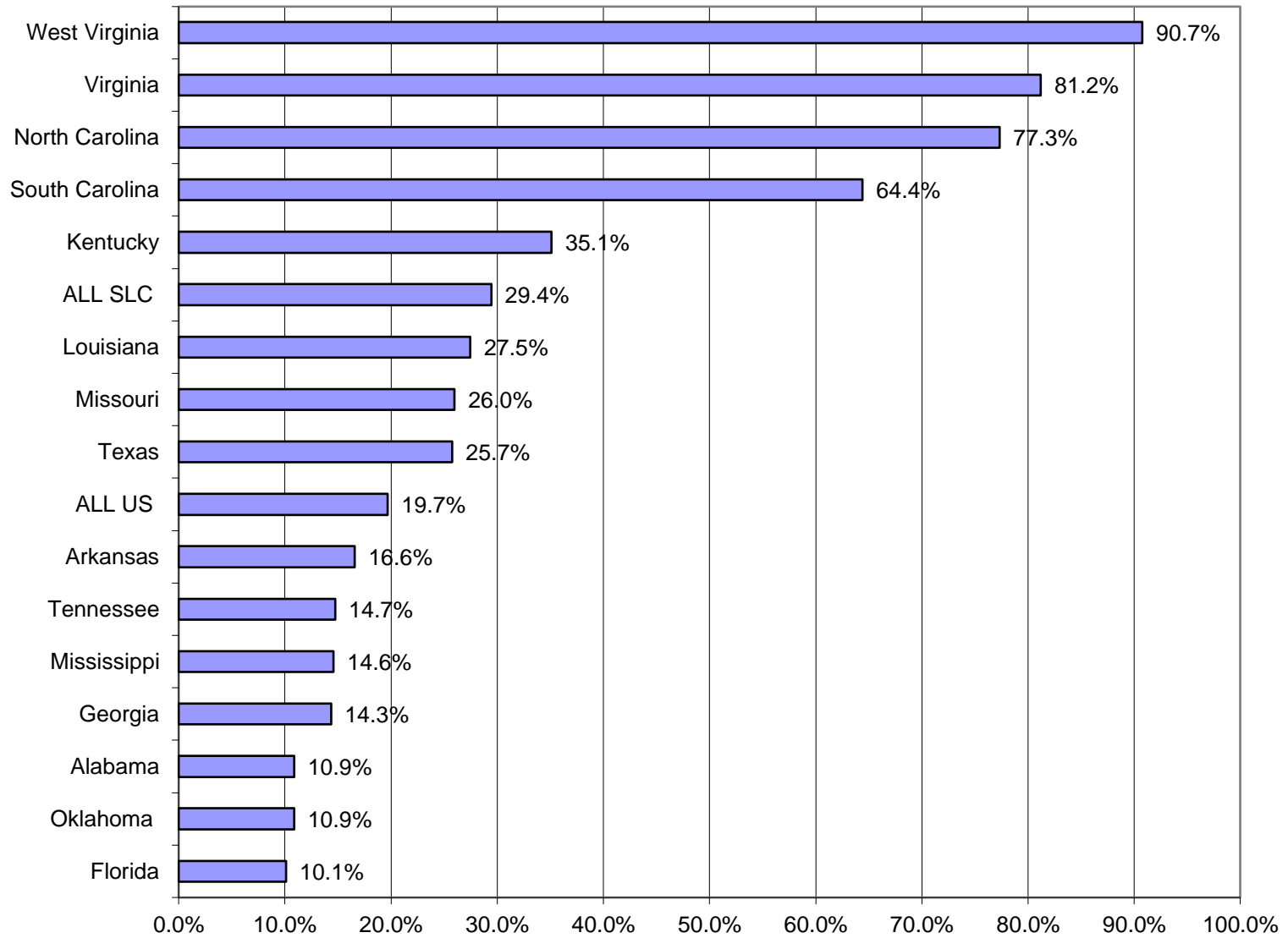
## Road Mileage by Ownership State Rankings 2013

State	Land Area (Sq Miles)	Rank	State Road Miles	Rank	Local Road Miles	Rank	Total Road Miles <sup>1</sup>	Rank	% of Road Miles that are State Owned	Rank
Alabama	50,750	7	10,902	14	89,465	6	100,367	7	10.9%	13 (Tie)
Arkansas	52,075	6	16,411	10	82,604	7	99,015	8	16.6%	9
Florida	53,997	5	12,099	13	107,761	2	119,860	4	10.1%	15
Georgia	57,919	4	17,926	8	107,067	3	124,993	3	14.3%	12
Kentucky	39,732	12	27,620	7	51,026	10	78,646	10	35.1%	5
Louisiana	43,566	10	16,689	9	44,073	11	60,762	14	27.5%	6
Mississippi	46,914	9	10,899	15	63,798	9	74,696	11	14.6%	11
Missouri	68,898	2	33,887	6	96,554	5	130,441	2	26.0%	7
North Carolina	48,718	8	79,546	2	23,341	12	102,888	6	77.3%	3
Oklahoma	68,679	3	12,265	12	100,662	4	112,927	5	10.9%	13 (Tie)
South Carolina	30,111	14	41,396	4	22,886	13	64,282	13	64.4%	4
Tennessee	41,219	11	13,899	11	80,445	8	94,344	9	14.7%	10
Texas	261,914	1	80,323	1	231,700	1	312,023	1	25.7%	8
Virginia	39,598	13	58,411	3	13,536	14	71,947	12	81.2%	2
West Virginia	24,087	15	34,407	5	3,508	15	37,915	15	90.7%	1
<b>SLC Total</b>	<b>928,167</b>		<b>466,680</b>		<b>1,118,426</b>		<b>1,585,106</b>		<b>29.4%</b>	
<b>US Total</b>	<b>3,537,441</b>		<b>780,609</b>		<b>3,182,713</b>		<b>3,963,322</b>		<b>19.7%</b>	

<sup>1</sup> Does not include roadways in federal parks, forests, and reservations that are not part of the state and local highway systems.

Source: FHWA, "Highway Statistics, 2013," Table HM-10.

### State Road Miles as a Percentage of All Road Miles 2013



## Survey Question: Status of Transportation Network Companies

Transportation Network Companies are ride sharing services such as Uber and Lyft which use mobile smart phone applications to connect passengers with private vehicle owners willing to provide passenger transportation. This year’s survey of DOTs included the following question:

- **Transportation Network Companies (TNCs), such as Uber and Lyft, which link users to individuals willing to provide passenger transportation through a mobile application, have grown in rapidly in coverage area over the past year.**
  - a. **Does your state have these TNCs operating in your jurisdiction?**
  - b. **Has your state adopted any statutes or regulations governing the operation of TNCs, TNC vehicles, or TNC drivers?**
  - c. **If the answer to question b) is no, does your state have statutes or regulations governing the operation of taxicabs and limousines, and if so, are these used to regulate TNCs?**

<b>State</b>	<b>Do TNCs Operate?</b>	<b>Specific TNC State Statute?</b>	<b>If Not, Regulation Under Current Taxi Laws?</b>
<b>Alabama</b>	No	No	Taxis are regulated at the local level.
<b>Arkansas</b>	Yes, operating in Little Rock and Fayetteville	Yes, the General Assembly passed regulatory statute in 2015 “Transportation Network Company Services Act” (Act 1050 of 2015)	N/A
<b>Florida</b>	Yes	No, bills were filed in the General Assembly covering both operation and insurance requirements, but none passed.	Regulations exist at the local level
<b>Georgia</b>	Yes, operating in Atlanta and Gainesville	Yes, the Legislature adopted HB 255 in the past session requiring registration with the Department of Public Safety and the purchase of insurance.	N/A

<b>State</b>	<b>Do TNCs Operate?</b>	<b>Specific TNC State Statute?</b>	<b>If Not, Regulation Under Current Taxi Laws?</b>
<b>Kentucky</b>	Yes, operating in Louisville and Lexington	Yes, the General Assembly adopted comprehensive TNC regulation as part of an omnibus revision of the motor carrier statutes in 2015, addressing registration of TNCs, vehicles, and driver's method of operation and insurance requirements. (SB 153)	N/A
<b>Louisiana</b>	Yes	No	Existing statutes drafted apply to vehicles for hire, which would presumably extend to TNCs.
<b>Mississippi</b>	Yes, operating in Jackson, Gulfport/Biloxi, and Oxford	No, a bill to regulate TNCs died in committee during the last session.	Historically, taxi and limo regulation occurs at the municipal level in Mississippi; however, there is some concern that existing municipal regulation is inadequate for TNCs.
<b>Missouri</b>	Yes	No, a bill to regulate TNCs did not pass in the recent session.	Existing statutes give the DOT regulatory authority of limos with a seating capacity of >5, and while taxis are generally regulated at the municipal level, state law does provide for the establishment of regional taxicab authorities.
<b>North Carolina</b>	Yes	No, legislation is under discussion.	No, current state taxi laws do not regulate TNCs.
<b>Oklahoma</b>	Yes	Yes, TNC regulatory language was adopted in the 2015 Session.	N/A

<b>State</b>	<b>Do TNCs Operate?</b>	<b>Specific TNC State Statute?</b>	<b>If Not, Regulation Under Current Taxi Laws?</b>
<b>South Carolina</b>	Yes	Yes	N/A
<b>Tennessee</b>	Yes	Yes, the state adopted TNC regulatory language in the last Session.	N/A
<b>Texas</b>	Yes	No, the state does not have a TNC statute; HB 2440 to regulate TNCs statewide failed in the 2015 Session.	The state does not regulate taxis at the state level; several cities have adopted their own ordinances.
<b>Virginia</b>	Yes	Yes, the state has adopted TNC regulation statutes.	N/A
<b>West Virginia</b>	No	No	The state does have statewide statute regulations of taxis and limousines.

Source: E-mail survey of state DOTs, May 2015.

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**Highway**

**Finance**

## Summary

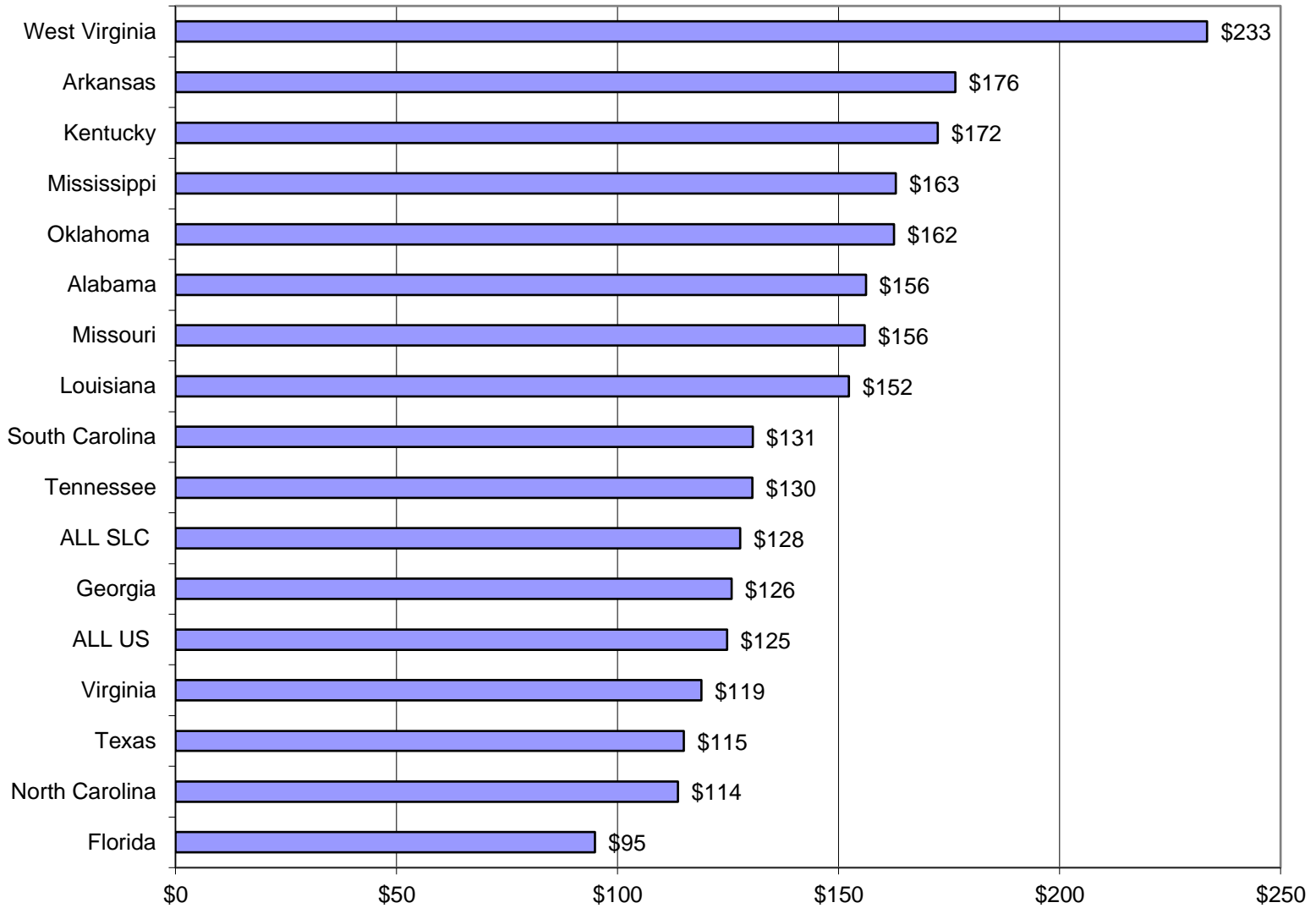
- **Per capita federal highway spending in the SLC states ranges from \$233 in West Virginia to \$95 in Florida.**
- **The FY 2013 Federal Apportionment/Payment ratio was at least 1.00 for all but one of the 15 SLC states (TX). The FY 2012 ratio ranges from 2.01 in West Virginia to 0.95 in Texas.**
- **For FY 2013, the Federal Apportionment/Payment ratio for the entire SLC region was 1.14. The ratio for the entire United States was 1.25.**
- **Since the inception of the Federal Highway Trust Fund, three SLC states (SC, NC, TX) are “donor states,” having received less in appropriation than the state has raised in federal gas taxes.**
- **In response to a survey question, most of the Departments of Transportation responding reported a limited use of measures to increase revenue for transportation:**
  - ◆ **Three states issued bonds: GA (\$100 million for bridges, \$75 million for transit); MS (\$162 million for bridges); and NC (\$265 million GARVEE)**
  - ◆ **Georgia adopted an omnibus transportation funding measure which increased and indexed motor fuel taxes, imposed heavy vehicle impact fees and annual fees on alternative fuel vehicles, and allowed counties to establish transportation local option sales taxes of up to 1% for 5 years.**
  - ◆ **Texas voters approved a constitutional amendment in November 2014 to transfer a portion of oil and gas tax revenues to the State Highway Fund (\$1.74 billion in FY 2015).**
- **When asked if their state had delayed projects due to uncertainty over the stability of the Federal Highway Trust Fund, three states (AR, GA, TN) responded in the affirmative. Additionally, three other states (LA, MS, MO) report reducing advanced construction and taking a conservative approach to project scheduling.**

## Highway Financing State Rankings 2013

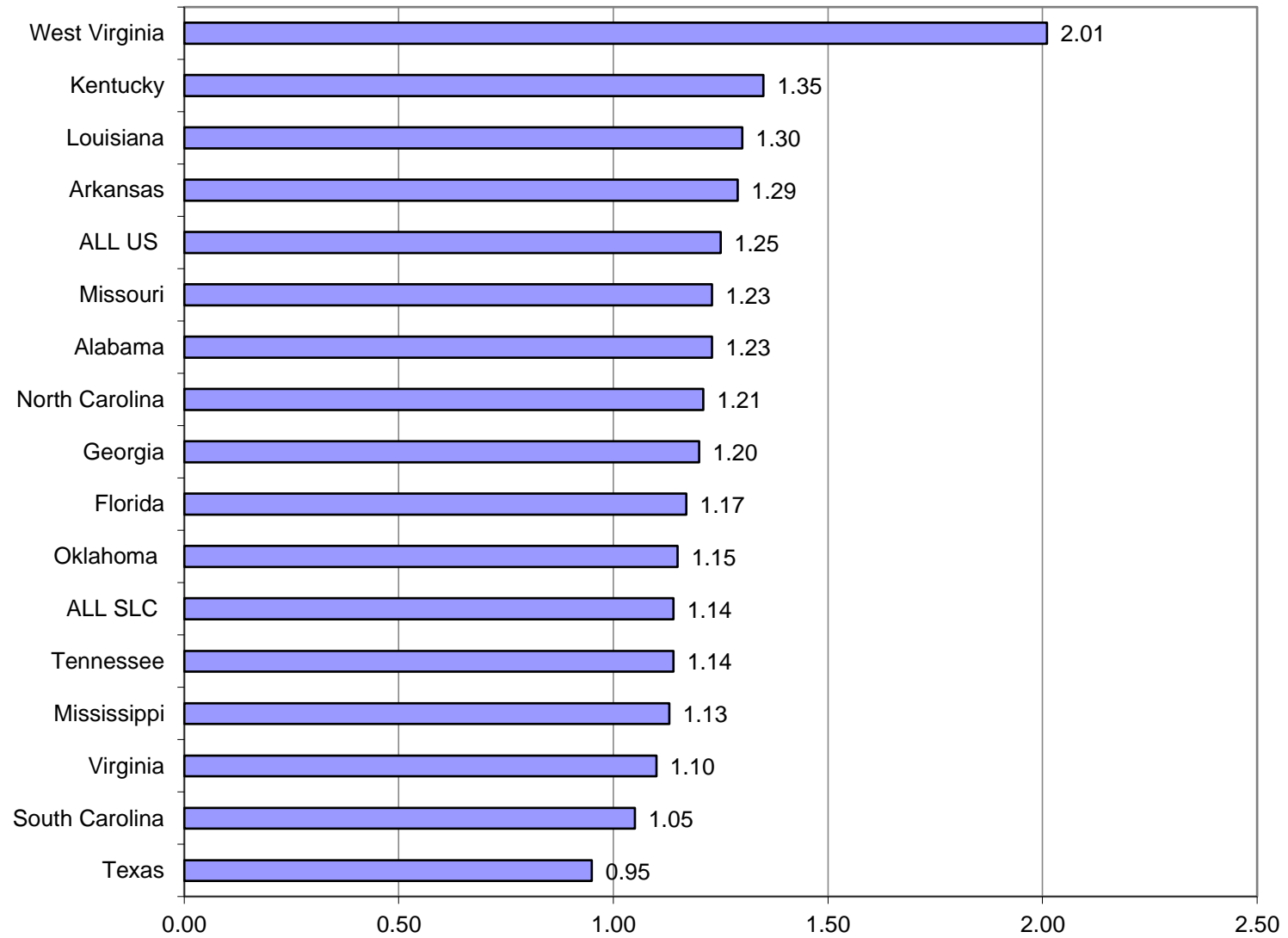
State	Payments into FHTF FY 2013 (Thousand Dollars)	Rank	Apportionment from FHTF FY 2013 (Thousand Dollars)	Rank	Ratio of Apportionment from / Payment into FHTF FY 2013	Rank	Ratio of Apportionment from / Payment into FHTF (1956-2013)	Rank
Alabama	616,377	8	757,143	9	1.23	5 (Tie)	1.16	4
Arkansas	405,872	14	523,310	13	1.29	4	1.14	5
Florida	1,616,857	2	1,886,696	2	1.17	9	1.03	10 (Tie)
Georgia	1,057,834	3	1,269,819	3	1.20	8	1.01	12
Kentucky	565,482	10	761,035	8	1.35	2	1.10	7
Louisiana	544,314	12	708,315	10	1.30	3	1.27	2
Mississippi	430,690	13	487,760	14	1.13	12	1.17	3
Missouri	767,069	6	945,173	6	1.23	5 (Tie)	1.06	8
North Carolina	936,598	4	1,130,009	4	1.21	7	0.98	13 (Tie)
Oklahoma	545,853	11	630,094	12	1.15	10	1.03	10 (Tie)
South Carolina	600,695	9	630,952	11	1.05	14	0.98	13 (Tie)
Tennessee	752,436	7	854,427	7	1.14	11	1.04	9
Texas	3,266,787	1	3,099,376	1	0.95	15	0.95	15
Virginia	904,086	5	990,123	5	1.10	13	1.12	6
West Virginia	215,040	15	431,802	15	2.01	1	2.02	1
<b>SLC Total</b>	<b>13,228,003</b>		<b>15,108,047</b>		<b>1.14</b>		<b>1.06</b>	
<b>US Total</b>	<b>31,815,513</b>		<b>39,778,262</b>		<b>1.25</b>		<b>1.17</b>	

Source: FHWA, "Highway Statistics, 2013," Table FE-221.

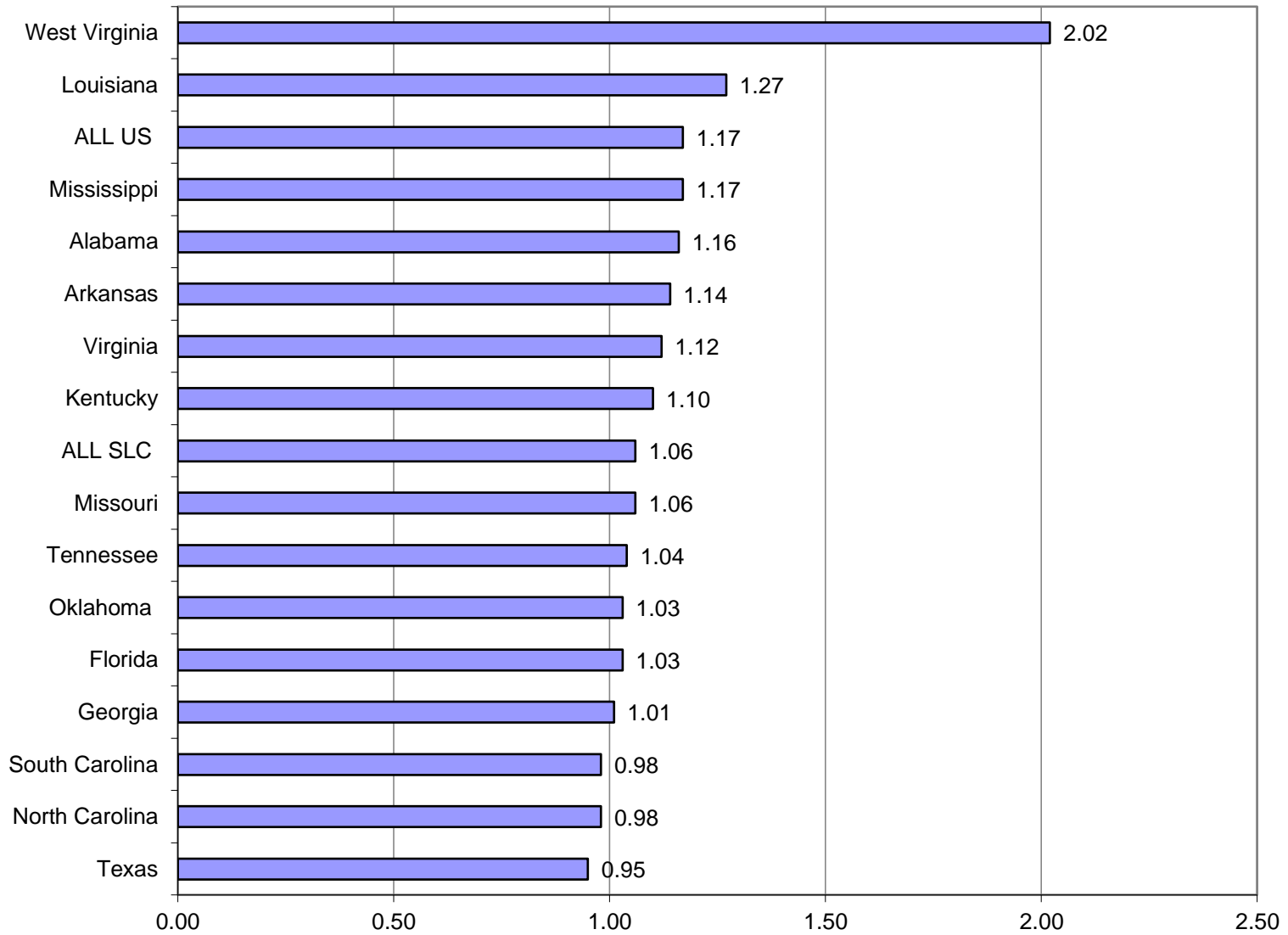
### Per Capita Federal Highway Spending 2013



### Ratio of Apportionment From - Payment Into FHTF FY 2013



### Ratio of Apportionment From - Payment Into FHTF 1956-2013



## 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>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Arkansas</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Earmark monthly allocation of excess gross general revenues from sales tax over \$2.2 billion to highway maintenance and highway industry workforce training programs</li> <li>• Add Natural gas, CNG, and LNG to definition of alternative fuels with taxes split between the state and localities</li> <li>• Require a portion of sales and use tax collected from a seller without a physical presence in Arkansas to the State Highway Transportation Development Fund</li> </ul>
<b>Florida</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>

State	Implemented	Proposed
<b>Georgia</b>	<ul style="list-style-type: none"> <li>• Transportation Funding Act of 2015 estimated to increase transportation investment by \$990 million annually: <ul style="list-style-type: none"> <li>◆ Set excise taxes at 26 cents per gallon for gas and 29 cents per gallon for diesel, indexed for increased vehicle fuel efficiency</li> <li>◆ Heavy Vehicle Annual Impact Fee of \$50 for vehicles between 15,000 and 26,000 pounds, \$100 for vehicles over 26,000 pounds.</li> <li>◆ \$5 nightly hotel/motel tax</li> <li>◆ Eliminates tax credits on low/zero emission vehicles, established an annual fee on alternative fuel vehicles (\$300 commercial, \$200 non-commercial)</li> <li>◆ Allows counties to establish a Transportation Local Option Sales Tax of up to 1% for up to 5 years</li> <li>◆ Keep local sales and use tax on motor fuel</li> </ul> </li> <li>• Budget also approved bonds of \$100 million for bridge repair and \$75 million for transit</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Kentucky</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed P3 legislation for transportation projects</li> </ul>
<b>Louisiana</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Constitutional amendment to fund State Infrastructure bank failed at polls in 11/14; a similar amendment was placed on the ballot for this fall</li> </ul>
<b>Mississippi</b>	<ul style="list-style-type: none"> <li>• Passed funding to divert some taxes on gaming to service a \$162 million bond issue to repair and replace bridges in critical condition</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Missouri</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed a 6 cent per gallon increase in motor fuel tax, to be implemented over 3 years, then adjusted annually for inflation</li> </ul>



<b>State</b>	<b>Implemented</b>	<b>Proposed</b>
<b>North Carolina</b>	<ul style="list-style-type: none"> <li>• Sold \$265 million in GARVEE Bonds in May, 2015</li> <li>• Passed SB 20, Motor Vehicle Fuel Tax Modernization, changing the basis for the variable portion of the tax from the average wholesale price of gasoline to a combination of population change and CPI</li> </ul>	<ul style="list-style-type: none"> <li>• Session is ongoing and bills are pending to eliminate transfers to the general fund, indexing DMV fees to the CPI, and increasing caps on vehicle highway use tax</li> <li>• Governor has proposed \$1.4 billion bond which is pending legislative approval to be placed on the November 2015 ballot</li> </ul>
<b>Oklahoma</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>South Carolina</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Tennessee</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed a trucking ton-mile tax</li> </ul>
<b>Texas</b>	<ul style="list-style-type: none"> <li>• Voters approved a constitutional amendment in 11/14 to transfer a portion of oil and gas tax revenues to the State Highway Fund, \$1.74 billion will be available for transfer in FY 2015 to be distributed as follows: <ul style="list-style-type: none"> <li>◆ 40% to MPOs to address congestion issues</li> <li>◆ 30% to TxDOT districts to address connectivity</li> <li>◆ 15% to TxDOT districts to address maintenance</li> <li>◆ 15% to TxDOT districts for roads in the energy sector</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Proposed constitutional amendment to: <ul style="list-style-type: none"> <li>◆ Transfer up to \$2.5 billion of state sales tax to the State Highway Fund if annual receipts exceed \$28 billion (beginning in FY 2018)</li> <li>◆ Transfer 35% of vehicle sales tax revenue above \$5 billion to the State Highway Fund (beginning in FY 2020)</li> <li>◆ Estimated gain to road fund <ul style="list-style-type: none"> <li>FY 18 - \$2.5 billion</li> <li>FY 19 - \$2.5 billion</li> <li>FY 20 - \$2.9 billion</li> <li>FY 21 - \$3.0 billion</li> </ul> </li> </ul> </li> </ul>
<b>Virginia</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>West Virginia</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>	<ul style="list-style-type: none"> <li>• No</li> </ul>

Source: E-mail survey of state DOTs, May 2015.

## Survey Question: Uncertainty of FHTF Revenue Stream

The latest federal highway funding bill, MAP-21, is again subject to a deadline for reauthorization, this time in July 2015. This year’s survey of the SLC states asked state Departments of Transportation the following question:

- **The current extension to the federal highway spending program, MAP-21, is set to expire this month. 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. Has your state delayed any construction projects because of the uncertainty over continued federal funding?**

State	Response
<b>Alabama</b>	<ul style="list-style-type: none"> <li>• No</li> </ul>
<b>Arkansas</b>	<ul style="list-style-type: none"> <li>• Yes, 70 projects with an estimated value of \$282 million have been withdrawn from 2015 bid openings due to lack of federal funding.</li> </ul>
<b>Florida</b>	<ul style="list-style-type: none"> <li>• No, Florida prepares a 5-year road plan that is funded with 25% state-revenue sources. If federal reimbursements were suspended, FDOT would make necessary modifications, with the highest priority given to the payment and completion of ongoing projects.</li> </ul>
<b>Georgia</b>	<ul style="list-style-type: none"> <li>• Yes</li> </ul>
<b>Kentucky</b>	<ul style="list-style-type: none"> <li>• No, at this point Kentucky has not delayed any federal construction projects, and does not anticipate slowing or stopping any active construction projects. However federal action is needed to avoid delayed reimbursements from FHWA.</li> </ul>
<b>Louisiana</b>	<ul style="list-style-type: none"> <li>• No, Louisiana is currently managing federal-aid transportation projects on a pay-as-you-go basis within existing obligation authority. The state is not relying on multi-year financing of projects and has held the level of advanced construction to a minimum.</li> </ul>
<b>Mississippi</b>	<ul style="list-style-type: none"> <li>• No, although the state has not delayed any scheduled project lettings, MDOT has been reducing liabilities by lowering the amount of advanced construction projects. If the FHTF is not fully reinstated soon, lettings could be delayed in the future.</li> </ul>

<b>State</b>	<b>Response</b>
<b>Missouri</b>	<ul style="list-style-type: none"> <li>No, Missouri has maintained a 5-year Statewide Transportation Improvement Program with little construction programming in years 4 and 5, allowing flexibility in achieving all projects within the 5-year span. Missouri is equally concerned about a lack of state funding making it unable to fully match all available federal funds as early as next year.</li> </ul>
<b>North Carolina</b>	<ul style="list-style-type: none"> <li>No, but the state does have contingency plans for decreased funding or a delay in authorization.</li> </ul>
<b>Oklahoma</b>	<ul style="list-style-type: none"> <li>No</li> </ul>
<b>South Carolina</b>	<ul style="list-style-type: none"> <li>No</li> </ul>
<b>Tennessee</b>	<ul style="list-style-type: none"> <li>Yes, due to uncertainty of federal funding; TDOT shifted 33 projects out of the fiscal year (12 construction/21 right-of-way acquisition)</li> </ul>
<b>Texas</b>	<ul style="list-style-type: none"> <li>No, TxDOT has authority to borrow money on a short-term basis, and will use that authority, if needed, to ensure contractor payments. Additionally, TxDOT will only program projects based on confirmed availability of funds.</li> </ul>
<b>Virginia</b>	<ul style="list-style-type: none"> <li>No</li> </ul>
<b>West Virginia</b>	<ul style="list-style-type: none"> <li>No</li> </ul>

Source: E-mail survey of state DOTs, May 2015.

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# 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 2013, SLC states collected almost \$14.5 billion in motor fuel taxes, 36.6% of the total fuel tax revenue of all the states.**
- **In 2013, SLC states accounted for 70.2 billion gallons of fuel use; 41.4% of the nation's total.**
- **Eight of the 15 SLC states saw an increase in the amount of motor fuel tax receipts from 2012 to 2013.**

## State Fuel Tax Rates – July 2015 (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 *	36.4	33.7	<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*	32.6	36.2	<ul style="list-style-type: none"> <li>• On 7/1/15, Georgia established an excise tax of 26 cpg of gasoline and 29 cpg for diesel</li> <li>• Includes average of local sales taxes</li> </ul>
Kentucky *	26.0	23.0	<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	18.4	Includes 0.4 cpg environmental protection fee reinstated on 8/1/14
Missouri	17.3	17.3	Includes 0.05 cpg agriculture inspection fee and 0.25 cpg transportation local fee
North Carolina *	36.25	36.25	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*	22.3	26.0	<ul style="list-style-type: none"> <li>• Includes 0.6 cpg storage tank fee</li> <li>• Effective 1/1/14, tax rate includes 5.1% of statewide average wholesale price (AWP) of gasoline and 6% of the AWP of diesel during the previous six months</li> </ul>
West Virginia *	34.6	34.6	Includes variable wholesale tax, currently 14.1 cpg. Variable portion of the tax cannot fluctuate more than 10% from the previous year.

Source: American Petroleum Institute, June 2015.

\* Variable Tax

## State Motor Fuel Taxable Volume and Tax Receipts 2013

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	3,307,699	9	3,263,106	9	635,344	8	-1.2%
Arkansas	1,994,719	14	1,981,474	14	478,498	11	-5.8%
Florida	9,661,456	2	9,645,668	2	2,276,225	2	4.0%
Georgia	6,075,794	3	6,070,190	3	458,874	12	2.5%
Kentucky	2,865,083	11	2,859,996	11	836,691	5	6.1%
Louisiana	2,959,057	10	2,945,507	10	585,473	9	0.4%
Mississippi	2,162,172	13	2,145,038	13	395,793	14	-1.6%
Missouri	4,008,150	7	3,985,997	6	666,352	7	-5.5%
North Carolina	5,292,373	4	5,105,552	4	1,882,384	3	1.7%
Oklahoma	2,741,740	12	2,725,960	12	432,937	13	-6.4%
South Carolina	3,433,761	8	3,419,447	8	537,041	10	-0.2%
Tennessee	4,026,398	6	3,962,140	7	836,177	6	-0.7%
Texas	17,415,813	1	17,287,862	1	3,208,774	1	1.1%
Virginia	4,901,986	5	4,793,361	5	899,145	4	1.1%
West Virginia	1,076,428	15	1,069,264	15	373,043	15	7.8%
<b>SLC Total</b>	<b>71,922,645</b>		<b>71,260,562</b>		<b>14,502,751</b>		<b>0.9%</b>
<b>US Total</b>	<b>173,493,352</b>		<b>170,749,182</b>		<b>39,627,434</b>		<b>0.2%</b>

Source: FHWA, "Highway Statistics, 2013," Tables MF-1, MF-2, and MF-21.



# **Public Transportation**

## **Summary**

- **Since the “Highway Statistics” series did not include public transit expenditure data in 2013, this report contains federal appropriations for public transit by state from the Federal Transit Administration.**
- **In 2013, three SLC states (Texas, Florida, and Virginia) received over half (59.4%) of the total federal appropriations for transit in the SLC region.**
- **In 2013, federal appropriations for transit to the SLC states accounted for 20.6% of such funding nationwide.**

**Apportionments/Allocations by State for Formula and Discretionary FTA Programs  
Federal Fiscal Year 2013  
(Thousands of Dollars)**

State	Total Federal Appropriation	Rank
Alabama	52,486	9
Arkansas	29,999	13
Florida	373,376	2
Georgia	177,187	4
Kentucky	51,227	10
Louisiana	58,366	8
Mississippi	27,681	14
Missouri	94,428	6
North Carolina	176,762	5
Oklahoma	45,731	12
South Carolina	45,871	11
Tennessee	81,829	7
Texas	658,480	1
Virginia	237,728	3
West Virginia	25,003	15
<b>SLC Total</b>	<b>2,136,155</b>	
<b>US TOTAL</b>	<b>10,372,027</b>	

Source: Federal Transit Administration, [http://www.fta.dot.gov/12853\\_88.html](http://www.fta.dot.gov/12853_88.html), accessed June 2015.

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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 2014, the SLC Region has a slightly higher percentage of state-maintained bridges that are substandard (18.5%) than the nation as a whole (18.4%).
- The percentage of locally maintained bridges that are substandard is higher in the SLC region (25.1%) than the nation (22.4%).
- 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 2014, 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 2014

State	Total Interstate & State Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard	
Alabama	5,753	921	16%	109	2%	1,030	18%
Arkansas	7,332	724	10%	305	4%	1,029	14%
Florida	6,370	665	10%	64	1%	729	11%
Georgia	6,671	718	11%	124	2%	842	13%
Kentucky	9,000	1,789	20%	571	6%	2,360	26%
Louisiana	7,887	1,321	17%	786	10%	2,107	27%
Mississippi <sup>1</sup>	5,727	751	13%	221	4%	972	17%
Missouri	10,371	908	9%	1,058	10%	1,966	19%
North Carolina	17,413	2,930	17%	2,087	12%	5,017	29%
Oklahoma	7,663	541	7%	468	6%	1,009	13%
South Carolina	8,418	772	9%	829	10%	1,601	19%
Tennessee	8,307	840	10%	226	3%	1,066	13%
Texas	34,892	3,487	10%	193	1%	3,680	11%
Virginia	19,414	3,028	16%	1,279	7%	4,307	22%
West Virginia	6,989	1,371	20%	902	13%	2,273	33%
<b>SLC State Totals</b>	<b>162,207</b>	<b>20,766</b>	<b>12.8%</b>	<b>9,222</b>	<b>5.7%</b>	<b>29,988</b>	<b>18.5%</b>
<b>US Totals</b>	<b>300,001</b>	<b>37,264</b>	<b>12.4%</b>	<b>17,971</b>	<b>6.0%</b>	<b>55,235</b>	<b>18.4%</b>

<sup>1</sup> Mississippi did not respond – 2013 figures used.

Source: *Better Roads* magazine, November 2014.

## Substandard City, County, and Township Bridges 2014

State	Total City County and Township Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard	
Alabama	10,153	1,052	10%	1,211	12%	2,263	22%
Arkansas	5,316	796	15%	479	9%	1,275	24%
Florida	5,091	911	18%	149	3%	1,060	21%
Georgia	8,004	851	11%	763	10%	1,614	20%
Kentucky	5,022	1,217	24%	572	11%	1,789	36%
Louisiana	4,934	425	9%	1,041	21%	1,466	30%
Mississippi <sup>1</sup>	10,837	452	4%	1,997	18%	2,449	23%
Missouri	13,977	1,666	12%	2,200	16%	3,866	28%
North Carolina	858	170	20%	70	8%	240	28%
Oklahoma	15,445	689	4%	3,478	23%	4,167	27%
South Carolina	878	137	16%	184	21%	321	37%
Tennessee	11,464	1,304	11%	713	6%	2,017	18%
Texas	18,126	4,091	23%	832	5%	4,923	27%
Virginia	1,647	335	20%	174	11%	509	31%
West Virginia	111	39	35%	38	34%	77	69%
<b>SLC State Totals</b>	<b>111,863</b>	<b>14,135</b>	<b>12.6%</b>	<b>13,901</b>	<b>12.4%</b>	<b>28,036</b>	<b>25.1%</b>
<b>US Totals</b>	<b>308,093</b>	<b>28,862</b>	<b>9.4%</b>	<b>40,288</b>	<b>13.1%</b>	<b>69,150</b>	<b>22.4%</b>

<sup>1</sup> Mississippi did not respond – 2013 figures used.

Source: *Better Roads* magazine, November 2014.



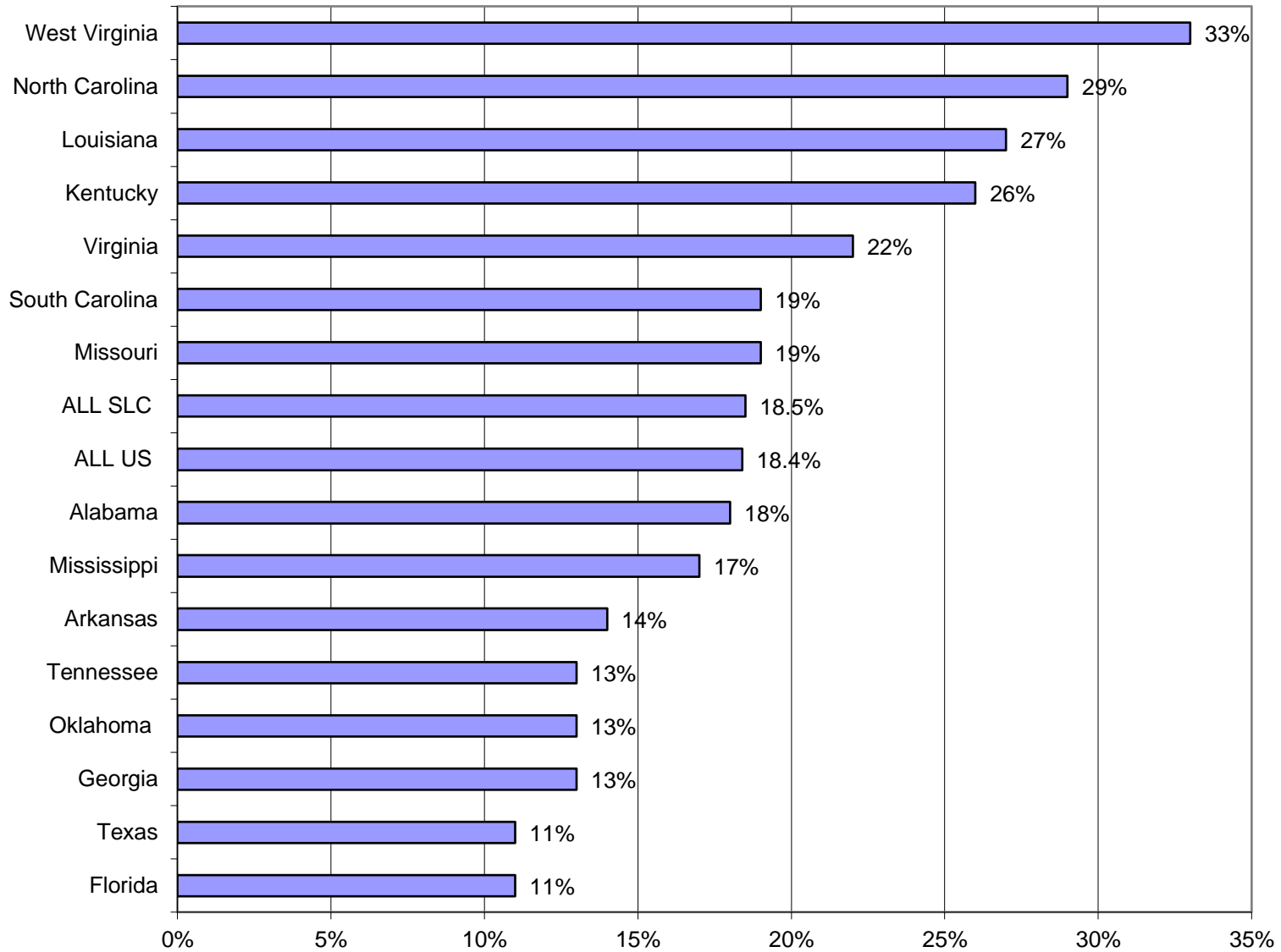
## Substandard Bridges, All Road Types 2014

State	Total All Bridges	Functionally Obsolete		Structurally Deficient		Combined Total Substandard		Total Fracture Critical	
Alabama	15,906	1,973	12%	1,320	8%	3,293	21%	201	1.3%
Arkansas	12,648	1,520	12%	784	6%	2,304	18%	630	5.0%
Florida	11,461	1,576	14%	213	2%	1,789	16%	342	3.0%
Georgia	14,675	1,569	11%	887	6%	2,456	17%	35	0.2%
Kentucky	14,022	3,006	21%	1,143	8%	4,149	30%	328	2.3%
Louisiana	12,821	1,746	14%	1,827	14%	3,573	28%	301	2.3%
Mississippi <sup>1</sup>	16,564	1,203	7%	2,218	13%	3,421	21%	214	1.3%
Missouri	24,348	2,574	11%	3,258	13%	5,832	24%	948	3.9%
North Carolina	18,271	3,100	17%	2,157	12%	5,257	29%	85	0.5%
Oklahoma	23,108	1,230	5%	3,946	17%	5,176	22%	461	2.0%
South Carolina	9,296	909	10%	1,013	11%	1,922	21%	61	0.7%
Tennessee	19,771	2,144	11%	939	5%	3,083	16%	161	0.8%
Texas	53,018	7,578	14%	1,025	2%	8,603	16%	815	1.5%
Virginia	21,061	3,363	16%	1,453	7%	4,816	23%	325	1.5%
West Virginia	7,100	1,410	20%	940	13%	2,350	33%	518	7.3%
<b>SLC Totals</b>	<b>274,070</b>	<b>34,901</b>	<b>12.7%</b>	<b>23,123</b>	<b>8.4%</b>	<b>58,024</b>	<b>21.2%</b>	<b>5,425</b>	<b>2.0%</b>
<b>US Totals</b>	<b>608,094</b>	<b>66,126</b>	<b>10.9%</b>	<b>58,259</b>	<b>9.6%</b>	<b>124,385</b>	<b>20.5%</b>	<b>18,577</b>	<b>3.1%</b>

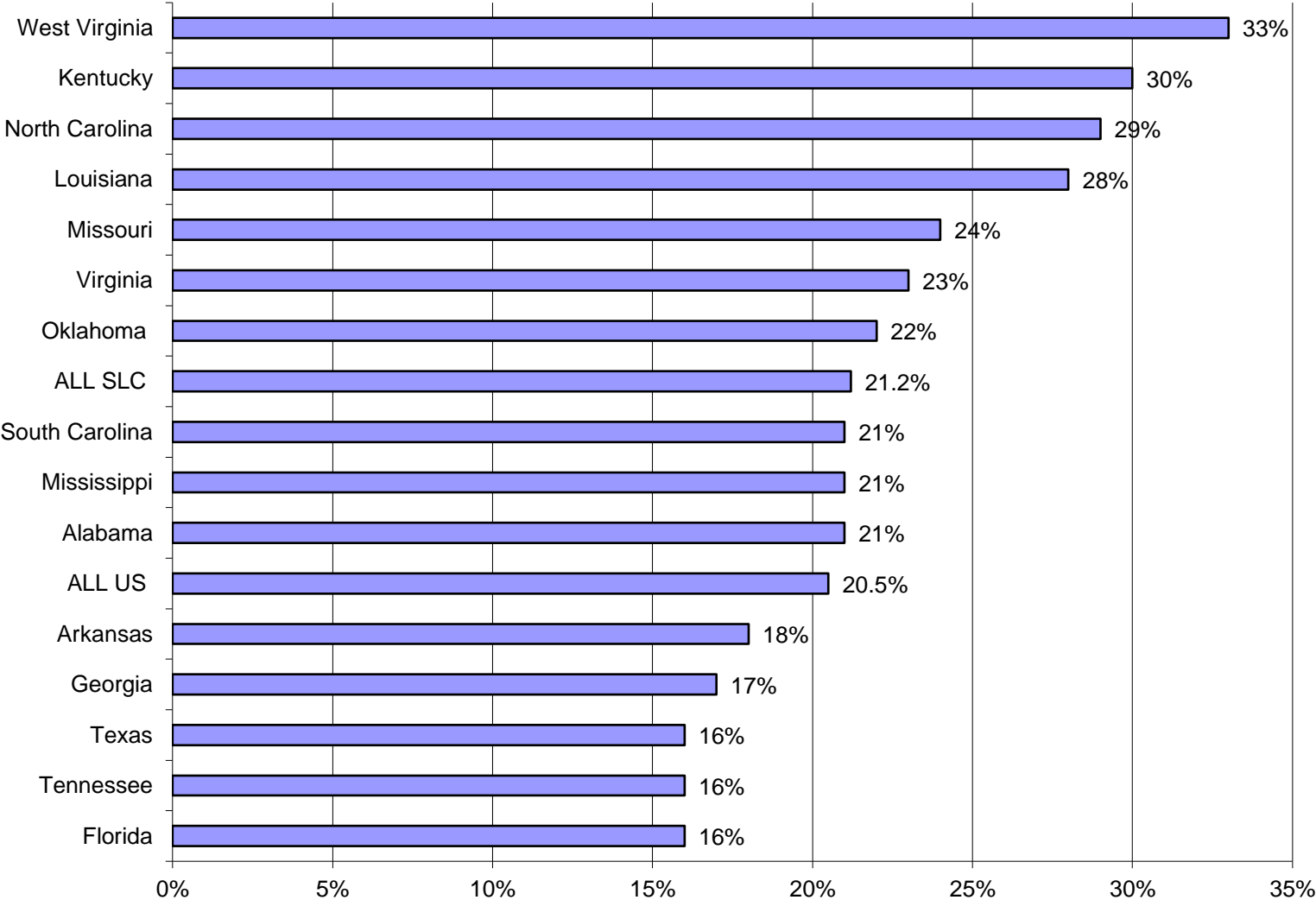
<sup>1</sup> Mississippi did not respond – 2013 figures used.

Source: *Better Roads* magazine, November 2014.

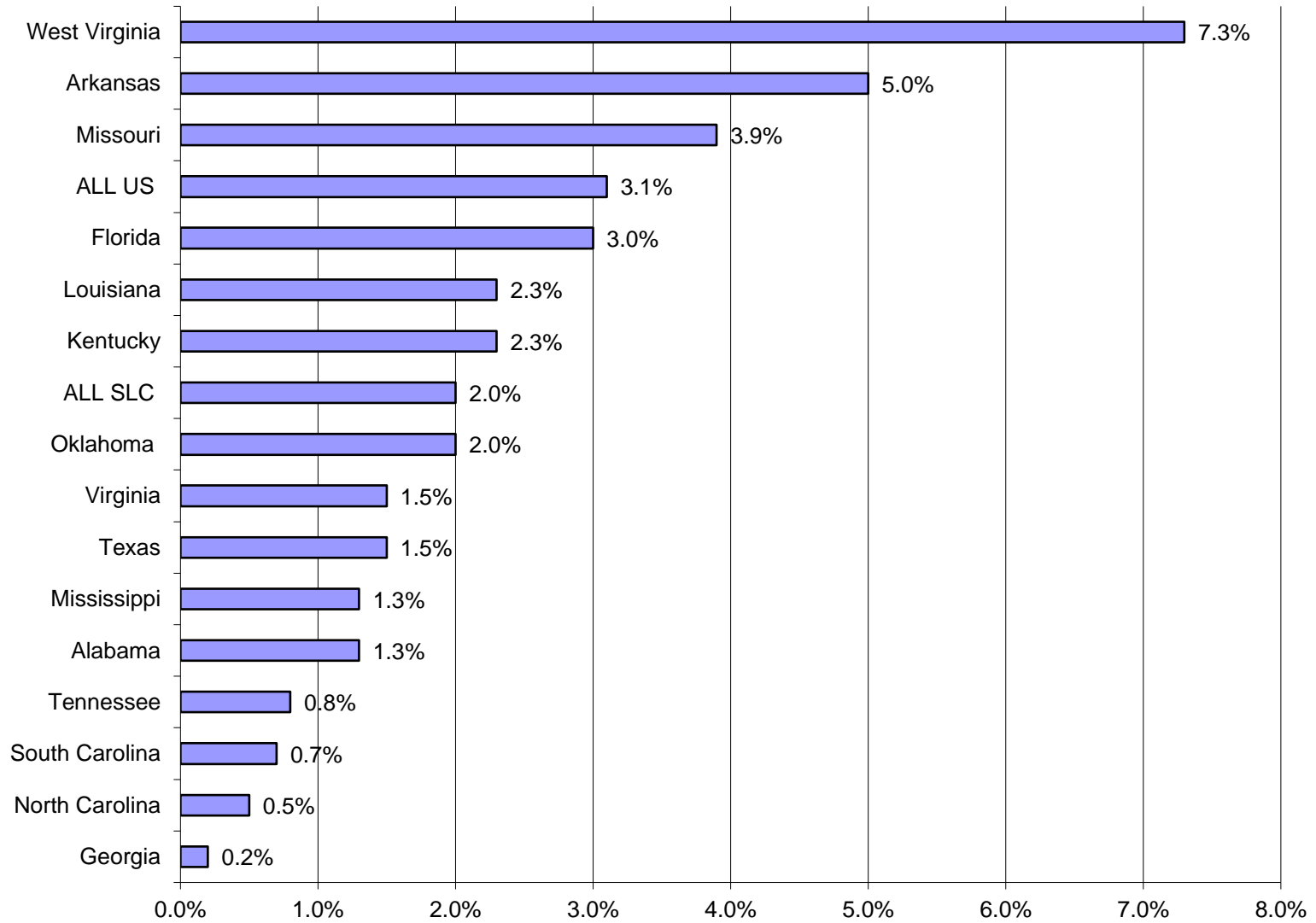
### Percent of Interstate/State Bridges that are Substandard 2014



### Percent of All Bridges that are Substandard 2014



## Percent of All Bridges that are Fracture Critical 2014

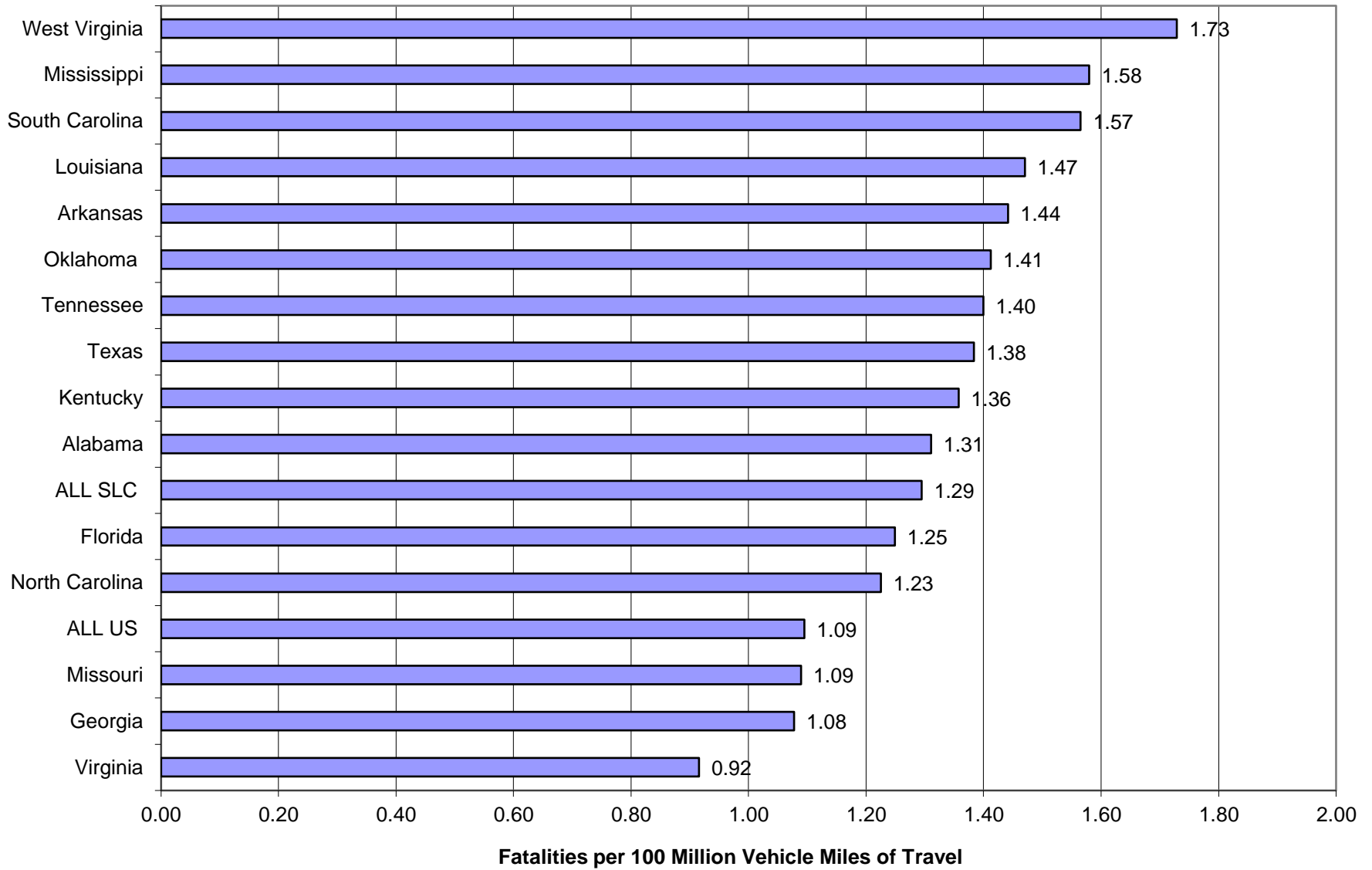


# Fatalities

## Summary

- **The motor vehicle accident fatality rate for the SLC states as a whole (1.29 per 100 million miles driven) is higher than the nationwide rate (1.09 per 100 million miles driven).**
- **Only three SLC states (Virginia, 0.92; Georgia, 1.08; and Missouri, 1.09) had a motor vehicle accident fatality rate lower than or equal to the national rate.**
- **Nationwide, the fatality rate is 2.3 times higher on rural interstates (0.83) as on urban interstates (0.36), and 2.4 times higher on all rural highways (1.85) as on all urban highways (0.78).**

## Fatality Rates 2013



**Fatality Rates by Road Type 2013**  
**(Fatalities per 100 Million Miles of Travel)**

State	Total Rate	Rural Highways and Streets		Urban Highways and Streets	
		Interstates	Total	Interstates	Total
Alabama	1.31	0.83	1.85	0.62	0.82
Arkansas	1.44	0.99	2.22	0.49	0.72
Florida	1.25	1.70	2.79	0.44	0.91
Georgia	1.08	1.08	2.17	0.50	0.74
Kentucky	1.36	0.63	1.82	0.45	0.73
Louisiana	1.47	0.82	1.72	0.84	1.29
Mississippi	1.58	1.96	2.34	0.05	0.56
Missouri	1.09	0.40	1.61	0.48	0.73
North Carolina	1.23	0.66	2.12	0.24	0.66
Oklahoma	1.41	1.09	2.18	0.59	0.84
South Carolina	1.57	0.46	2.45	0.45	0.59
Tennessee	1.40	0.82	1.90	0.73	1.08
Texas	1.38	1.20	2.19	0.81	1.02
Virginia	0.92	0.57	1.57	0.35	0.51
West Virginia	1.73	0.85	1.87	0.41	0.73
<b>US Totals</b>	<b>1.09</b>	<b>0.83</b>	<b>1.85</b>	<b>0.36</b>	<b>0.78</b>

Source: FHWA, "Highway Statistics, 2013," Table FI 30.



**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					
Mississippi (Department of Transportation)	Director	Commission	YES (Mississippi Transportation Commission)	3	Elected	Public	4	One elected from each Supreme Court district

<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>
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
Tennessee (Department of Transportation)	Commissioner	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>
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  (will change to 17 as of 7/1/16)	Appointed	Governor	4	Secretary of DOT; Commissioner of Highways; Director of Rail and Public Transportation; Executive Director of Virginia Port Authority, until 7/1/16; 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 2015.

## 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						

\* Transportation Commission sets policy for agency.

Source: E-mail survey of state transportation officials in the SLC states, May 2015.