

2018 Comparative Data Report on State Transportation Programs

**Prepared for
Fiscal Affairs and Government Operations Committee
Southern Legislative Conference
Council of State Governments
July 2018**

**David Talley and Justin Perry
Legislative Research Commission
Kentucky General Assembly**

Introduction

Most of the information presented in this report is derived from two sources: the Federal Highway Administration (FHWA) publication “Highway Statistics, 2018,” and an e-mail survey of SLC states' Departments of Transportation, conducted in May and June, 2018. 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 2016.

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Recent Major Transportation Legislation

Alabama

- Established working groups to study infrastructure needs, resources, and revenue, but the working group enacted no legislative action.
- Allowed the ALDOT (Alabama Dept. of Transportation) to let contracts to construction with advertising for sealed bids if the project's cost does not exceed \$250,000, the project is listed on the ALDOT website for a certain period of time, and the yearly cost of all projects utilizing this new expedited process does not exceed \$1 million.
- Increased the revenues going to the Transportation Infrastructure Bank as well as provided it with increased powers.
- Clarified when a vehicle must move over or slow down when approaching a vehicle along the road.

Arkansas

- Required all interest earned on ArDOT (Arkansas Department of Transportation) funds to be used for specific purposes.
- Established that the funds collected from natural gas taxes, penalties, and costs that go to the Road and Bridge Repair, Maintenance, and Grants Fund will be calculated after the first \$675,000 goes to general revenues.
- Failed to pass a bill allowing the citizens to vote to authorize the State Highway Commission to authorize bonds for highway maintenance and improvements.
- Failed to pass a bill giving authority to the State Highway Commission to levy additional fuel taxes if a bond issuance was approved by the voters.
- Authorized the use of platooning systems that have been registered with the State Highway Commission.
- Modified open container laws to bring them into compliance with federal law.
- Authorized the State Highway Commission to increase the speed limit on controlled access highways to 75 mph for motor vehicles.
- Established the Construction Manger General as a pilot program to test the Contractor Method of Procurement.
- Renamed the State Highway and Transportation Department into the State Department of Transportation.

Florida

- Enacted a proviso that would allow the State Transportation Trust Fund to be used for debt issued by the FDOT (Florida Dept. of Transportation) to finance the I-95/I-595 project, not to exceed \$500 million.
- Appropriated \$15 million for transportation projects in a rural area of opportunity designated by the Governor.

- Revised provisions relating to contracting and negotiating between FDOT and local governments for acquisition, construction, or operation of turnpike projects.
- Exempted law enforcement from paying a toll while on official business.

Georgia

- Created the Atlanta Regional Transit Link Authority. This authority creates 159 special districts and allows counties to call for a referendum to levy special retail taxes for transit purposes.
- Passed a new "hands free" law that prohibits drivers from physically holding a phone while operating a vehicle.
- Created an income tax credit for shortline railroads that amounts to 50% of the track maintenance expenditures and is capped at \$3,500 for each mile owned.
- Allowed the use of automated traffic enforcement devices and speed detection devices in school zones.
- Gave the Georgia Department of Transportation, in consultation with the Georgia Technology Authority, the authority to create and implement a long-term policy with regard to the deployment of broadband services on the right of way of interstate highways.

Kentucky

- Proposed a comprehensive increase in several fines and fees as well as an increase in the motor fuels tax that, at full implementation, would have resulted in an annual increase of \$433 million to the Road Fund. This was the result of a bipartisan Legislative Task Force, but was ultimately not adopted.
- Passed an update to the method with which handicap placards and their replacements are handled in order to reduce fraud and bring in more revenue.
- Expanded the use of design-build for projects in the Road Plan by increasing the total annual maximum cost to \$300 million and total individual project cost to \$75 million.
- Modified personalized license plates so that the expiration and renewal dates coincide with standard license plates.
- Allowed platooning with approval from the Kentucky Transportation Cabinet and State Police and under certain specific circumstances.

Louisiana

- Proposal to add an additional tax on motor fuels to be adjusted annually with the CPI (Consumer Price Index) and dedicate the revenues of the tax a Transportation Trust Fund to be used exclusively for transportation projects.

- Proposal to increase the rates of special permit fees for overweight permits with the revenues going to the Off-System Bridge Program.
- Placed a Constitutional Amendment on the ballot in November to disallow the Louisiana State Police from being funded by the Transportation Trust Fund.

Mississippi

- Authorized the use of \$50 million in General Obligation bonds for the Local System Bridge Replacement and Rehabilitation Fund.
- Proposed \$1 billion in funding for infrastructure and economic growth known as "The BRIDGE Act."
- Proposed the use of 50 percent of growth over two percent of General Fund revenue be used for repairs and maintenance of state and local roads.
- Proposed a statewide referendum to authorize certain taxes for highways.
- Several proposals to raise excise taxes on gasoline and diesel.
- Several proposals to implement a statewide lottery to support maintenance of state and local roads and bridges
- Several proposals to provide a portion of revenue from the use tax be used for road or bridge repair and improvements.
- Several proposals for infrastructure bond bills.
- Increased the axle weight limit tolerance from five to 10 percent for certain vehicles.
- Prohibited travel in the leftmost lane except under certain conditions.
- Defined platooning and exempted certain operators from travel distance requirements.

Missouri

- Authorized a 10 cent increase in the motor fuel tax to be expended for the administration and support for the Missouri State Highway Patrol, subject to voter approval in the November General Election.
- Created an Emergency State Freight Bottleneck Fund that will consist of money appropriated by the General Assembly, subject to voter approval in the November General Election.
- Authorized the registration for autocycles, and the Governor has until July 14 to sign this into law.
- Set requirements for small wireless facilities on property owned by the state, county, municipality, etc. The Governor has until July 14 to sign this into law.

North Carolina

- Enacted the Build NC Bond Act, authorizing special indebtedness for the State Highway Trust Fund to accelerate projects in the State Transportation Improvement Plan. This authorizes up to \$300 million in debt issuance annually for ten years.
- Enacted the Appropriations Act of 2017 which authorized an annual transfer of \$10 million from the State General Fund to the State Highway Trust Fund for capital improvements at commercial airports.

Oklahoma

- No response provided.

South Carolina

- No response provided.

Tennessee

- Enacted the IMPROVE Act. This raised the state's share of gas and diesel taxes, increased fees on vehicle registration and electric vehicles, and transferred \$100 million to the Highway Fund.
- Updated permit fees and penalties for overweight/overdimensional loads.

Texas

- Deferred a deposit authorized by a voter approved Constitutional Amendment from fiscal year 2018 to fiscal year 2019. This deposit was for a dedicated portion of the State's general sales and use tax and the motor vehicle sales and rental tax to go to the State Highway Fund for non-tolled projects. Voters approved this measure in November, 2015.
- Required the statewide long-range transportation plan to contain clearly defined strategies and performance measures.
- Enacted a prohibition on the use of wireless communication devices while operating a motor vehicle.
- Created the Ship Channel Improvement Revolving Fund, although the fund received no appropriation.
- Authorized the advanced acquisition of property for state transportation facilities prior to the completion of environmental clearance.

Virginia

- No response provided.

West Virginia

- No response provided.

Source: E-mail survey of state DOTs, May - July 2018.

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 37.1% of the nation's licensed drivers;**
 - ◆ **Account for 38.7% of the nation's young licensed drivers (19 and under);**
 - ◆ **Account for 37.9% of the nation's registered motor vehicles; and**
 - ◆ **Account for 41.9% of the nation's vehicle miles traveled.**
- **SLC states have a slightly higher rate of registered vehicles per licensed driver (1.24) than has the entire United States (1.21).**
- **There are more miles driven annually per licensed driver in SLC states (16,141) than in the nation as a whole (14,318).**

Road Mileage

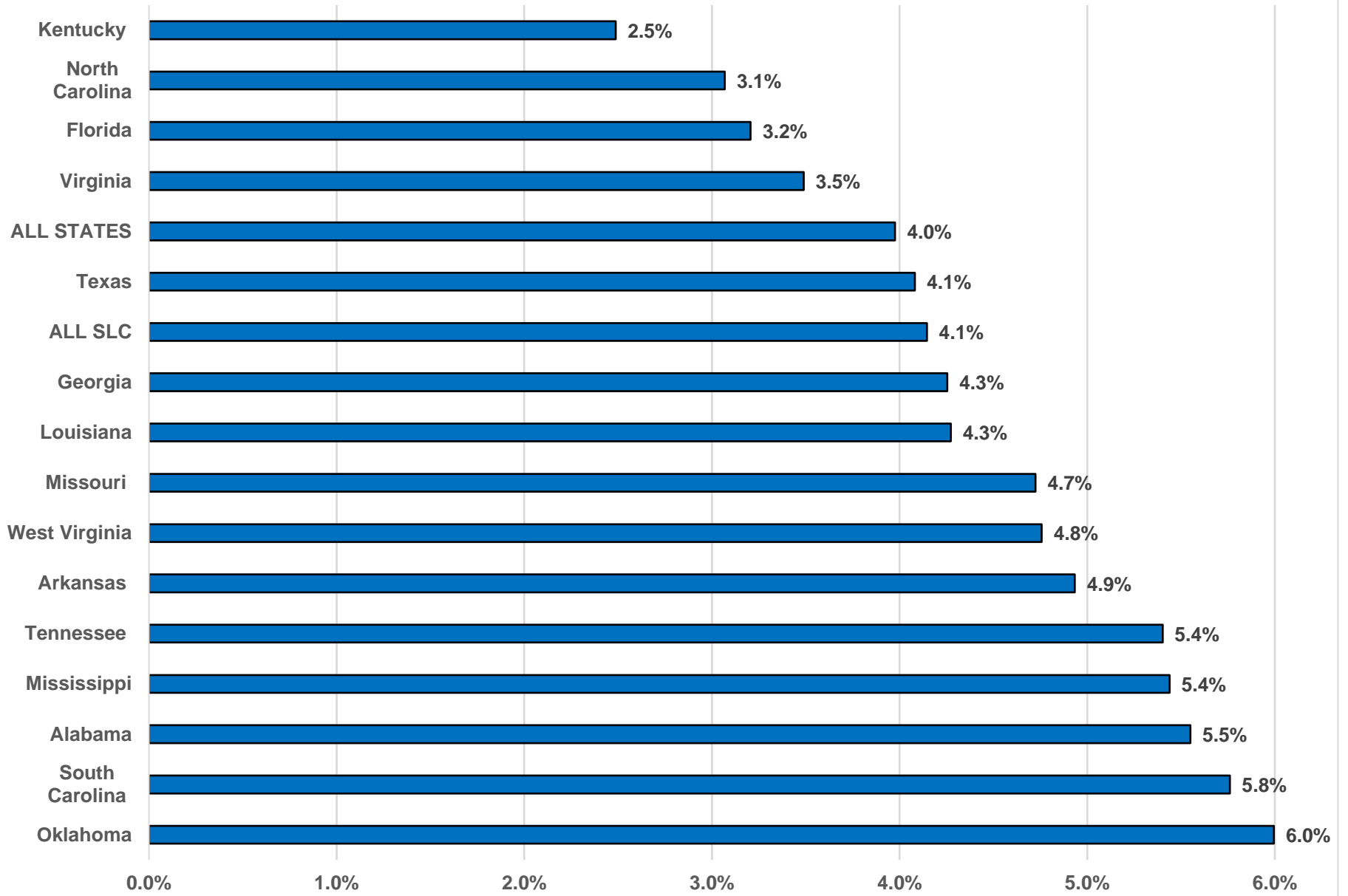
- **The 15 states of the SLC account for 39.2% of the nation's highway miles.**
- **A larger percentage of highway miles are state maintained in the SLC states (28.8%) than the nation as a whole (18.9%).**
- **A majority of highway miles are state maintained in four SLC states (NC, SC, VA, and WV).**

General Transportation Demographics State Rankings 2016

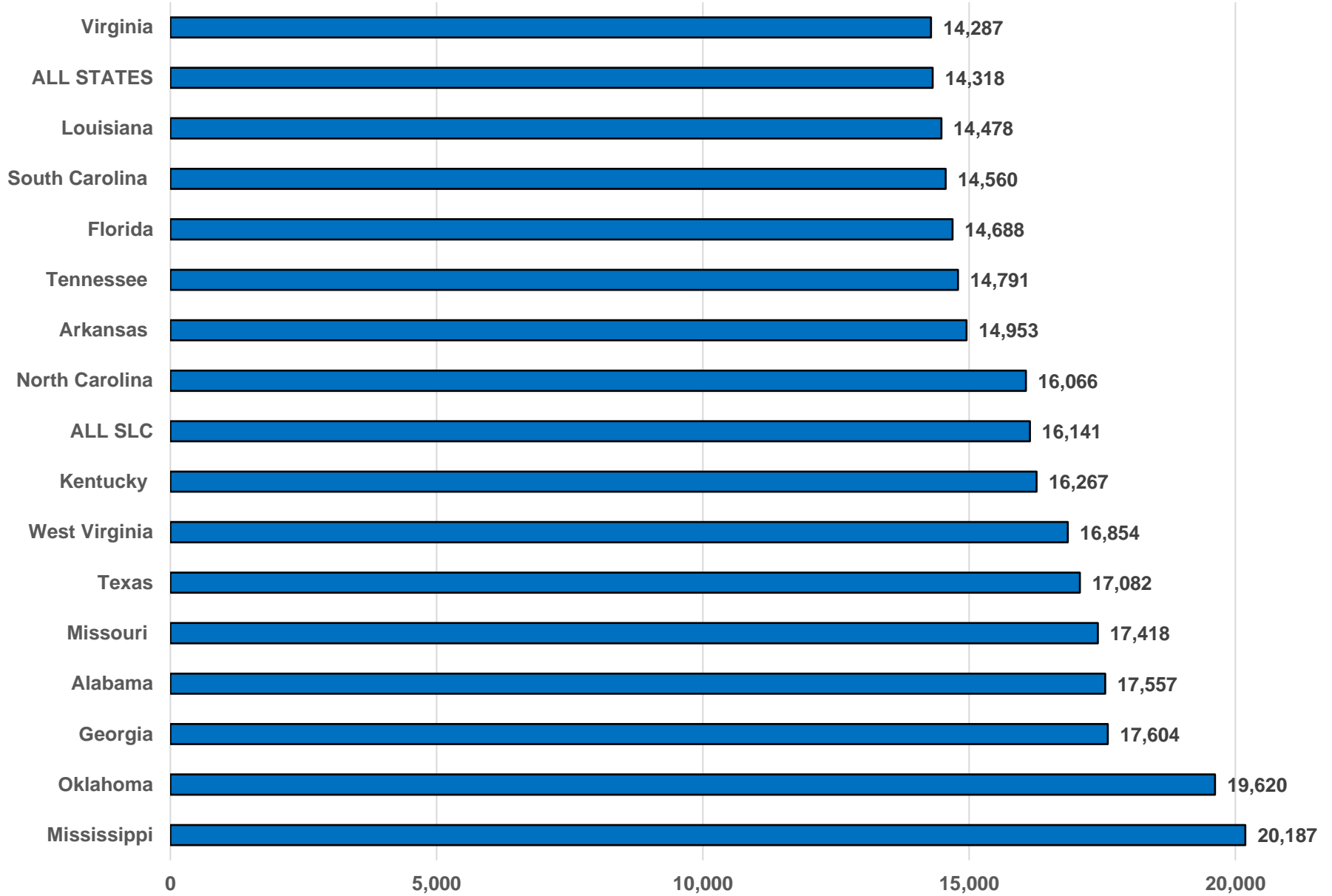
| State | Population (2017) | Rank | Young Licensed Drivers (19 & under) | Rank | Licensed Drivers | Rank | Motor Vehicle Registrations | Rank | Vehicle Miles Traveled (Billions) | Rank |
|------------------|----------------------|------|---|------|---------------------|------|-----------------------------------|------|--|------|
| Alabama | 4,874,747 | 9 | 218,838 | 6 | 3,943,082 | 8 | 5,468,301 | 8 | 69.2 | 8 |
| Arkansas | 3,004,279 | 13 | 117,979 | 12 | 2,391,103 | 13 | 2,808,138 | 13 | 35.8 | 14 |
| Florida | 20,984,400 | 2 | 470,557 | 2 | 14,675,160 | 2 | 16,600,317 | 2 | 215.6 | 2 |
| Georgia | 10,429,379 | 3 | 296,820 | 3 | 6,975,900 | 4 | 8,239,779 | 4 | 122.8 | 3 |
| Kentucky | 4,454,189 | 11 | 75,426 | 14 | 3,031,447 | 11 | 4,224,788 | 10 | 49.3 | 10 |
| Louisiana | 4,684,333 | 10 | 145,071 | 11 | 3,395,095 | 10 | 3,904,962 | 11 | 49.2 | 11 |
| Mississippi | 2,984,100 | 14 | 109,798 | 13 | 2,018,862 | 14 | 2,067,22 | 14 | 40.8 | 13 |
| Missouri | 6,113,532 | 7 | 200,783 | 9 | 4,249,579 | 7 | 5,684,525 | 7 | 74.0 | 7 |
| North Carolina | 10,273,419 | 4 | 223,000 | 5 | 7,267,042 | 3 | 8,270,643 | 3 | 116.7 | 4 |
| Oklahoma | 3,930,864 | 12 | 149,763 | 10 | 2,498,178 | 12 | 3,737,405 | 12 | 49.0 | 12 |
| South Carolina | 5,024,369 | 8 | 215,843 | 7 | 3,746,681 | 9 | 4,324,423 | 9 | 54.6 | 9 |
| Tennessee | 6,715,984 | 6 | 280,797 | 4 | 5,197,904 | 6 | 5,709,923 | 6 | 76.9 | 6 |
| Texas | 28,304,596 | 1 | 648,092 | 1 | 15,879,876 | 1 | 21,766,166 | 1 | 271.2 | 1 |
| Virginia | 8,470,020 | 5 | 206,274 | 8 | 5,912,048 | 5 | 7,301,081 | 5 | 84.5 | 5 |
| West Virginia | 1,815,857 | 15 | 55,153 | 15 | 1,159,348 | 15 | 1,704,825 | 15 | 19.5 | 15 |
| SLC Total | 122,064,068 | | 3,414,194 | | 82,341,305 | | 101,812,498 | | 1,329,040 | |
| US Total | 325,719,178 | | 8,816,182 | | 221,711,918 | | 268,799,083 | | 3,174,408 | |

Sources: Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2017 (NST-EST2017-01) US Census Bureau, Population Division, December 2017;
FHWA, "Highway Statistics, 2016," Tables DL-22, MV-1, VM-2.

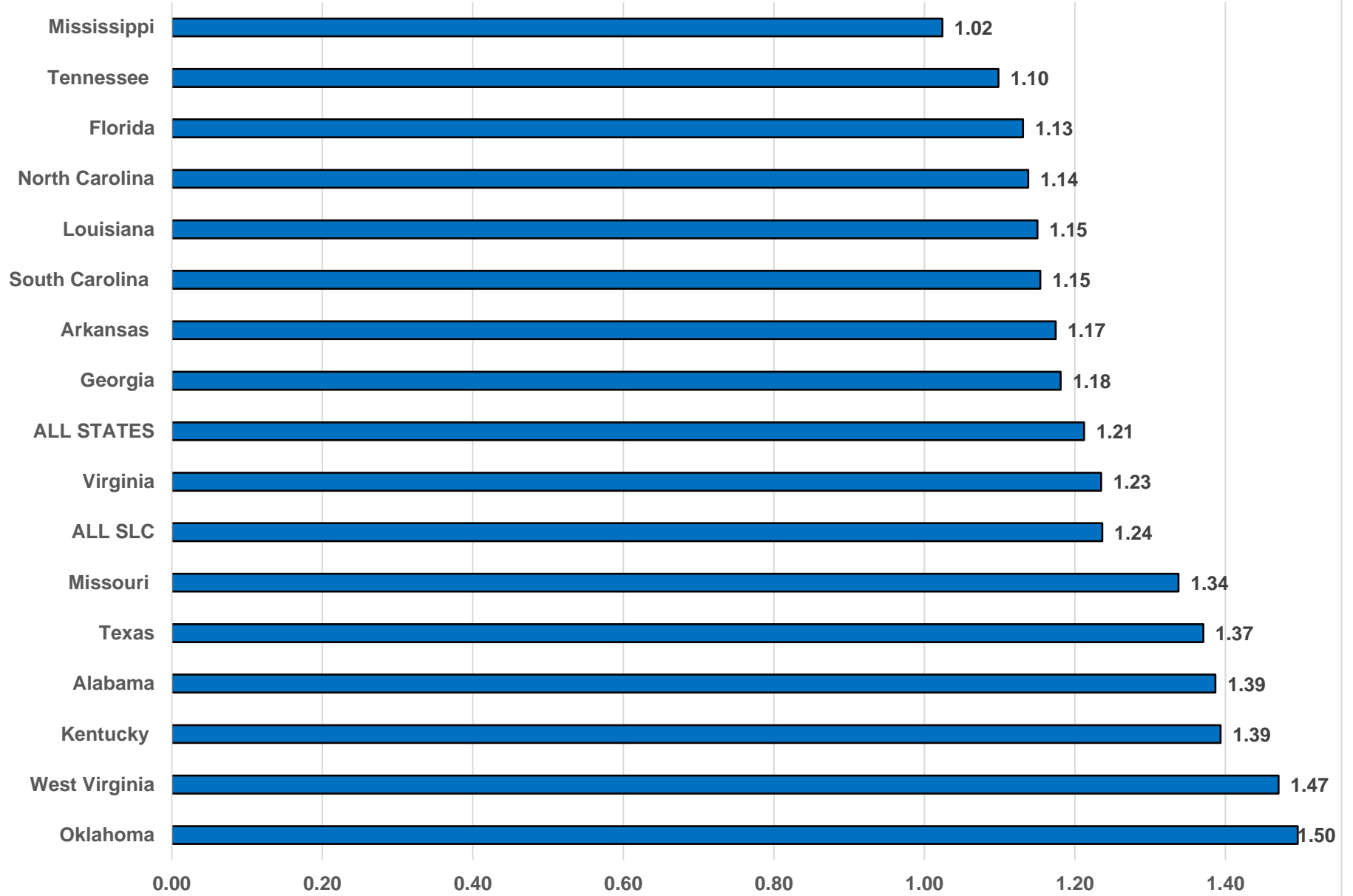
Young Drivers as a Percentage of All Licensed Drivers 2016



Miles Driven Per Licensed Driver 2016



Vehicles Per Licensed Driver 2016



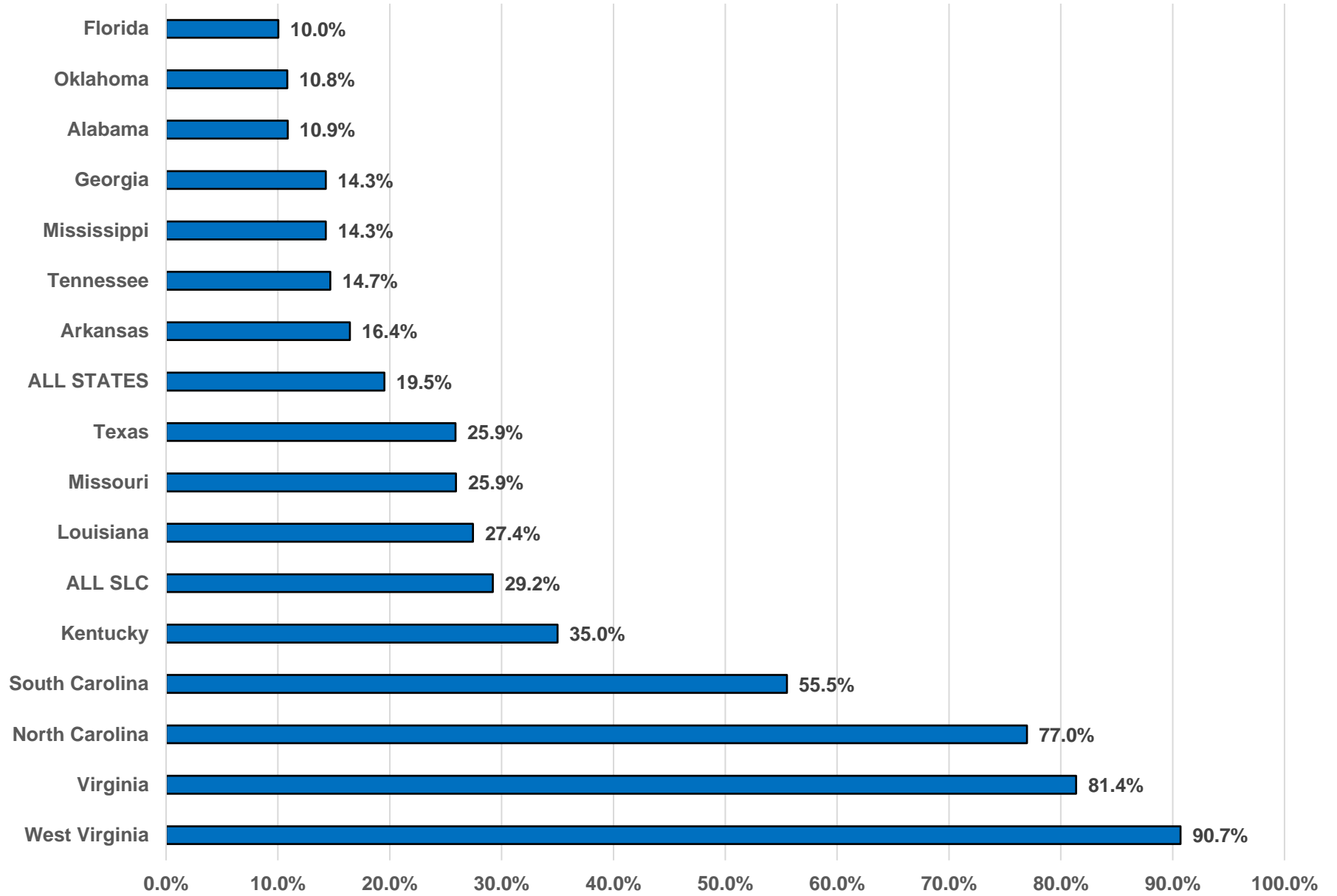
Road Mileage by Ownership State Rankings 2016

| State | Land Area (Sq Miles) | Rank | State Road Miles | Rank | Local Road Miles | Rank | Total Road Miles ¹ | Rank | % of Road Miles That Are State Owned | Rank |
|------------------|-------------------------|------|------------------|------|------------------|------|-------------------------------|------|--------------------------------------|------|
| Alabama | 50,750 | 7 | 10,929 | 14 | 89,396 | 6 | 100,473 | 7 | 10.9% | 13 |
| Arkansas | 52,075 | 6 | 16,432 | 10 | 83,543 | 7 | 99,974 | 8 | 16.4% | 9 |
| Florida | 53,997 | 5 | 12,106 | 13 | 108,350 | 2 | 120,543 | 4 | 10.0 % | 15 |
| Georgia | 57,919 | 4 | 17,912 | 8 | 107,373 | 3 | 125,402 | 3 | 14.3 % | 12 |
| Kentucky | 39,732 | 12 | 27,650 | 7 | 50,769 | 10 | 78,989 | 10 | 35.0% | 5 |
| Louisiana | 43,566 | 10 | 16,677 | 9 | 44,054 | 11 | 60,756 | 14 | 27.4% | 6 |
| Mississippi | 46,914 | 9 | 10,888 | 15 | 65,194 | 9 | 76,175 | 11 | 14.3% | 11 |
| Missouri | 68,898 | 2 | 33,856 | 6 | 99,584 | 5 | 130,565 | 2 | 25.9% | 8 |
| North Carolina | 48,718 | 8 | 79,637 | 2 | 22,794 | 13 | 103,470 | 6 | 77.0% | 3 |
| Oklahoma | 68,679 | 3 | 12,254 | 12 | 99,619 | 4 | 112,975 | 5 | 10.8% | 14 |
| South Carolina | 30,111 | 14 | 41,340 | 4 | 32,940 | 12 | 74,475 | 12 | 55.5% | 4 |
| Tennessee | 41,219 | 11 | 13,888 | 11 | 80,258 | 8 | 94,544 | 9 | 14.7% | 10 |
| Texas | 261,914 | 1 | 80,483 | 1 | 230,164 | 1 | 311,018 | 1 | 25.9% | 7 |
| Virginia | 39,598 | 13 | 58,821 | 3 | 13,433 | 14 | 72,294 | 13 | 81.4% | 2 |
| West Virginia | 24,087 | 15 | 34,407 | 5 | 3,247 | 15 | 37,936 | 15 | 90.7% | 1 |
| SLC Total | 928,167 | | 467,281 | | 1,127,717 | | 1,599,589 | | 29.2% | |
| US Total | 3,537,441 | | 780,463 | | 3,160,182 | | 3,998,394 | | 19.5% | |

¹ 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, 2016," Table HM-10.

State Road Miles as a Percentage of All Road Miles 2016



Highway

Finance

Summary

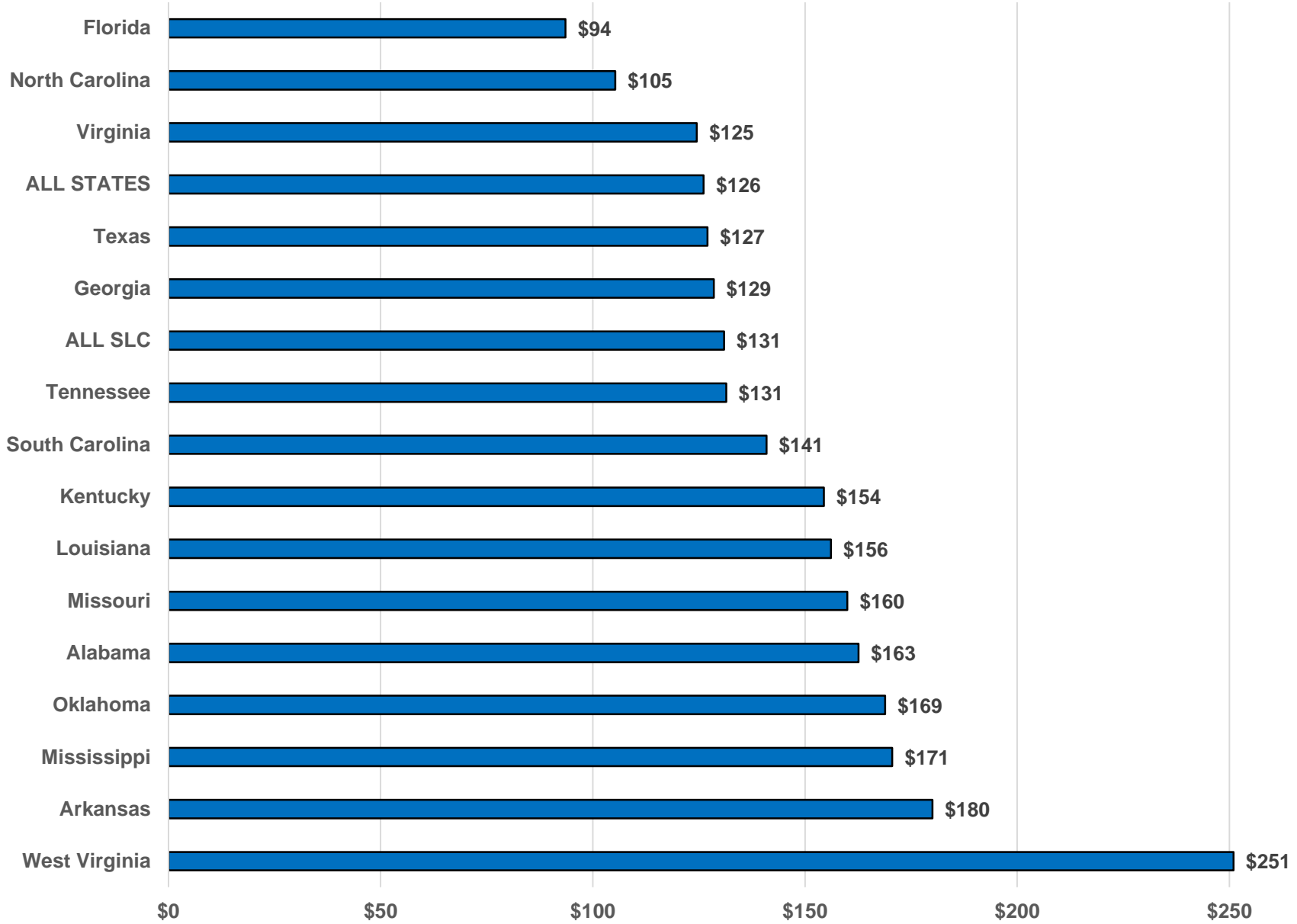
- **Per capita federal highway spending in the SLC states ranges from \$251 in West Virginia to \$94 in Florida.**
- **The FY 2016 Federal Apportionment/Payment ratio was at least 1.00 for all but two of the 15 SLC states (TX, 0.89 and NC, 0.99). The FY 2016 ratio ranges from 1.92 in West Virginia to 0.89 in Texas.**
- **For FY 2016, the Federal Apportionment/Payment ratio for the entire SLC region was 1.04. The ratio for the entire United States was 1.14.**
- **Since the inception of the Federal Highway Trust Fund, three SLC states (NC, SC, TX) are “donor states,” having received less in appropriation than the state has raised in federal gas taxes.**
- **When asked about extraordinary revenue measures for transportation funding, four states (AR, MO, NC, and TN) reported adopting some sort of policy to increase transportation funding.**

Highway Financing State Rankings 2016

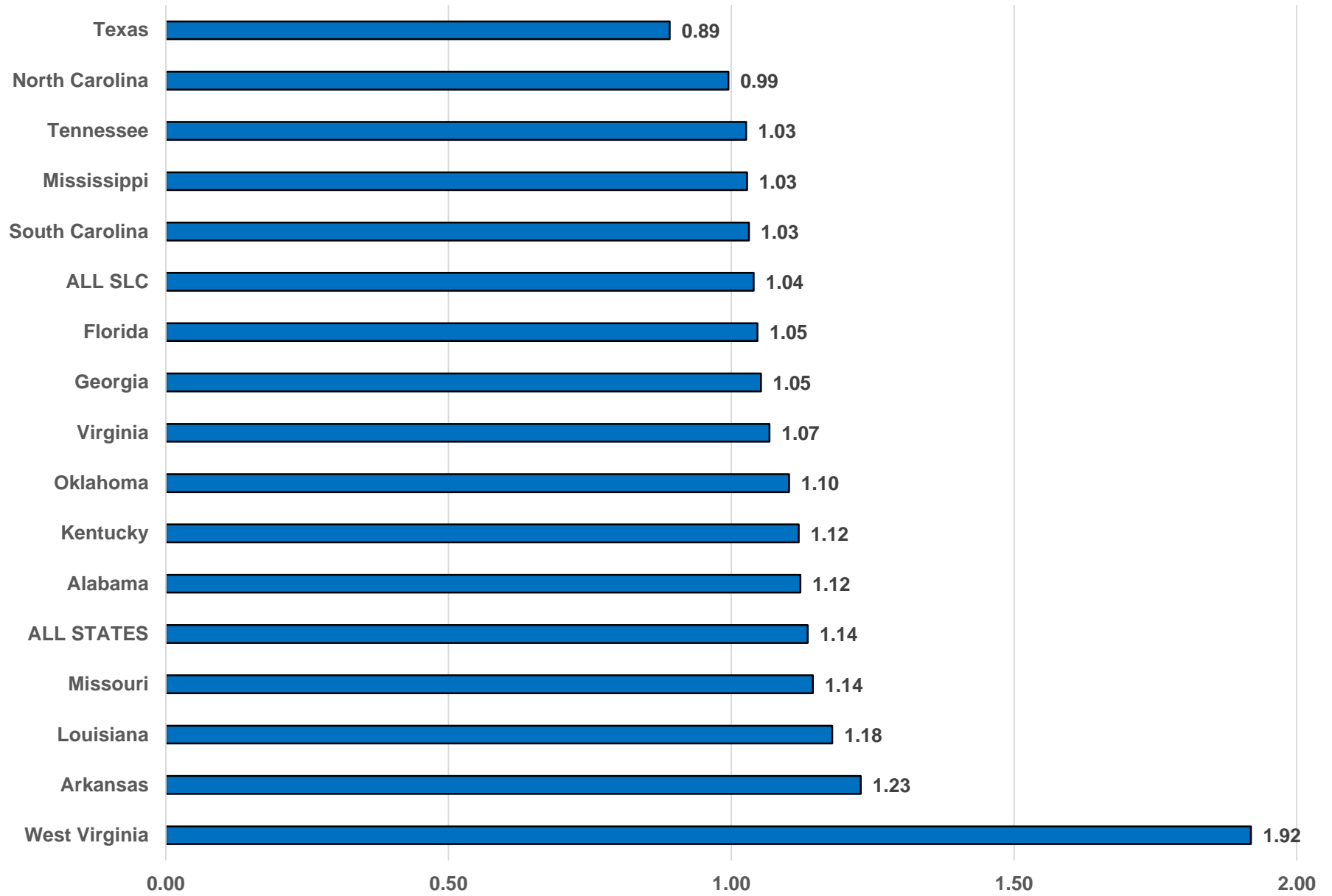
| State | Payments into FHTF FY 2016 (Thousand Dollars) | Rank | Apportionment from FHTF FY 2016 (Thousand Dollars) | Rank | Ratio of Apportionment from / Payment into FHTF FY 2016 | Rank | Ratio of Apportionment from / Payment into FHTF (1956-2016) | Rank |
|------------------|---|------|--|------|---|------|---|------|
| Alabama | \$706,457 | 8 | \$792,740 | 8 | 1.12 | 5 | 1.16 | 3 |
| Arkansas | 440,193 | 14 | 540,919 | 13 | 1.23 | 2 | 1.15 | 5 |
| Florida | 1,875,909 | 2 | 1,963,041 | 2 | 1.05 | 10 | 1.03 | 11 |
| Georgia | 1,273,677 | 3 | 1,340,432 | 3 | 1.05 | 9 | 1.02 | 12 |
| Kentucky | 614,690 | 11 | 687,915 | 11 | 1.12 | 6 | 1.10 | 7 |
| Louisiana | 620,500 | 10 | 731,286 | 9 | 1.18 | 3 | 1.26 | 2 |
| Mississippi | 495,055 | 13 | 508,933 | 14 | 1.03 | 12 | 1.16 | 4 |
| Missouri | 854,456 | 7 | 977,931 | 6 | 1.14 | 4 | 1.07 | 8 |
| North Carolina | 1,087,145 | 4 | 1,081,586 | 4 | 0.99 | 14 | 0.99 | 13 |
| Oklahoma | 602,272 | 12 | 663,809 | 12 | 1.10 | 7 | 1.03 | 10 |
| South Carolina | 686,700 | 9 | 708,050 | 10 | 1.03 | 11 | 0.98 | 14 |
| Tennessee | 860,049 | 6 | 882,725 | 7 | 1.03 | 13 | 1.04 | 9 |
| Texas | 4,033,952 | 1 | 3,595,437 | 1 | 0.89 | 15 | 0.94 | 15 |
| Virginia | 987,789 | 5 | 1,054,665 | 5 | 1.07 | 8 | 1.11 | 6 |
| West Virginia | 237,488 | 15 | 455,714 | 15 | 1.92 | 1 | 2.03 | 1 |
| SLC Total | \$15,376,332 | | \$15,985,183 | | 1.04 | | 1.06 | |
| US Total | \$36,181,900 | | \$41,075,967 | | 1.14 | | 1.16 | |

Source: FHWA, "Highway Statistics, 2016," Table FE-221.

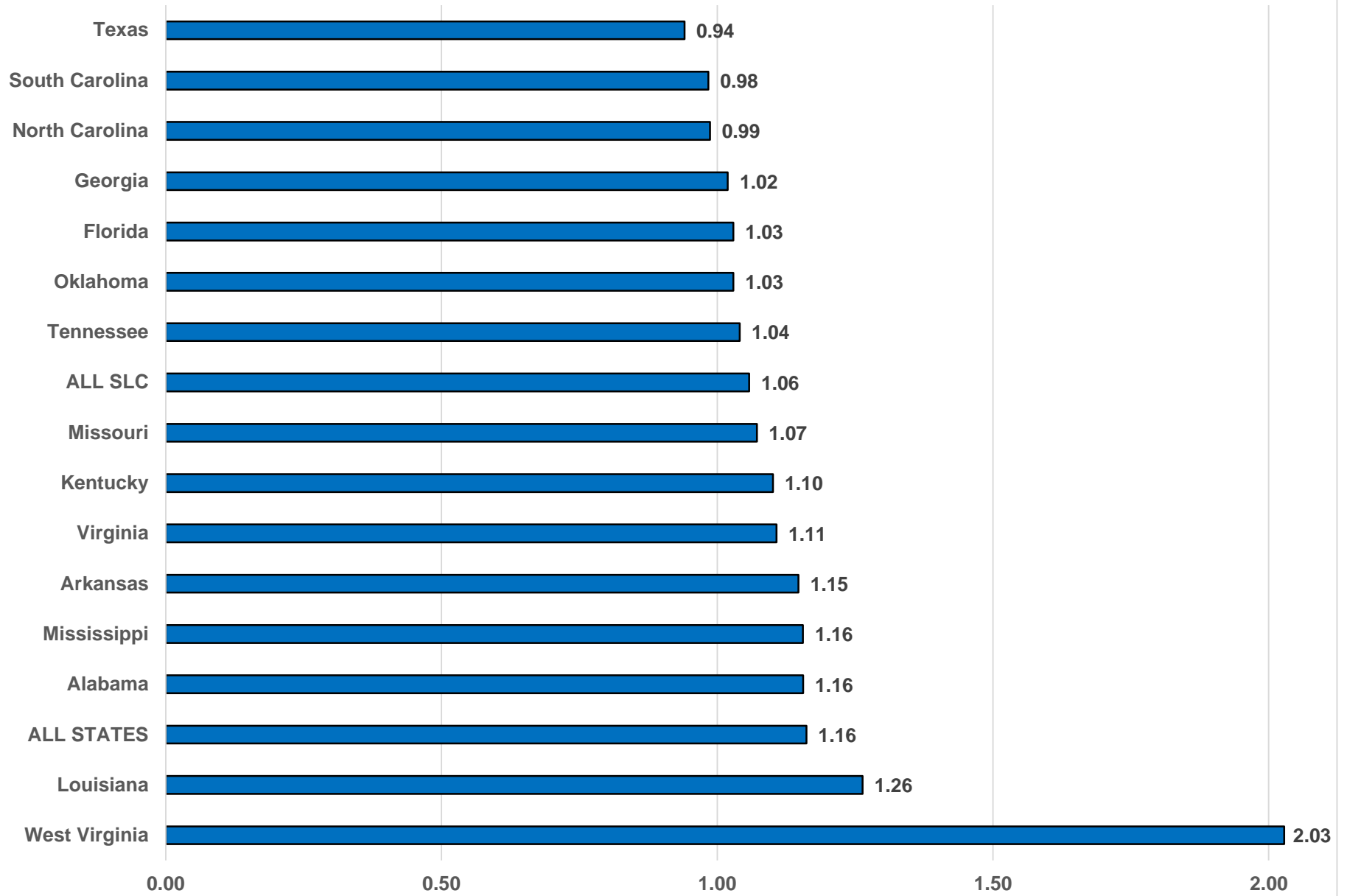
Per Capita Federal Highway Spending 2016



Ratio of Apportionment From - Payment Into FHTF 2016



Ratio of Apportionment From - Payment Into FHTF 1956-2016



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 |
|-----------------|---|---|
| Alabama | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • None |
| Arkansas | <ul style="list-style-type: none"> • Require that all interest earned on Arkansas Department of Transportation funds be spent according to the same requirements as the State Highway and Transportation Department Fund, except interest earned in the Arkansas Four-Lane Highway Construction and Improvement Bond Account. • Modified the collection of the 5% of natural gas taxes and penalties, and costs to be calculated after the transfer of the first \$675,000 into general revenues. | <ul style="list-style-type: none"> • A measure authorizing bond issuance to be used for highway maintenance and improvements to ultimately be decided by the voters did not pass. • Establishing an additional fuel tax in the State. Highway Commission is authorized by a statewide vote also failed to pass. |
| Florida | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • None |
| Georgia | <ul style="list-style-type: none"> • The Georgia Department of Transportation authorized a 2019 bond sale which includes \$12.475 million in railroad bonds and \$100 million in bridge bonds. • The Governor adjusted the fiscal year 2019 Budget revenue estimate to include an additional \$100 million in bond funds for transit. | <ul style="list-style-type: none"> • None |

| | | |
|--------------------|---|---|
| Kentucky | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • The General Assembly proposed a measure to increase the gas tax, fees, and fines to bring an additional approximately \$433 million annually. |
| Louisiana | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • Proposed an additional tax on motor fuels that would have automatically adjusted for inflation using the Consumer Price Index, which would have been dedicated to the Transportation Trust Fund. • Proposed an increase in the rates for overweight permits that would have been dedicated to the Off System Bridge Program. |
| Mississippi | <ul style="list-style-type: none"> • Passed a measure authorizing the use of \$50 million in General Obligation Bonds for the Local System Bridge Replacement and Rehabilitation Fund. | <ul style="list-style-type: none"> • Proposed \$1 billion in funding for infrastructure and economic growth known as the BRIDGE Act. • Proposed the use of 50% growth over two percent of General Fund revenue to be used for the maintenance of state and local roads. • Proposals to increase the motor fuels and diesel taxes • Proposals to implement a statewide lottery to support maintenance of state and local roads • Proposals to provide a portion of the motor vehicle use tax to be used for road and bridge repair • Proposals for bonding authority to be used for infrastructure • Proposed a statewide referendum to authorize certain taxes for transportation use. |
| Missouri | <ul style="list-style-type: none"> • The General Assembly approved a 10-cent increase in the motor fuel tax to increase spending for the Missouri State Highway Patrol, expected to bring in approximately \$240 million annually. Included in this legislation was an Emergency State Freight Bottleneck Fund consisting of funds appropriated by the General | <ul style="list-style-type: none"> • None |

| | | |
|-----------------------|--|--|
| | Assembly. This measure is subject to final voter approval in November 2018. | |
| North Carolina | <ul style="list-style-type: none"> • Enacted the Build NC Bond Act, authorizing special indebtedness for the State Highway Trust Fund to accelerate projects in the State Transportation Improvement Plan. This authorizes up to \$300 million in debt issuance annually for ten years. • Enacted the Appropriations Act of 2017 which authorized a transfer an annual transfer of \$10 million from the State General Fund to the State Highway Trust Fund for capital improvements at commercial airports. | <ul style="list-style-type: none"> • None |
| Oklahoma | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • None |
| South Carolina | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • None |
| Tennessee | <ul style="list-style-type: none"> • Passed the Improve Act, which phases in a six cents gas tax and a 10 cent diesel tax over three years. This money would be split between the state, the counties, and the cities. Also modified several others taxes and fees. | <ul style="list-style-type: none"> • None |
| Texas | <ul style="list-style-type: none"> • Voters approved a constitutional amendment in November, 2015 to dedicate portions of revenue from the State’s general sales and use tax and from the motor vehicle sales and rental tax to the State Highway Fund for non-tolled projects, but the first deposit was recently postponed until fiscal year 2019. | <ul style="list-style-type: none"> • None |
| Virginia | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • None |
| West Virginia | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • None |

Source: Email survey of state DOTs, May 2018.

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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 2016, SLC states collected almost \$16.2 billion in motor fuel taxes, 36.6% of the total fuel tax revenue of all the states.**
- **In 2016, SLC states taxed 77.3 billion gallons of fuel; 42.2% of the nation's total.**

State Fuel Tax Rates – April, 2018
(Cents per Gallon)

| State | Gasoline | Diesel | Notes |
|------------------|----------|--------|---|
| Alabama | 20.91 | 21.89 | <ul style="list-style-type: none"> • Includes 2 cpg inspection fee on gasoline only • Includes an average of local option taxes of up to 2 cpg • Includes 0.75 cpg wholesale fee on diesel |
| Arkansas | 21.80 | 22.80 | <ul style="list-style-type: none"> • Includes 0.3 cpg UST fee |
| Florida * | 41.36 | 34.37 | <ul style="list-style-type: none"> • Includes sales tax • Includes an average of local option taxes • Includes 2.1 cpg environmental inspection fee |
| Georgia* | 31.59 | 34.79 | <ul style="list-style-type: none"> • Reflects increase from 1/1/2018 |
| Kentucky * | 26.00 | 23.00 | <ul style="list-style-type: none"> • Commercial vehicles pay additional surcharge of 2% on gas and 4.7% on diesel (not included) • Includes 1.4 cpg UST fee |
| Louisiana | 20.01 | 20.01 | <ul style="list-style-type: none"> • Includes petroleum products and motor fuel delivery fee |
| Mississippi | 18.79 | 18.40 | <ul style="list-style-type: none"> • Includes 0.4 cpg environmental protection fee |
| Missouri | 17.35 | 17.30 | <ul style="list-style-type: none"> • Includes petroleum inspection fee • Excludes certain limited city and municipal taxes |
| North Carolina * | 35.35 | 35.35 | <ul style="list-style-type: none"> • Includes 0.25 cpg inspection tax • Reflects increase from 1/1/2018 |
| Oklahoma | 17.00 | 14.11 | <ul style="list-style-type: none"> • Includes 1.0 cpg underground storage fee |
| South Carolina | 20.75 | 20.75 | <ul style="list-style-type: none"> • Reflects increase from 1/1/2018 • Includes a 0.25 cpg inspection fee and 0.5 cpg underground storage fee |
| Tennessee | 25.40 | 22.40 | <ul style="list-style-type: none"> • Includes 1.0 cpg special petroleum tax for gasoline and a 0.4 cpg environmental assurance fee |
| Texas | 20.00 | 20.00 | |
| Virginia* | 22.40 | 26.09 | <ul style="list-style-type: none"> • Includes 2.1% sales tax in the Hampton Roads District • Includes 0.6 cpg petroleum storage tank fee |
| West Virginia * | 35.70 | 35.70 | <ul style="list-style-type: none"> • Includes a flat tax of 20.5 cpg, plus 5% of the average whole sale price |

* Variable Tax

Source: American Petroleum Institute, June 2018.

State Motor Fuel Taxable Volume and Tax Receipts 2016

| State | Net Motor Fuel Volume Taxed (Thousands of Gallons) | Rank | Adjusted Total Receipts (Thousands of Dollars) | Rank |
|------------------|---|------|---|------|
| Alabama | 3,666,068 | 9 | \$669,581 | 9 |
| Arkansas | 2,150,904 | 14 | 485,699 | 12 |
| Florida | 10,693,648 | 2 | 2,586,451 | 2 |
| Georgia | 6,176,418 | 3 | 1,604,569 | 4 |
| Kentucky | 3,030,304 | 10 | 748,125 | 7 |
| Louisiana | 2,983,432 | 11 | 616,107 | 10 |
| Mississippi | 2,424,752 | 13 | 433,085 | 13 |
| Missouri | 3,691,585 | 8 | 697,908 | 8 |
| North Carolina | 5,611,739 | 4 | 1,924,451 | 3 |
| Oklahoma | 2,876,448 | 12 | 137,731 | 15 |
| South Carolina | 3,712,884 | 7 | 597,026 | 11 |
| Tennessee | 4,332,195 | 6 | 900,440 | 5 |
| Texas | 19,582,097 | 1 | 3,490,068 | 1 |
| Virginia | 5,050,949 | 5 | 888,595 | 6 |
| West Virginia | 1,276,279 | 15 | 357,708 | 14 |
| SLC Total | 77,259,703 | | \$16,138,545 | |
| US Total | 182,876,207 | | \$44,039,960 | |

Source: FHWA, "Highway Statistics, 2016," Tables MF-1 and MF-202.

Public Transportation

Summary

- **This report contains federal appropriations for public transit by state from the Federal Transit Administration (FTA).**
- **In 2018, three SLC states (Florida, Texas, and Georgia) received over half (55%) of the total federal appropriations for transit in the SLC region.**
- **In 2018, federal appropriations for transit to the SLC states accounted for 19.8% of such funding nationwide.**

Apportionments/Allocations by State for Formula and Discretionary FTA Programs Federal Fiscal Year 2018

| State | Total Federal Appropriation | Rank |
|------------------|-----------------------------|------|
| Alabama | \$58,698,437 | 9 |
| Arkansas | 35,421,008 | 13 |
| Florida | 400,265,063 | 2 |
| Georgia | 210,167,506 | 3 |
| Kentucky | 56,839,739 | 10 |
| Louisiana | 68,460,410 | 8 |
| Mississippi | 31,674,010 | 14 |
| Missouri | 108,266,174 | 6 |
| North Carolina | 130,693,034 | 5 |
| Oklahoma | 52,539,985 | 12 |
| South Carolina | 53,202,812 | 11 |
| Tennessee | 93,385,399 | 7 |
| Texas | 461,509,662 | 1 |
| Virginia | 169,300,052 | 4 |
| West Virginia | 28,282,297 | 15 |
| SLC Total | \$1,958,705,586 | |
| US TOTAL | \$9,902,996,513 | |

Source: Federal Transit Administration, <https://www.transit.dot.gov/funding/grants/fta-allocations-formula-and-discretionary-programs-state-fy-1998-2018-excel>, accessed June 2018.

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Bridges

Summary

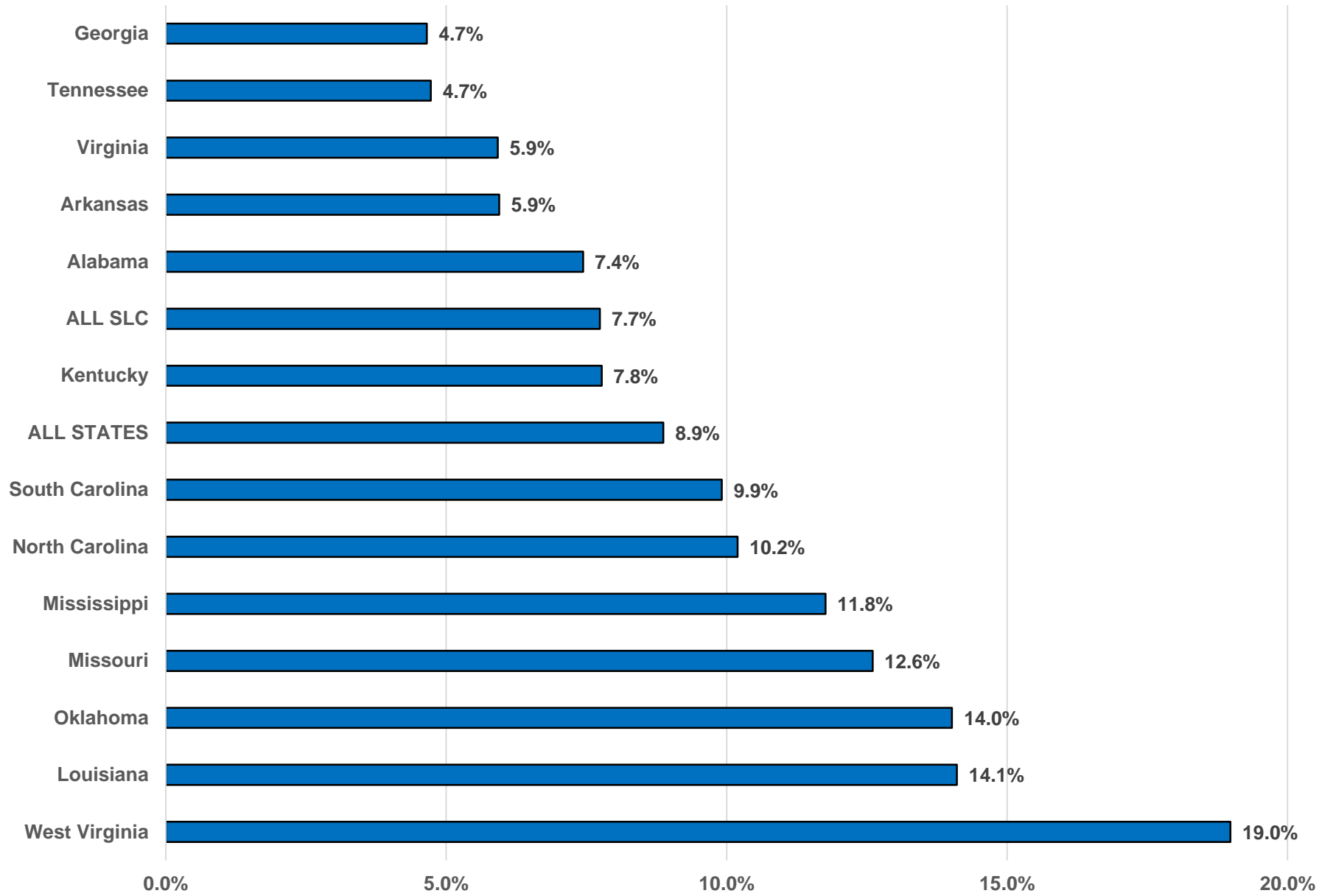
- **This report relies on bridge data reported by states to the Federal Highway Administration (FHWA).**
- **FHWA no longer collects or reports data on functionally obsolete bridges.**
- **FHWA now only reports on the number and deck area of structurally deficient bridges.**
- **This report focuses on bridge counts, but FHWA also collects information on bridges by deck area.**
- **SLC states reported from 4.7% (Georgia) to 19.0% (West Virginia) of bridges within their state as structurally deficient.**
- **On average, SLC states reported 7.7% of their bridges as structurally deficient, compared to 8.9% nationally.**
- **On average, SLC states own 56.1% of the bridges they report on. The national state owned average is 46.6%.**
- **State owned bridges are less likely to be structurally deficient than all bridges in general. The SLC rate of structurally deficient state owned bridges in 2016 was 5.4%, slightly lower than the national average of 5.5%**

Bridge Count By Functional Classification 2016

| State | Total Bridges | Rank | Structurally Deficient Bridges | Rank | Percentage of Structurally Deficient Bridges | Rank |
|-------------------|----------------|------|--------------------------------|------|--|------|
| Alabama | 16,129 | 7 | 1,200 | 7 | 7.4% | 9 |
| Arkansas | 12,864 | 12 | 765 | 13 | 5.9% | 10 |
| Florida | 12,355 | 13 | 265 | 15 | 2.1% | 14 |
| Georgia | 14,863 | 8 | 692 | 14 | 4.7% | 13 |
| Kentucky | 14,280 | 9 | 1,110 | 8 | 7.8% | 8 |
| Louisiana | 12,910 | 11 | 1,821 | 5 | 14.1% | 2 |
| Mississippi | 17,072 | 6 | 2,008 | 3 | 11.8% | 5 |
| Missouri | 24,487 | 2 | 3,086 | 2 | 12.6% | 4 |
| North Carolina | 18,183 | 5 | 1,854 | 4 | 10.2% | 6 |
| Oklahoma | 23,071 | 3 | 3,234 | 1 | 14.0% | 3 |
| South Carolina | 9,341 | 14 | 926 | 10 | 9.9% | 7 |
| Tennessee | 20,169 | 4 | 953 | 9 | 4.7% | 12 |
| Texas | 53,869 | 1 | 847 | 11 | 1.6% | 15 |
| Virginia | 13,932 | 10 | 825 | 12 | 5.9% | 11 |
| West Virginia | 7,288 | 15 | 1,372 | 6 | 19.0% | 1 |
| SLC Totals | 270,753 | | 20,958 | | 7.7% | |
| US Totals | 614,978 | | 54,560 | | 8.9% | |

Source: FHWA, "Highway Statistics, 2016," Table BR-5.

Percent of Structurally Deficient Bridges by Count 2016

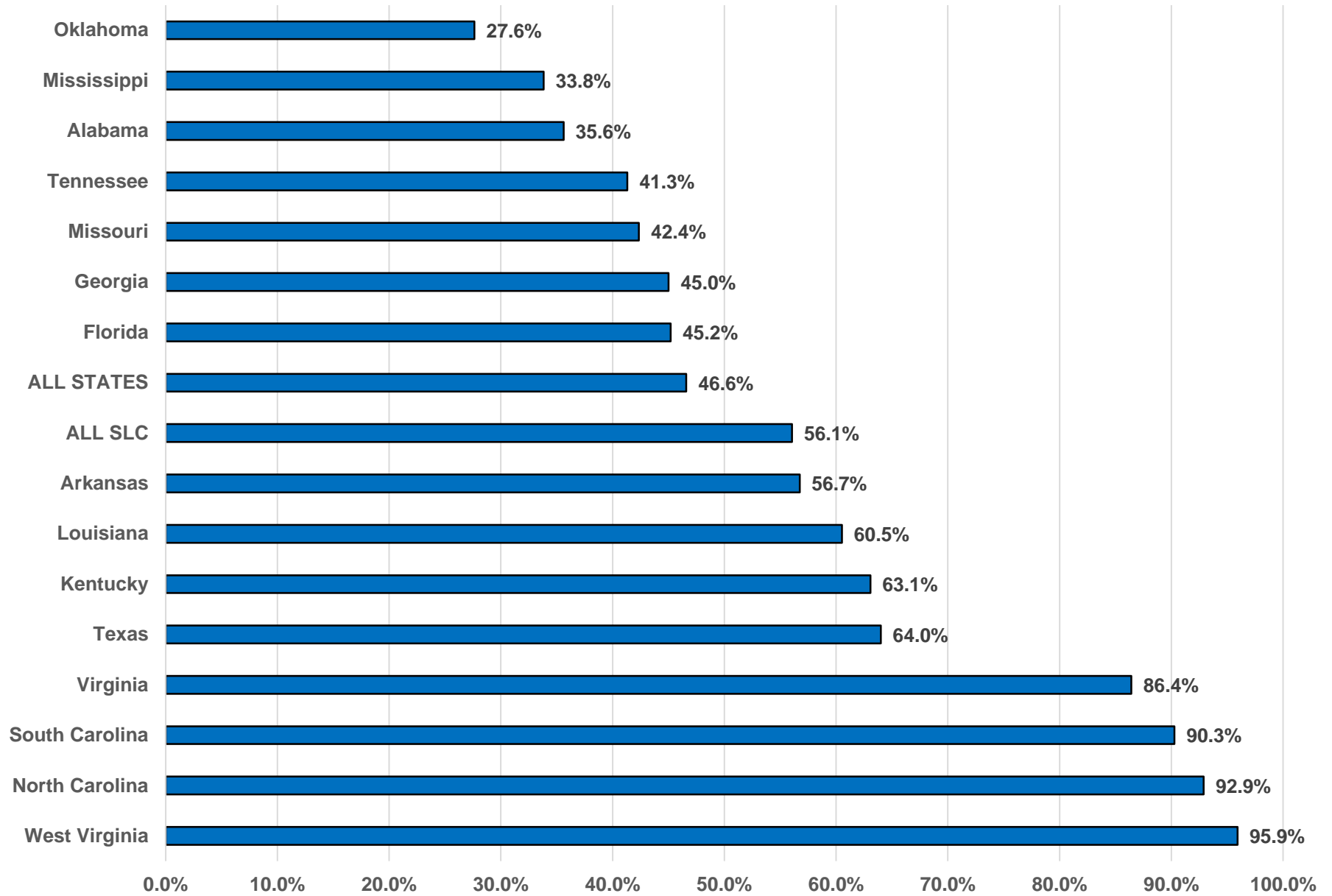


Bridge Count By Ownership By Functional Classification 2016

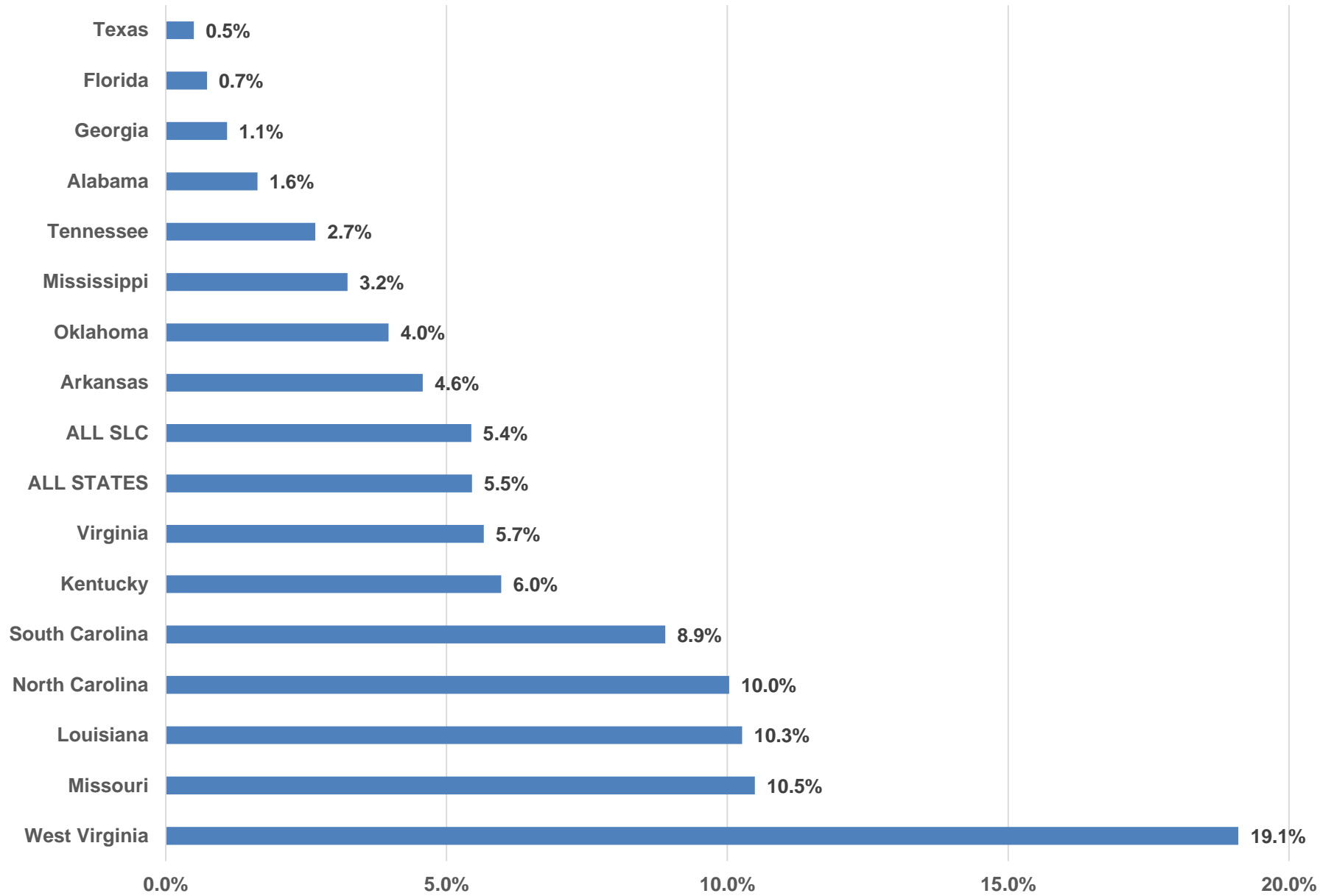
| State | Total Bridges | State Owned Bridges | Percentage of State Owned Bridges | Structurally Deficient State Owned Bridges | Percentage of Structurally Deficient State Owned Bridges |
|-------------------|----------------|---------------------|-----------------------------------|--|--|
| Alabama | 16,129 | 5,745 | 35.6% | 94 | 1.6% |
| Arkansas | 12,864 | 7,299 | 56.7% | 334 | 4.6% |
| Florida | 12,355 | 5,584 | 45.2% | 41 | 0.7% |
| Georgia | 14,863 | 6,690 | 45.0% | 73 | 1.1% |
| Kentucky | 14,280 | 9,006 | 63.1% | 538 | 6.0% |
| Louisiana | 12,910 | 7,814 | 60.5% | 802 | 10.3% |
| Mississippi | 17,072 | 5,775 | 33.8% | 187 | 3.2% |
| Missouri | 24,487 | 10,371 | 42.4% | 1,088 | 10.5% |
| North Carolina | 18,183 | 16,889 | 92.9% | 1,694 | 10.0% |
| Oklahoma | 23,071 | 6,375 | 27.6% | 253 | 4.0% |
| South Carolina | 9,341 | 8,432 | 90.3% | 750 | 8.9% |
| Tennessee | 20,169 | 8,334 | 41.3% | 222 | 2.7% |
| Texas | 53,869 | 34,477 | 64.0% | 173 | 0.5% |
| Virginia | 13,932 | 12,040 | 86.4% | 682 | 5.7% |
| West Virginia | 7,288 | 6,933 | 95.9% | 1,324 | 19.1% |
| SLC Totals | 270,753 | 151,764 | 56.1% | 8,255 | 5.4% |
| US Totals | 614,978 | 286,513 | 46.6% | 15,627 | 5.5% |

Source: FHWA, "Highway Statistics, 2016," Table BR-5.

Percent of Total Bridge Count That is State-Owned 2016



Percent of Structurally Deficient State-Owned Bridge Count 2016



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Fatalities

Summary

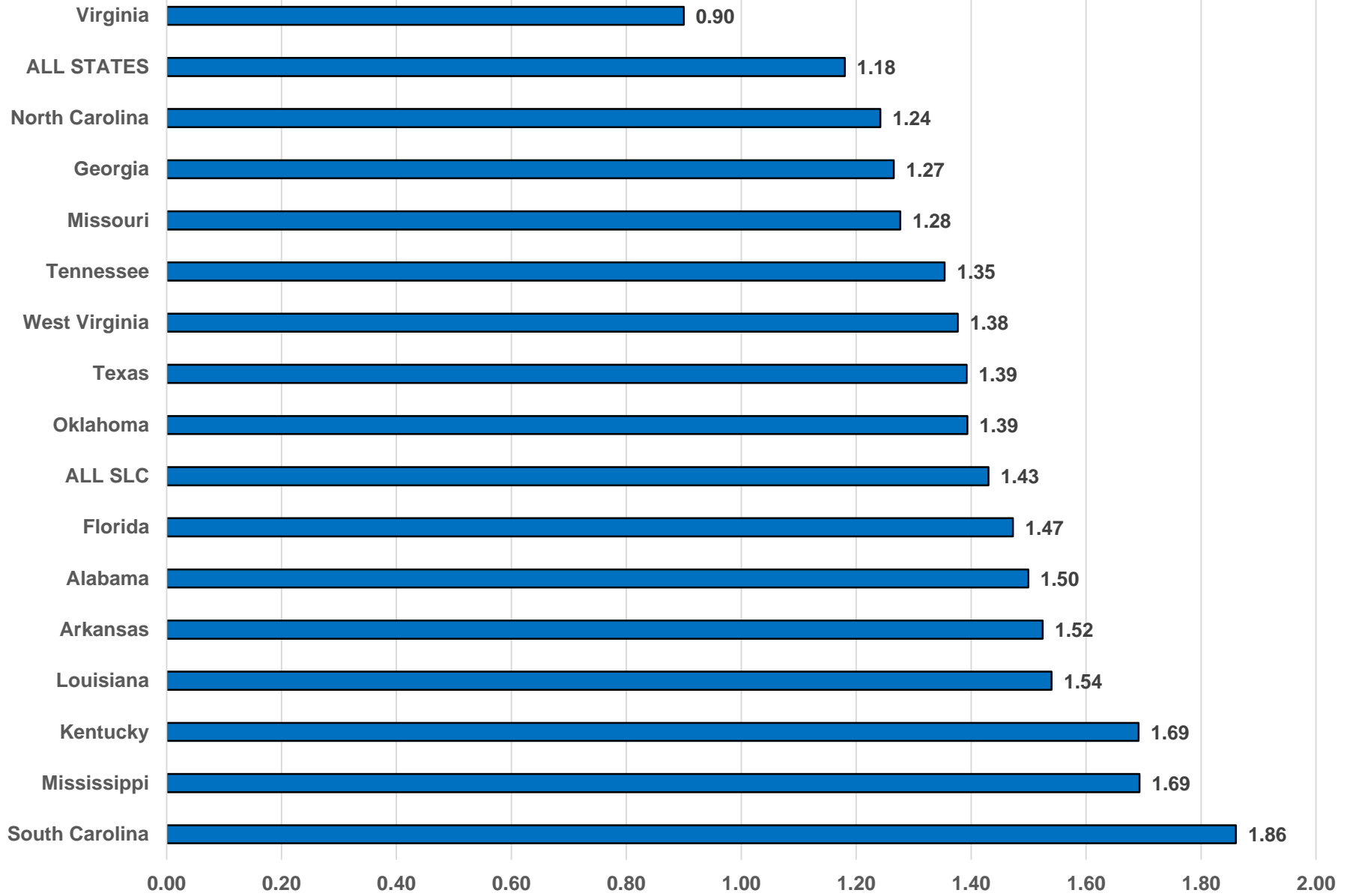
- **The motor vehicle accident fatality rate for the SLC states as a whole (1.43 per 100 million miles driven) is higher than the nationwide rate (1.18 per 100 million miles driven).**
- **Only one SLC state (Virginia, 0.90) had a motor vehicle accident fatality rate lower than or equal to the national rate.**
- **Nationwide, the fatality rate is 1.9 times as high on rural interstates (0.93) as on urban interstates (0.49), and 2.5 times higher on all rural highways (1.95) as on all urban highways (0.79).**

Fatality Rates by Road Type 2016
(Fatalities per 100 Million Miles of Travel)

| State | Total Rate | Rural Highways and Streets | | Urban Highways and Streets | |
|-------------------|-------------|----------------------------|-------------|----------------------------|-------------|
| | | Interstates | Total | Interstates | Total |
| Alabama | 1.50 | 0.99 | 2.22 | 0.68 | 0.81 |
| Arkansas | 1.52 | 0.93 | 2.10 | 0.57 | 0.99 |
| Florida | 1.47 | 1.69 | 3.96 | 0.56 | 0.97 |
| Georgia | 1.27 | 0.83 | 2.01 | 0.60 | 1.03 |
| Kentucky | 1.69 | 0.76 | 2.30 | 0.63 | 0.98 |
| Louisiana | 1.54 | 0.84 | 1.94 | 0.66 | 1.27 |
| Mississippi | 1.69 | 1.90 | 2.95 | 0.05 | 0.08 |
| Missouri | 1.28 | 0.71 | 1.81 | 0.55 | 0.90 |
| North Carolina | 1.24 | 1.06 | 2.30 | 0.39 | 0.70 |
| Oklahoma | 1.39 | 0.76 | 1.95 | 0.82 | 0.95 |
| South Carolina | 1.86 | 0.83 | 2.46 | 0.48 | 1.36 |
| Tennessee | 1.35 | 0.69 | 1.89 | 0.71 | 1.09 |
| Texas | 1.39 | 1.23 | 2.05 | 0.91 | 0.70 |
| Virginia | 0.90 | 0.67 | 1.61 | 0.35 | 0.46 |
| West Virginia | 1.38 | 0.81 | 1.69 | 0.84 | 1.04 |
| SLC Totals | 1.43 | 0.98 | 2.22 | 0.59 | 0.89 |
| US Totals | 1.18 | 0.93 | 1.95 | 0.49 | 0.79 |

Source: FHWA, "Highway Statistics, 2016," Table FI 30.

Fatality Rates 2016



**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 six of the SLC states; agency heads in the other nine states are appointed by the governor.**
- **Of the 10 transportation boards or commissions:**
 - ◆ **Eight are appointed by the governor;**
 - ◆ **One is appointed by the legislature;**
 - ◆ **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 2018

| 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 (Department of Transportation) | 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 |

| State (Agency Name) | Agency Head | Who Appoints? | Board or Commission? | Size | How Chosen? | By Whom? | Term (Years) | Board Member Qualifications |
|---|------------------------|--|---|-------------|------------------------|---------------------|-------------------------|---|
| 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 | Commission (Subject to Senate confirmation) | Yes (South Carolina Transportation Commission) | 8 | Appointed | Governor | 4 | One member selected from each congressional; one at-large member. Appointments must be approved by the Legislative delegation of each CD, The Joint Transportation Review Committee, and the Senate |
| Tennessee (Department of Transportation) | Commissioner | Governor | No | | | | | |

| State (Agency Name) | Agency Head | Who Appoints? | Board or Commission? | Size | How Chosen? | By Whom? | Term (Years) | Board Member Qualifications |
|--|-----------------------------|--------------------------|--|-------------|------------------------|---|-------------------------|---|
| 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"> • Be employed by a business that receives funds from the DOT; • Directly or indirectly own more than a 10% interest in a business or organization that receives funds from the DOT; • Use or receive a substantial amount of goods, services, or funds from the DOT; • 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. |
| Virginia (Department of Transportation) | Commissioner of Highways | Governor | Yes (Commonwealth Transportation Board) | 17 | Appointed | Governor (Subject to General Assembly Confirmation) | 4 | Secretary of DOT; Commissioner of Highways; Director of Rail and Public Transportation; 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: Email survey of state transportation officials in the SLC states, May 2018.

Duties of State Transportation Boards or Commissions

| State | No Board | Department Administration | Department Oversight | Review Transportation 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 2018.