

2019 Comparative Data Report on State Transportation Programs

**Prepared for
Fiscal Affairs and Government Operations Committee
Southern Legislative Conference
Council of State Governments
July 2019**

**Tammy Branham
Legislative Research Commission
Kentucky General Assembly**

Introduction

Most of the information presented in this report is derived from two sources: the most recent Federal Highway Administration (FHWA) publication “Highway Statistics” and an e-mail survey of SLC states' Departments of Transportation, conducted in May and June, 2019. Information regarding federal transit appropriations comes from the Federal Transit Administration.

Because of reporting schedules involved in producing the FHWA report, the reporting year information in this report varies.

Table of Contents

Recent Major Transportation Legislation.....	1
Demographics and Road Mileage.....	7
Highway Finance.....	15
Fuel Taxes.....	24
Public Transportation.....	31
Bridges.....	35
Fatalities.....	43
Administration and Operation of State Departments of Transportation.....	47

THIS PAGE INTENTIONALLY LEFT BLANK.

Recent Major Transportation Legislation

Alabama

- Created a permanent Joint Transportation Committee.
- Amended the Department of Transportation's long-range plan, making technical corrections as well as clarification of the DOT's duties and provision of information requirements relating to the long-range plan.
- Provided toll roads and bridges, Toll Road, Bridge and Tunnel Authority, further state and local tax exemptions.
- Required seat belt use for each occupant while a vehicle is in motion.

Arkansas

- Passed a new law making the offense of using a cell phone while driving in a school zone a primary offense for which a law enforcement officer may stop a driver for non-compliance.
- Authorized a firm or individual to operate up to three fully autonomous vehicles on streets and highways when participating in a pilot program approved by the State Highway Commission.
- Regulated the operation of electric motorized scooters and the scooter-share operators that offer scooters for hire.
- Established that the maximum speed limit for a controlled-access highway shall be 65 miles per hour in urban areas, and 75 miles per hour when the highway is outside of an urban area and has four lanes divided by a median.
- Extended the sunset date for the transportation construction project pilot program for the manager-general contractor method of procurement and increased the number of projects authorized under the pilot program.
- Required a school district to notify the Department of Transportation of its site selection for a traffic impact analysis; provided school districts the option of incorporating the results of the analysis. Required promulgated rules.
- Changed requirements for obtaining a permit to haul agronomic or horticultural crops in their natural state by allowing applicants to obtain a truck tractor, semitrailer, trailer combination permit upon payment of an applicable fee.
- Created the Small Wireless Facilities Act to regulate the placement of and access to wireless communications facilities that are mounted on structures less than fifty feet high or that extend an existing structure by less than fifty feet.
- Substituted permissive language in laws concerning the suspension of a person's driver's license for the possession or use of a controlled substance, giving courts the discretion as to whether to order the suspension.

Florida

- Changed texting while driving from a secondary offense to a primary offense. Prohibits the use of a wireless communications device in a handheld manner in a school or active construction zone. Statewide public education campaign to be conducted by FDOT and Department of Highway Safety and Motor Vehicle (DHSMV).
- Authorized the Florida Turnpike Enterprise to enter into agreements to fund, construct and operate facilities for the advancement of autonomous and connected innovative transportation technologies.
- Clarified the duties of law enforcement's collection of information required for crash reports in the event of a motor vehicle crash involving a railroad train.
- Authorized a transportation network companies (TNC), subject to compliance with state and federal Medicaid requirements, to provide nonemergency medical transportation services to a Medicaid recipient.
- Established a regulatory framework for authorizing the operation of micromobility devices and motorized scooters.
- Updated numerous regulations to address compatibility concerns with federal regulations. Directed FDOT to create a program for permitting tandem trailers within the Everglades Agricultural Area.
- Revised the definition of "small county" for purposes of SCOP to increase the population ceiling from 170,000 to 200,000. Extended FDOT's obligation to reimburse a local governmental entity for the direct actual operating costs of the fire station at mile marker 63 on Alligator Alley.
- Created the Multi-Use Corridors of Regional Economic Significance Program (M-CORES) within FDOT. Directs FDOT to begin evaluation of creation of three new infrastructure corridors. M-CORES funding comes from redirection of vehicle registration fees from General Revenue to State Transportation Trust Fund. Funds allocated to Transportation Disadvantaged Trust Fund are to be used to award competitive grants to CTCs and TNCs.

Georgia

- No transportation legislation of significance was passed during this legislative session.

Kentucky

- Removed the requirement of the Transportation Cabinet to license private airports.
- Regulated the operation of electric motorized scooters and the scooter-share operators that offer scooters for hire.
- Streamlined and modernized the statutes concerning special license plates and personalized license plates.

- Overhauled the existing ignition interlock program and replaced it with a more comprehensive framework modeled from the best practices of other states.

Louisiana

- No response provided.

Mississippi

- Allowed contractors to enter into agreements with state and local law enforcement.
- Relieved limitations on local entities to expend all sources of available funding on infrastructure projects.

Missouri

- No response provided.

North Carolina

- Legislation still pending at time of print.

Oklahoma

- No response provided.

South Carolina

- No response provided.

Tennessee

- Made permanent a pilot program authorizing the Construction Manager/General Contractor method of project delivery with a limited number of projects that can be delivered with this method each year.
- Made multiple changes to the laws regarding oversized vehicles traveling within the state.

Texas

- Legislation still pending at time of print

Virginia

- Made a driver's failure to move into a nonadjacent lane on a highway with at least four lanes when approaching certain stationary vehicles displaying flashing, blinking, or alternating blue, red, or amber lights, (or if changing lanes would be unreasonable or unsafe, failure to proceed with due caution and maintain a safe speed), and reckless driving, punishable as a Class 1 misdemeanor. Prior to this legislation, a first such offense would have been a traffic infraction punishable by a fine of not more than \$250, and a second such offense was punishable as a Class 1 misdemeanor. Provisions in the bill continue the rule that the move over law/requirements do not apply in highway work zones.
- Required the Commissioner of Highways to order temporary suspension of toll collection operations in affected evacuation zones on routes designated as mass evacuation routes during any mandatory evacuation during a state of emergency. This applies to facilities operated by the Virginia Department of Transportation as well as certain facilities operated by a private operator pursuant to the Public Private Transportation Act, to the extent such order is necessary to facilitate evacuation and is consistent with the terms of the comprehensive agreement between the Virginia Department of Transportation and the operator. Prior to this legislation, the Commissioner could, at his discretion, temporarily suspend toll collection operations on certain facilities in cases of emergency and concern for public safety.
- Prohibited any person from holding in their hand a handheld personal communications device while driving a motor vehicle in a highway work zone, with certain exceptions. Prior to this legislation, the law only prohibited persons, while operating motor vehicles, from reading an email or text message on handheld devices and manually entering letters or text on such devices as a means of communicating, and these prohibitions will continue to apply when operating motor vehicles on portions of highways not in work zones.
- Required the Commonwealth Transportation Board is to study, develop and adopt a plan for improvements to the I-95 Corridor, to include possible improvements and funding options for said improvements.
- Required VDOT to establish a working group to evaluate 1) the impact of increased fuel efficiency and increased use of hybrid and electric vehicles on transportation revenues and 2) potential options to provide a sustainable

funding stream for transportation infrastructure. The Secretary of Transportation is to provide a report of findings by December 10, 2019.

- Required various reviews and reports by the Commonwealth Transportation Board and the I-81 Committee relating to funding and improvements to the I-81 Corridor under the I-81 Improvement Plan and Program.
- Directed the Commonwealth Transportation Board to undertake a comprehensive review of the current and future condition of pavements and bridges in the Commonwealth. The review/study is to consider current conditions, performance targets and investment strategies of certain funds, recommend new performance targets for pavements and bridges to provide for sustainable performance over a 20 year period and provide an investment strategy to achieve those sustainable performance targets, including a plan to address the funding needs of large and unique bridges and tunnel structures in the Commonwealth.

West Virginia

- Amended the Design Build Pilot Program.
- Limited non-bonded projects to contractually obligate no more than \$200 million on any one project, no more than \$200 million per year, and no more than \$300 million in the aggregate per year.
- Limited projects financed with bonds to contractually obligate no more than \$300 million on any one project, no more than \$600 million per year, and no more than \$700 million in the aggregate per year.

Source: E-mail survey of state DOTs, May - July 2019.

Demographics and Road Mileage

Summary

General Demographics

- **The 15 states of the Southern Legislative Conference (SLC)**
 - ◆ **Are home to 37.6% of the nation's population;**
 - ◆ **Account for 38.9% of the nation's licensed drivers;**
 - ◆ **Account for 37.5% of the nation's young licensed drivers (19 and under);**
 - ◆ **Account for 37.6% of the nation's registered motor vehicles; and**
 - ◆ **Account for 41.8% of the nation's vehicle miles traveled.**
- **SLC states have a the same rate of registered vehicles per licensed driver (1.21) as the entire United States (1.21).**
- **There are more miles driven annually per licensed driver in SLC states (15,963) than in the nation as a whole (14,321).**

Road Mileage

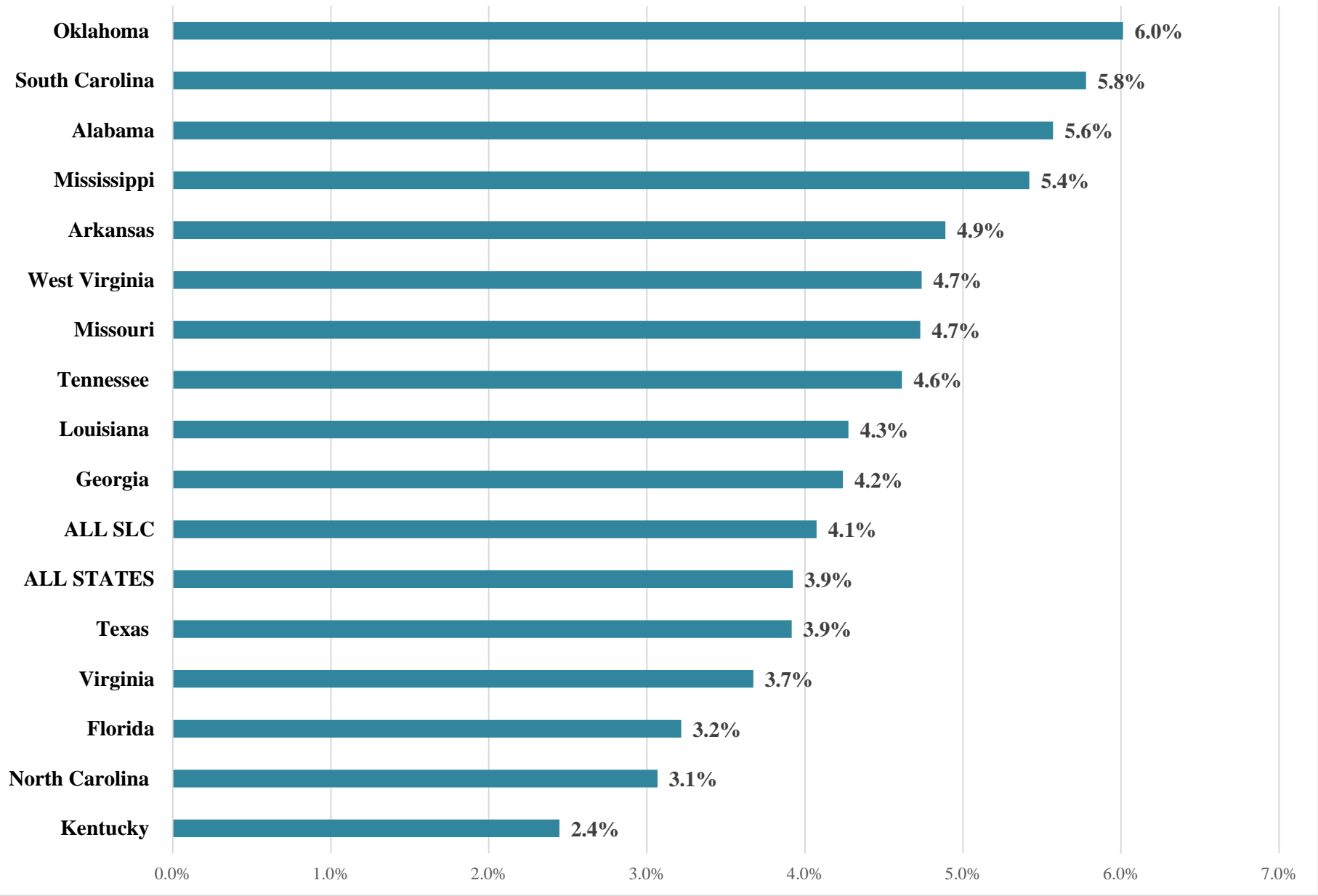
- **The 15 states of the SLC account for 41.8% of the nation's highway miles.**
- **A larger percentage of highway miles are state maintained in the SLC states (29.3%) than the nation as a whole (19.9%).**
- **A majority of highway miles are state maintained in four SLC states (NC, SC, VA, and WV).**

General Transportation Demographics State Rankings 2017

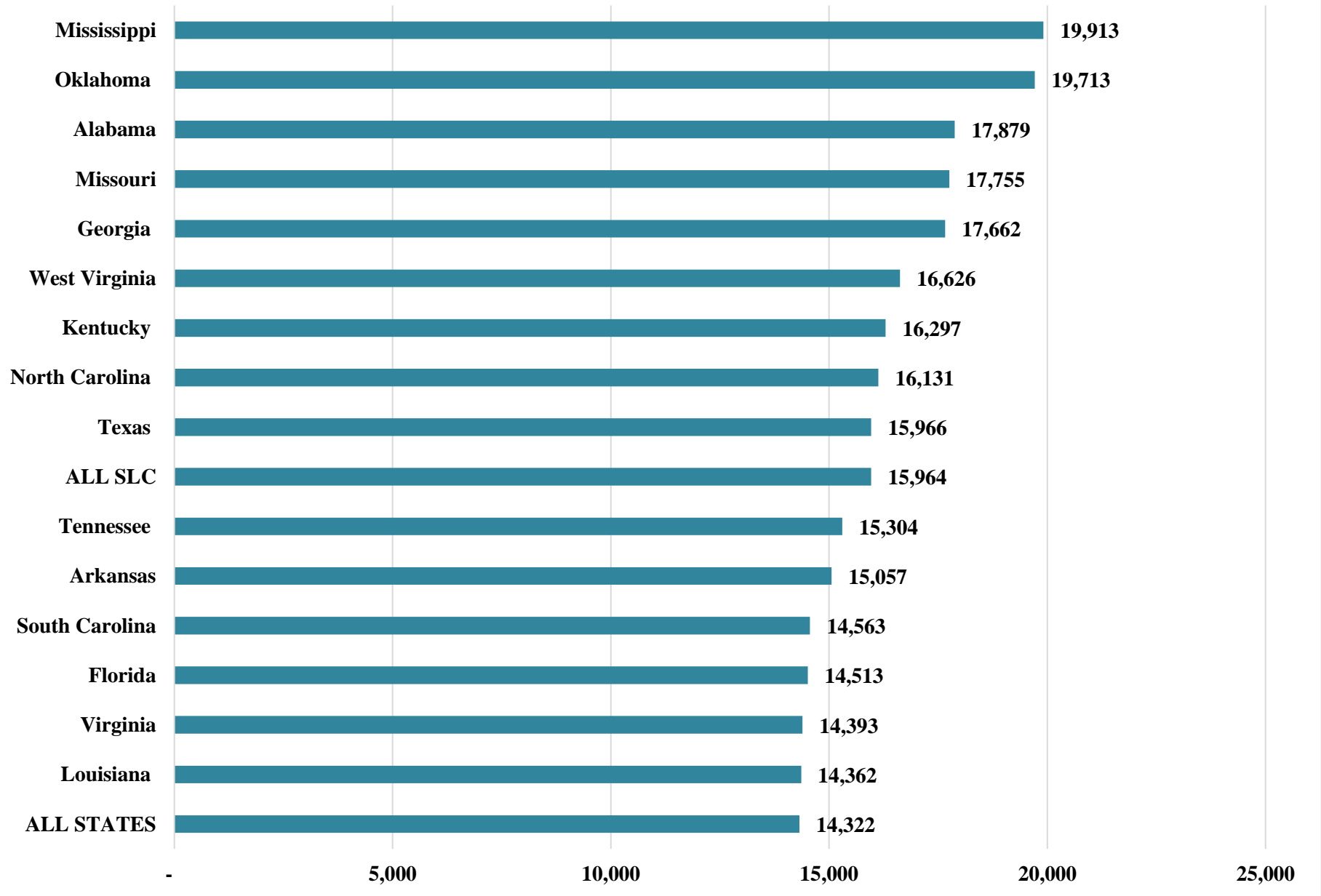
State	Population (2018)	Rank	Young Licensed Drivers (19 & under)	Rank	Licensed Drivers	Rank	Motor Vehicle Registrations	Rank	Vehicle Miles Traveled (Billions)	Rank
Alabama	4,887,871	9	220,268	6	3,954,378	8	5,056,073	8	70.7	8
Arkansas	3,013,825	13	118,172	12	2,417,464	13	2,833,697	13	36.4	14
Florida	21,299,325	2	485,056	2	15,076,358	2	16,959,269	2	218.8	2
Georgia	10,519,475	3	299,364	3	7,060,344	4	8,442,325	3	124.7	3
Kentucky	4,468,402	11	73,867	14	3,019,008	11	4,293,205	10	49.2	11
Louisiana	4,659,978	10	146,479	11	3,425,656	10	3,906,812	11	49.2	11
Mississippi	2,986,530	14	111,327	13	2,053,924	14	2,057,476	14	40.9	13
Missouri	6,126,452	7	202,199	9	4,274,784	7	5,568,736	7	75.9	7
North Carolina	10,383,620	4	226,647	5	7,389,467	3	8,070,717	4	119.2	4
Oklahoma	3,943,079	12	150,684	10	2,505,989	12	3,744,178	12	49.4	10
South Carolina	5,084,127	8	220,230	7	3,810,962	9	4,404,100	9	55.5	9
Tennessee	6,770,010	6	248,125	4	5,377,653	6	5,800,489	6	82.3	6
Texas	28,701,845	1	669,698	1	17,099,340	1	22,130,765	1	273.0	1
Virginia	8,517,685	5	217,692	8	5,926,430	5	7,514,484	5	85.3	5
West Virginia	1,805,832	15	54,442	15	1,148,786	15	1,691,237	15	19.1	15
SLC Total	123,168,056		3,444,250		84,540,543		102,473,563		1,349,600	
US Total	327,167,434		8,843,339		225,346,257		272,480,899		3,227,358	

Sources: Annual Estimates of the Resident Population for the United States, Regions, States, and Puerto Rico: April 1, 2010 to July 1, 2018 (NST-EST2018-01) US Census Bureau, Population Division, December 2018;
FHWA, "Highway Statistics, 2017," Tables DL-22, MV-1, VM-2.

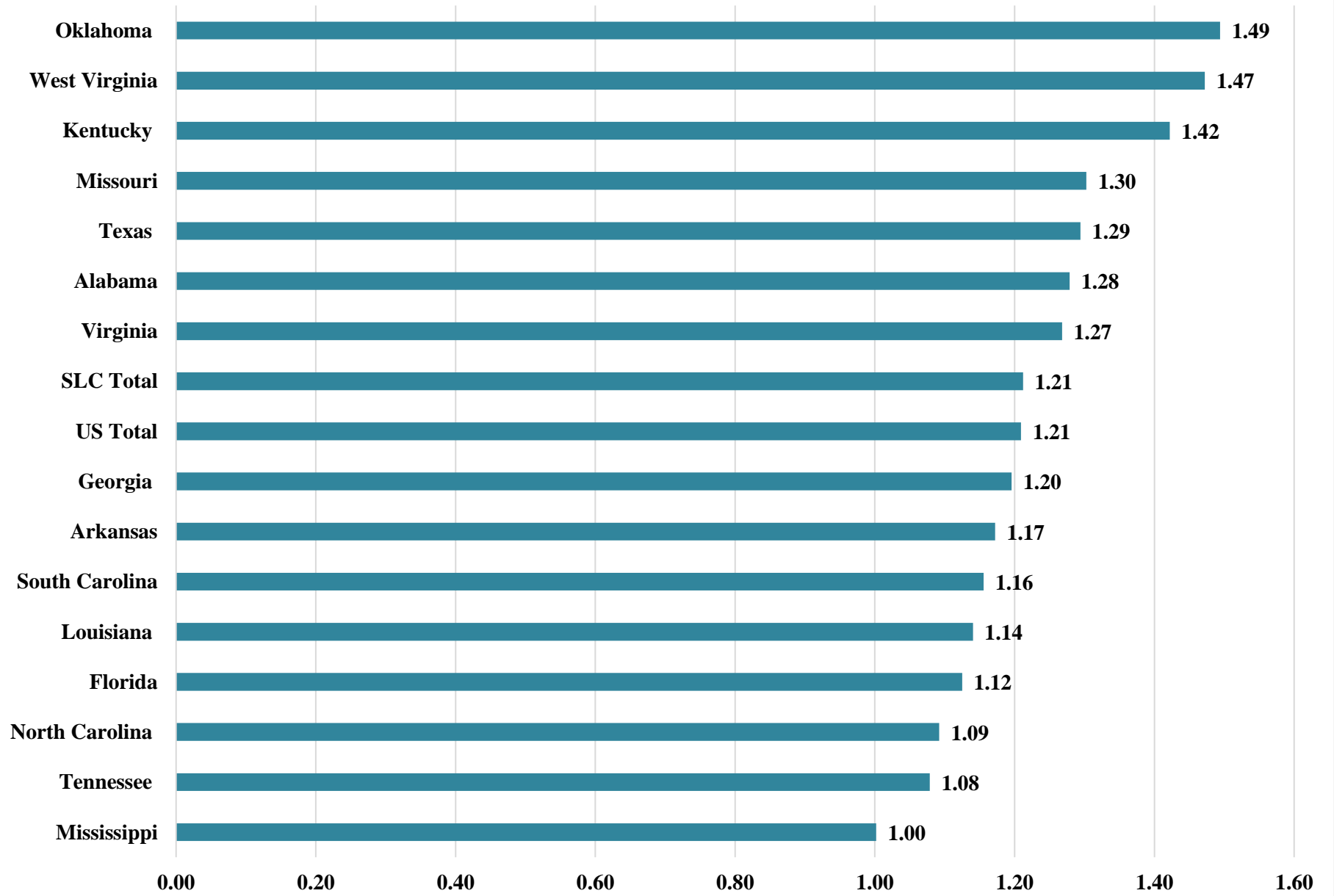
Young Drivers as a Percentage of All Licensed Drivers 2017



Miles Driven Per Licensed Driver 2017



Vehicles Per Licensed Driver 2017



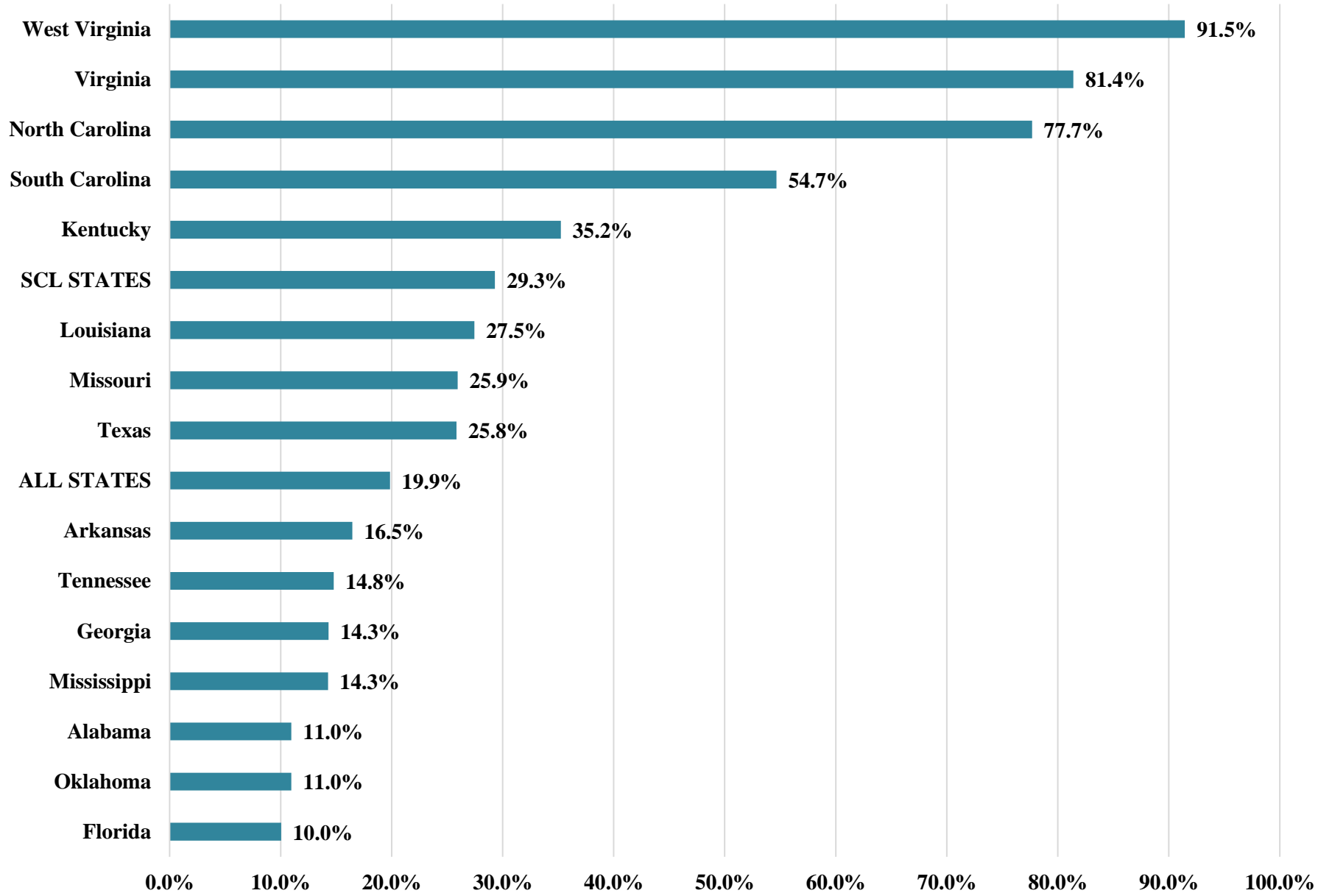
Road Mileage by Ownership State Rankings 2017

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	10,931	14	88,713	6	99,644	8	11.0%	13
Arkansas	52,075	6	16,457	10	83,504	7	99,961	7	16.5%	9
Florida	53,997	5	12,107	13	108,466	2	120,573	4	10.0 %	15
Georgia	57,919	4	17,959	8	107,469	3	125,428	3	14.3 %	11
Kentucky	39,732	12	27,671	7	50,852	10	78,523	10	35.2%	5
Louisiana	43,566	10	16,677	9	44,054	11	60,730	14	27.5%	6
Mississippi	46,914	9	10,911	15	65,588	9	76,500	11	14.3%	11
Missouri	68,898	2	33,859	6	96,639	5	130,498	2	25.9%	8
North Carolina	48,718	8	79,924	2	22,961	13	102,884	6	77.7%	3
Oklahoma	68,679	3	12,255	12	99,498	4	111,754	5	11.0%	13
South Carolina	30,111	14	41,311	4	34,266	12	75,578	12	54.7%	4
Tennessee	41,219	11	13,886	11	80,058	8	93,944	9	14.8%	10
Texas	261,914	1	80,444	1	230,843	1	311,288	1	25.8%	7
Virginia	39,598	13	58,940	3	13,457	14	72,397	13	81.4%	2
West Virginia	24,087	15	34,402	5	3,216	15	37,619	15	91.5%	1
SLC Total	928,167		467,736		1,129,585		1,597,321		29.3%	
US Total	3,537,441		781,613		3,154,202		3,935,815		19.9%	

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, 2017," Table HM-10.

State Road Miles as a Percentage of All Road Miles 2017



Highway

Finance

Summary

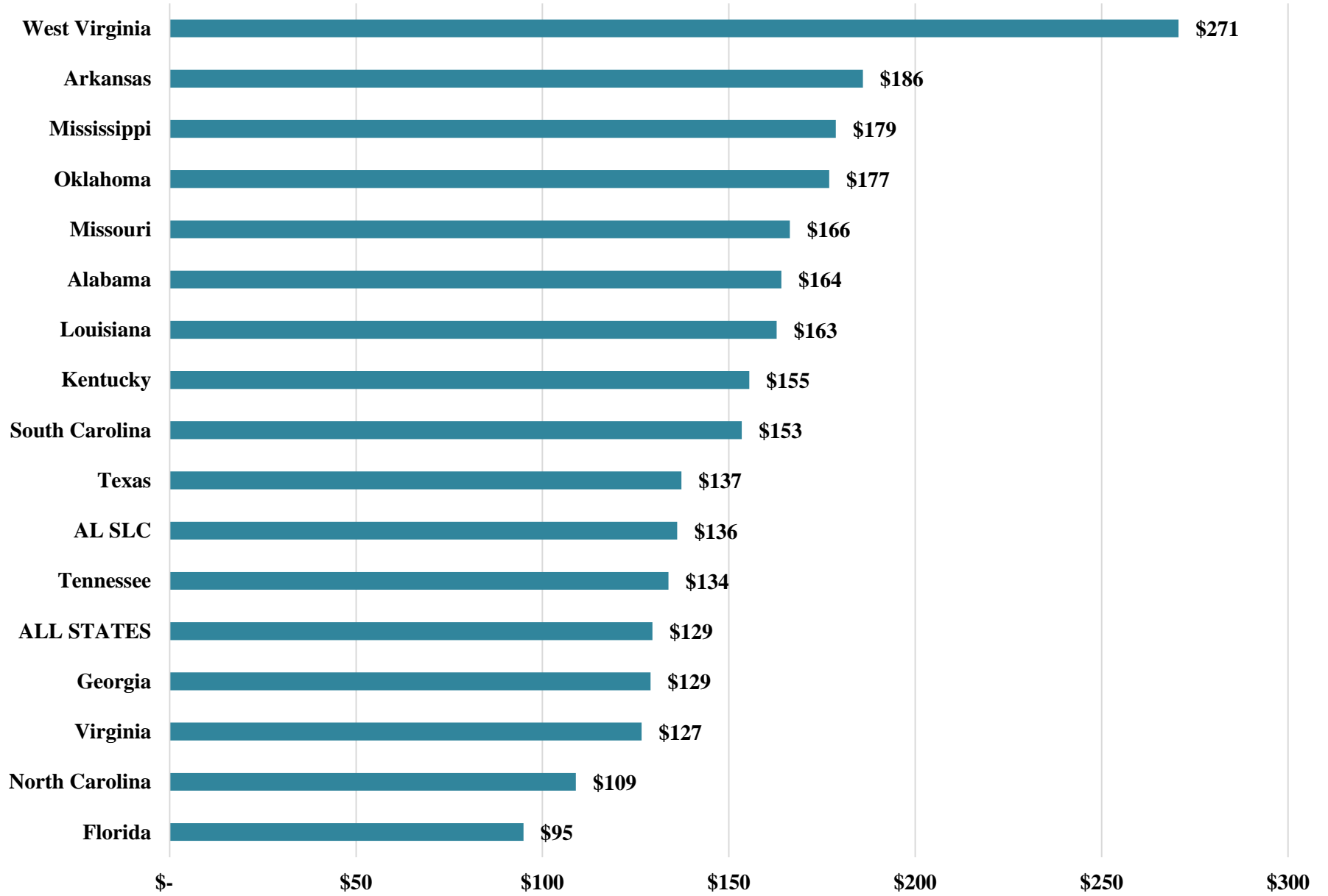
- **Per capita federal highway spending in the SLC states ranges from \$271 in West Virginia to \$95 in Florida.**
- **The FY 2016 Federal Apportionment/Payment ratio was at least 1.00 for all but one of the 15 SLC states (Texas, 0.99). The FY 2017 ratio ranges from 2.21 in West Virginia to 0.99 in Texas.**
- **For FY 2017, the Federal Apportionment/Payment ratio for the entire SLC region was 1.10, up from 1.04 in FY 2016. The ratio for the entire United States was 1.19.**
- **Since the inception of the Federal Highway Trust Fund, one SLC state (Texas) is a “donor state,” having received less in appropriation than the state has raised in federal gas taxes.**
- **When asked about extraordinary revenue measures for transportation funding, seven states (AL, AR, GA, MS, NC, VA, and WV) reported adopting some sort of policy to increase transportation funding.**

Highway Financing State Rankings 2017

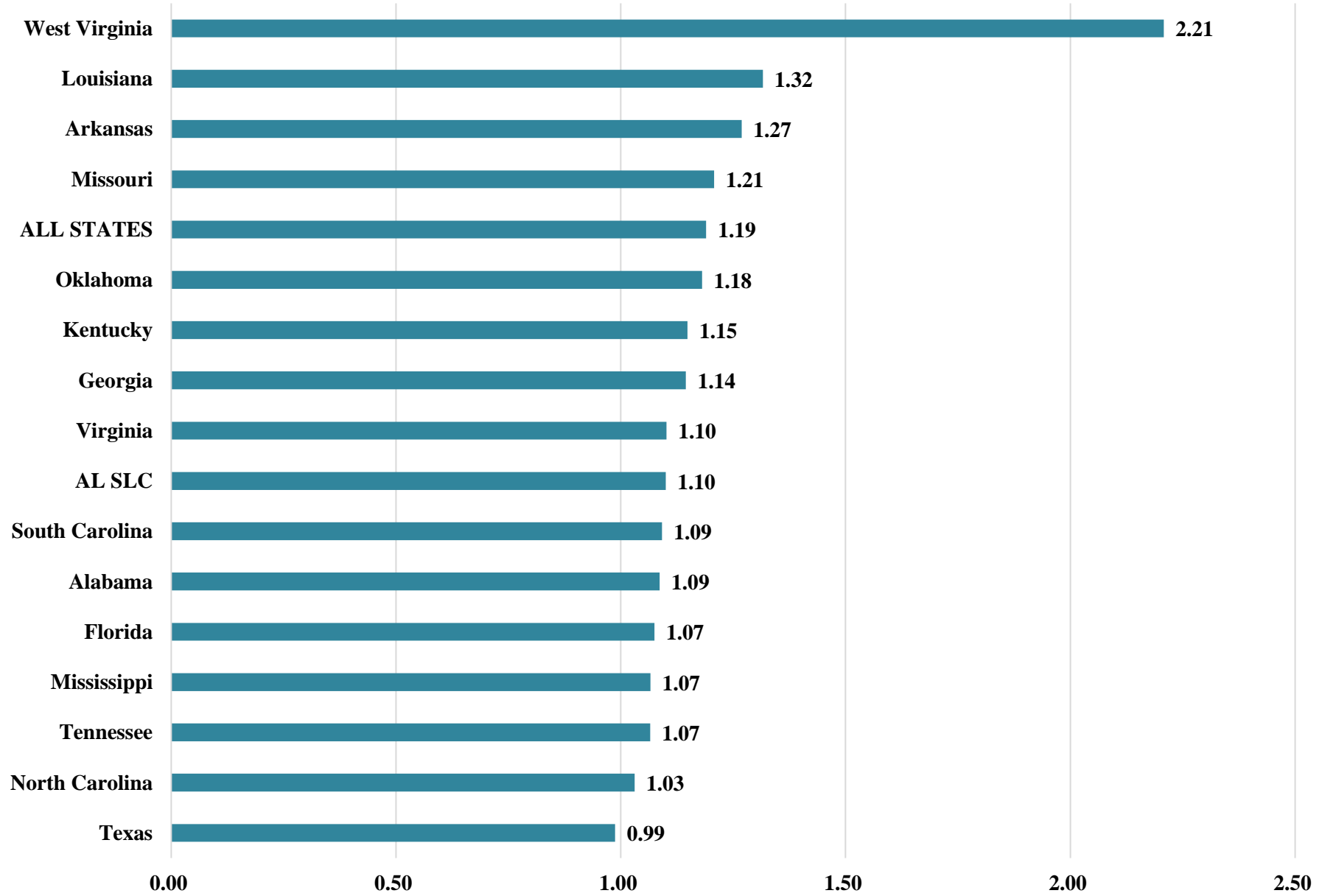
State	Payments into FHTF FY 2017 (Thousand Dollars)	Rank	Apportionment from FHTF FY 2017 (Thousand Dollars)	Rank	Ratio of Apportionment from / Payment into FHTF FY 2017	Rank	Ratio of Apportionment from / Payment into FHTF (1956-2017)	Rank
Alabama	\$738,205	8	\$801,966	8	1.09	5	1.20	3
Arkansas	441,662	14	560,431	13	1.27	2	1.19	5
Florida	1,880,708	2	2,021,250	2	1.07	10	1.07	11
Georgia	1,185,268	3	1,356,624	3	1.14	9	1.06	12
Kentucky	604,877	11	694,636	11	1.15	6	1.14	7
Louisiana	576,635	10	758,802	9	1.32	3	1.31	2
Mississippi	500,744	13	533,750	14	1.07	12	1.20	4
Missouri	844,087	7	1,019,178	6	1.21	4	1.12	8
North Carolina	1,097,935	4	1,131,598	4	1.03	14	1.03	13
Oklahoma	590,905	12	697,647	12	1.18	7	1.07	10
South Carolina	714,642	9	780,155	10	1.09	11	1.03	14
Tennessee	850,281	6	905,895	7	1.07	13	1.08	9
Texas	3,989,785	1	3,939,256	1	0.99	15	0.99	15
Virginia	978,969	5	1,078,361	5	1.10	8	1.15	6
West Virginia	221,366	15	488,743	15	2.21	1	2.11	1
SLC Total	\$15,216,069		\$16,768,292		1.10		1.10	
US Total	\$35,733,512		\$42,362,544		1.19		1.21	

Source: FHWA, "Highway Statistics, 2017," Table FE-221.

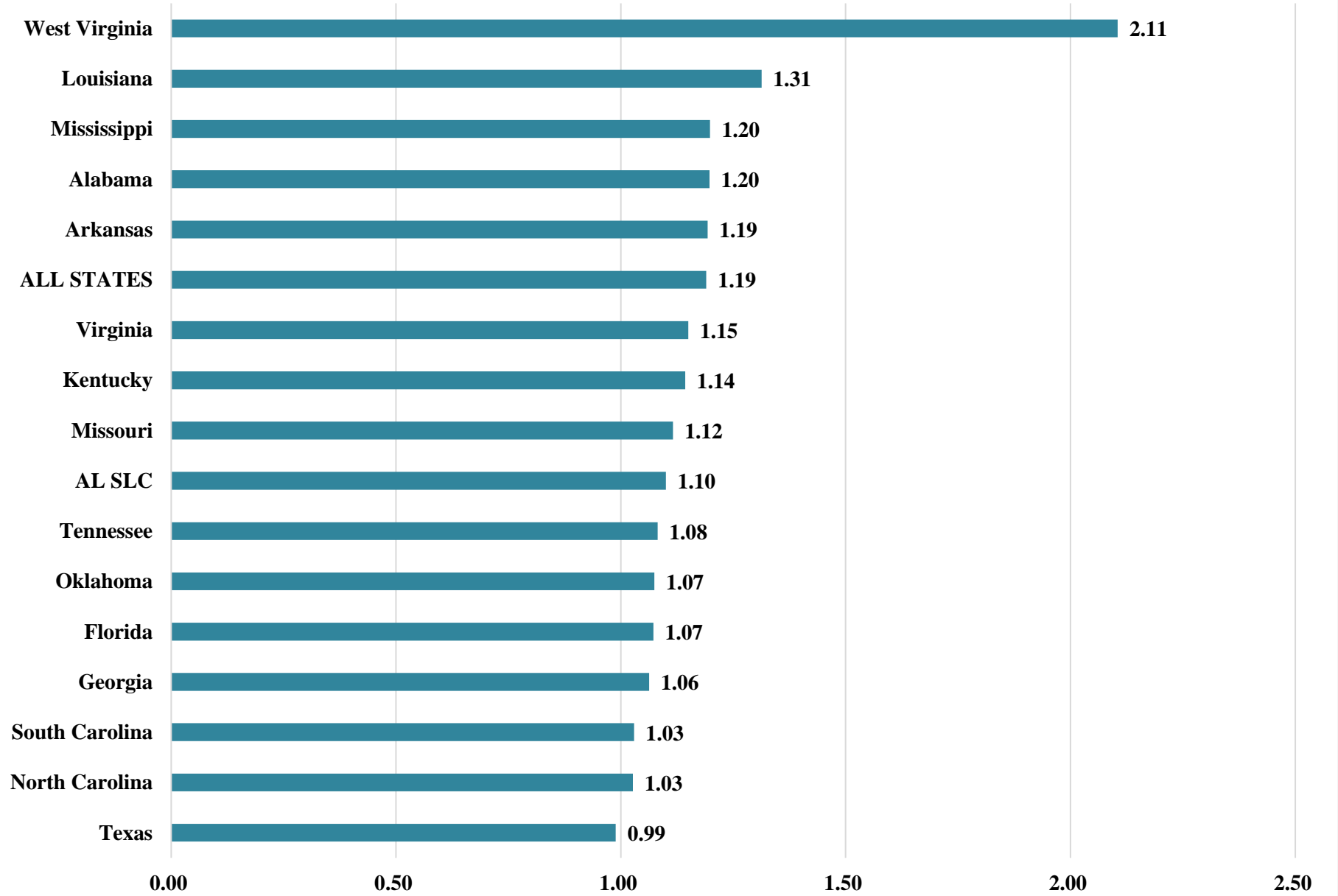
Per Capita Federal Highway Spending 2017



Ratio of Apportionment From Payments Into the FHTF 2017



Ratio of Apportionment From - Payments Into FHTF 1956 - 2017



Survey Question: Extraordinary Revenue Measures

With the decline in motor fuels consumption, 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 but not adopted?**

State	Implemented	Proposed
Alabama	<ul style="list-style-type: none"> • Established the Rebuild Alabama Act which adds a ten (\$0.10) tax on gasoline and diesel fuel, to be implemented incrementally • Established a licensing tax on electric and hybrid electric motor vehicles with provisions for the distribution of the revenues for state, county, municipal, and State Port Authority transportation purposes • Increased cost of bonding of motor fuel terminal operators based on changes in National Highway Construction Cost Index; directs a portion of revenues to finance improvements to ship channel related to Alabama State Docks • Established ATRIP-II (Alabama Infrastructure Improvement Program) Committee 	<ul style="list-style-type: none"> • None
Arkansas	<ul style="list-style-type: none"> • Levied an indexed wholesale tax on motor fuel and adds annual fees to hybrid and electric vehicle registration. Transfers those revenues, as well as casino tax revenues in excess of \$31,200,000, to the State Highway Fund. 	<ul style="list-style-type: none"> • None

	<ul style="list-style-type: none"> Amended the state constitution to continue the one-half percent sales tax that provides additional funding for four-lane highways, county roads, and city street. <i>This resolution will be voted on by the people of Arkansas in November 2019.</i> 	
Florida	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Georgia	<ul style="list-style-type: none"> While not a revenue, but an influx of cash, the General Assembly approved \$35,000,000 in general obligation bonds for freight rail projects. 	<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 motor fuels tax \$.10 per gallon, implement annual fees for electric and hybrid vehicles, and increase various fees for existing licenses and permits.
Louisiana	<ul style="list-style-type: none"> No response provided 	
Mississippi	<ul style="list-style-type: none"> Passed various bond measures to provide funding for local roads, bridges, and infrastructure projects. Diverted 35% from the Use Tax, phased in over four years for local infrastructure. Imposed taxes on electric and hybrid vehicles to be collected annually for state and local infrastructure. Authorized \$300 million in bonds for local and state infrastructure. Legalized sports betting with proceeds deposited into the State Highway Fund. Created a state lottery with proceeds deposited into the State Highway Fund for 10 years. Established BP Settlement Fund and Gulf Coast Restoration Fund to receive funds from BP Oil Spill Settlement to be used for local infrastructure. 	<ul style="list-style-type: none"> Proposed several infrastructure bonding bills. Proposed to raise excise taxes on gasoline and diesel fuel.

Missouri	<ul style="list-style-type: none"> No response provided 	
North Carolina	<ul style="list-style-type: none"> Legislation still pending 	<ul style="list-style-type: none"> None
Oklahoma	<ul style="list-style-type: none"> No response provided 	
South Carolina	<ul style="list-style-type: none"> No response provided 	
Tennessee	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
Texas	<ul style="list-style-type: none"> On Nov. 4, 2014, Texas voters overwhelmingly approved the ballot measure known as Proposition 1, authorizing a constitutional amendment for transportation funding. Under the amendment, a portion of oil and gas tax revenues that typically go into the Economic Stabilization Fund will be deposited to the State Highway Fund. The amendment did not create any new taxes or fees. The ballot proposition read: “The constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, not to include toll roads.” The Texas Legislature is currently considering an extension of this transfer until 2035. The current sunset date is 2025 	<ul style="list-style-type: none"> None
Virginia	<ul style="list-style-type: none"> Create an Interstate 81 Committee and an Interstate 81 Corridor Improvement Fund (Fund). The bills provide revenues for the Fund through a new registration fee, a diesel tax, a regional gas tax, and a roads tax. The new registration fee would apply to non-passenger vehicles weighing over 10,000 pounds. Additionally, private and 	<ul style="list-style-type: none"> None

<p>Virginia (Cont'd)</p>	<p>for-hire non-passenger vehicles would pay the existing registration fee at the rate currently paid by for-hire vehicles. Beginning July 1, 2021, a tax at the rate of 2.03 percent of the statewide average wholesale price of a gallon of diesel fuel would be imposed statewide on the sale of diesel fuel. A regional gas tax, like the tax imposed in the Northern Virginia and Hampton Roads regions, would be applied to the sale of gasoline and diesel at a rate of 2.1 percent of the statewide average price of a gallon of gasoline and diesel fuels. The existing roads tax, currently \$0.035 per gallon of fuel, would be determined annually by multiplying the average fuel economy (defined in the amendment as the total taxable miles driven in the Commonwealth divided by the total taxable gallons of fuel consumed in the Commonwealth, as reported on International Fuel Tax Agreement Returns) by \$0.01125 for fiscal year 2020, and by \$0.0225 for fiscal year 2021 and each year thereafter. All of the revenues generated by the regional gas tax would be deposited in the Fund. The other new revenues would be apportioned among the Fund, the Northern Virginia Transportation Authority Fund, and Commonwealth Transportation Board for use in other interstate corridors based upon total vehicle miles driven by vehicles classified as Class 6 or higher on Interstate 81, interstates within the boundaries of Planning District 8, and other interstate corridors, respectively, as compared with total vehicle miles driven on interstates in the Commonwealth by vehicles classified as Class 6 or higher.</p>	
-------------------------------------	---	--

West Virginia	<ul style="list-style-type: none">• Approved \$54,000,000 to be added to the Department of Highways Road Fund from general revenue.	<ul style="list-style-type: none">• None
----------------------	---	--

Source: Email survey of state DOTs, May - July 2019.

THIS PAGE INTENTIONALLY LEFT BLANK.

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 2017, SLC states collected \$16.5 billion in motor fuel taxes, 36.5% of the total fuel tax revenue of all the states.**
- **In 2017, SLC states taxed 78.9 billion gallons of fuel; 42.7% of the nation's total.**

State Fuel Tax Rates – April, 2019
(Cents per Gallon)

State	Gasoline	Diesel	Notes
Alabama	21.21	22.15	<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 *	41.99	34.97	<ul style="list-style-type: none"> • Includes sales tax • Includes an average of county option taxes • Includes 0.125 cpg environmental inspection fee
Georgia*	35.15	39.33	<ul style="list-style-type: none"> • Includes state average price for fuel • Includes a weighted average for local sales tax rates
Kentucky *	26.00	23.00	<ul style="list-style-type: none"> • Includes 5.0 cpg supplemental highway user tax for gasoline and 2.0 cpg for diesel • Includes 1.4 cpg underground storage tank 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	17.42	17.42	<ul style="list-style-type: none"> • Includes petroleum inspection fee • Includes transport load fee • Excludes certain limited city and municipal taxes
North Carolina *	36.45	36.45	<ul style="list-style-type: none"> • Includes 0.25 cpg inspection tax
Oklahoma	20.00	20.00	<ul style="list-style-type: none"> • Includes 1.0 cpg underground storage fee
South Carolina	22.75	22.75	<ul style="list-style-type: none"> • Reflects increase 7/1/2019 • Includes a 0.25 cpg inspection fee and 0.5 cpg underground storage fee
Tennessee	27.40	28.40	<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*	21.95	26.02	<ul style="list-style-type: none"> • Includes 2.1% sales tax in the Hampton Roads District • Includes 0.6 cpg petroleum storage tank fee and wholesale tax
West Virginia *	35.70	35.70	<ul style="list-style-type: none"> • Includes a flat tax of 20.5 cpg, plus 5% of the AWP

* Variable Tax

Source: American Petroleum Institute, July 2019.

State Motor Fuel Taxable Volume and Tax Receipts 2017

State	Net Motor Fuel Volume Taxed (Thousands of Gallons)	Rank	Adjusted Total Receipts (Thousands of Dollars)	Rank
Alabama	3,630,856	9	\$671,594	9
Arkansas	2,171,704	14	472,507	12
Florida	10,936,314	2	2,685,312	2
Georgia	6,617,225	3	1,740,266	4
Kentucky	3,050,486	10	758,594	7
Louisiana	2,896,365	12	628,690	10
Mississippi	2,387,989	13	424,873	13
Missouri	4,232,755	7	699,777	8
North Carolina	5,739,559	4	1,913,653	3
Oklahoma	2,904,913	11	161,286	15
South Carolina	3,746,317	8	605,804	11
Tennessee	4,370,532	6	913,764	6
Texas	19,950,521	1	3,559,908	1
Virginia	5,086,370	5	926,645	5
West Virginia	1,197,069	15	357,569	14
SLC Total	78,920,992		\$16,520,242	
US Total	184,916,060		\$45,283,299	

Source: FHWA, "Highway Statistics, 2017," 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 FFY 2019, three SLC states (Florida, Texas, and Georgia) received over half (54.4%) of the total federal appropriations for transit in the SLC region.**
- **In FFY 2019, federal appropriations for transit to the SLC states accounted for 20.0% of such funding nationwide.**

Apportionments/Allocations by State for Formula and Discretionary FTA Programs Federal Fiscal Year 2019

State	Total Federal Appropriation	Rank
Alabama	\$60,477,644	9
Arkansas	36,643,340	13
Florida	404,336,265	2
Georgia	210,979,696	3
Kentucky	59,271,143	10
Louisiana	70,082,961	8
Mississippi	33,118,399	14
Missouri	108,554,468	6
North Carolina	133,558,296	5
Oklahoma	53,535,132	12
South Carolina	54,813,211	11
Tennessee	96,487,715	7
Texas	477,317,400	1
Virginia	181,652,282	4
West Virginia	29,038,624	15
SLC Total	\$2,009,866,574	
US TOTAL	\$10,080,319,742	

Source: Federal Transit Administration, <https://www.transit.dot.gov/funding/grants/fta-allocations-formula-and-discretionary-programs-state-fy-1998-2019-excel>, accessed July 2019.

THIS PAGE INTENTIONALLY LEFT BLANK.

Bridges

Summary

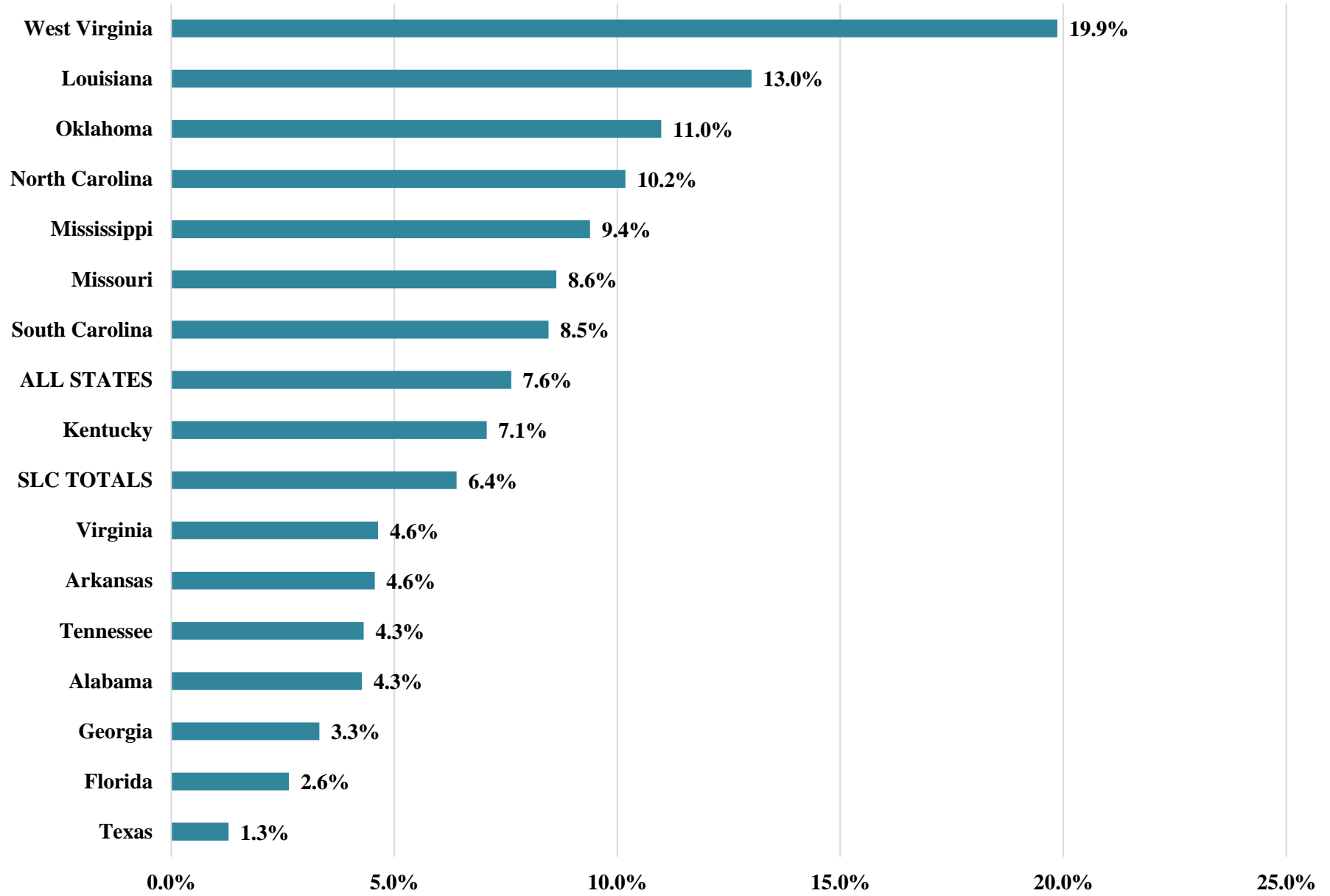
- **This report relies on bridge data reported by states to the Federal Highway Administration (FHWA).**
- **FHWA no longer collects or reports data on functionally obsolete bridges. Ratings are now good, fair, and poor.**
- **This report focuses on bridge counts, but FHWA also collects information on bridges by deck area.**
- **SLC states reported from 1.3% (Texas) to 19.9% (West Virginia) of bridges within their state in poor condition.**
- **On average, SLC states reported 6.4% of their bridges as rated in poor condition, compared to 7.6% nationally.**
- **On average, SLC states own 56.1% of the bridges on which they report. The national state-owned average is 46.5%.**
- **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 2018 was 2.9%, slightly lower than the national average of 2.4%**

Bridge Count and Functional Classification 2018

State	Total Bridges	Rank	Bridges in Poor Condition	Rank	Percentage of Bridges in Poor Condition	Rank
Alabama	16,130	7	689	11	4.3%	11
Arkansas	12,892	12	588	13	4.6%	9
Florida	12,435	13	328	15	2.6%	14
Georgia	14,879	8	494	14	3.3%	13
Kentucky	14,368	9	1,019	7	7.1%	8
Louisiana	12,899	11	1,678	4	13.0%	2
Mississippi	17,071	6	1,603	5	9.4%	5
Missouri	24,512	2	2,116	2	8.6%	6
North Carolina	18,377	5	1,871	3	10.2%	4
Oklahoma	23,116	3	2,540	1	11.0%	3
South Carolina	9,401	14	795	9	8.5%	7
Tennessee	20,177	4	871	8	4.3%	11
Texas	54,131	1	695	10	1.3%	15
Virginia	13,931	10	646	12	4.6%	9
West Virginia	7,269	15	1,444	6	19.9%	1
SLC Totals	271,588		17,374		6.4%	
US Totals	613,771		46,779		7.6%	

Source: FHWA, "Highway Statistics, 2018," Table BR-5, NBI, Bridge Condition by Highway System.

Percentage of Bridges in Poor Condition 2018

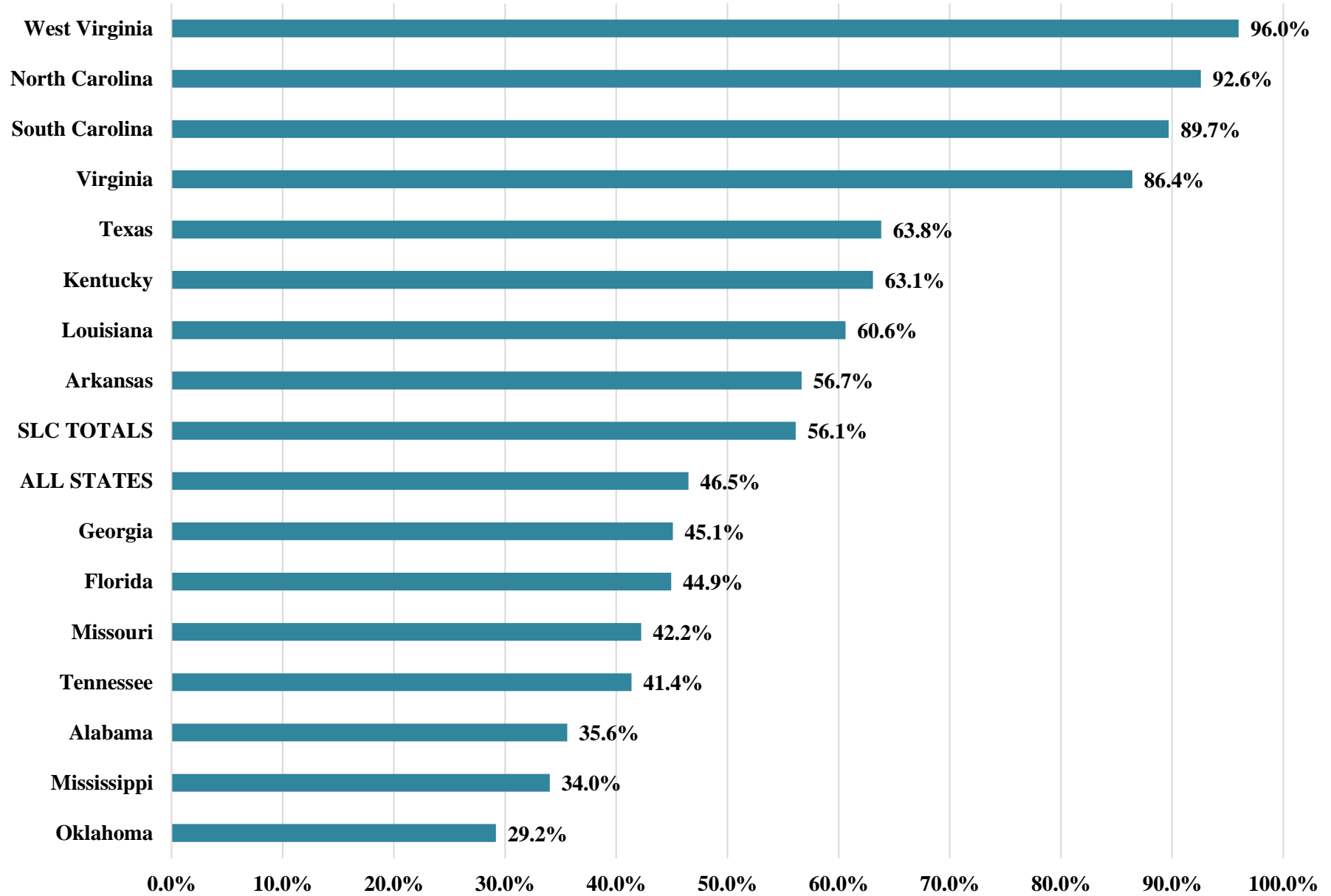


Bridge Count By Ownership By Functional Classification 2018

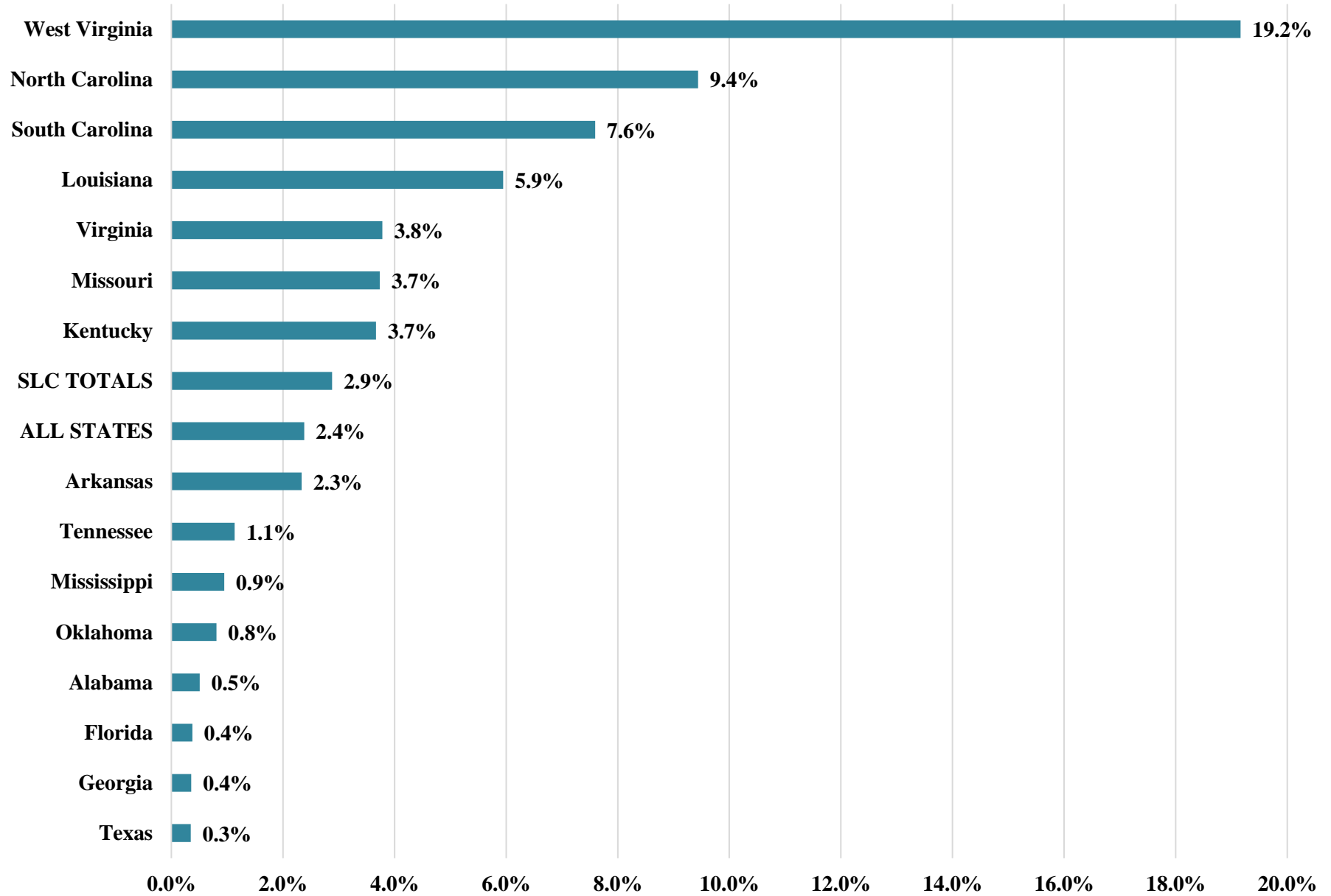
State	Total Bridges	State-Owned Bridges	Percentage of State-Owned Bridges	State-Owned Bridges in Poor Condition	Percentage of State-Owned Bridges in Poor Condition
Alabama	16,130	5,741	35.6%	82	0.5%
Arkansas	12,892	7,306	56.7%	301	2.3%
Florida	12,435	5,588	44.9%	47	0.4%
Georgia	14,879	6,709	45.1%	53	0.4%
Kentucky	14,368	9,066	63.1%	527	3.7%
Louisiana	12,899	7,819	60.6%	767	5.9%
Mississippi	17,071	5,807	34.0%	162	0.9%
Missouri	24,512	10,353	42.2%	916	3.7%
North Carolina	18,377	17,012	92.6%	1,735	9.4%
Oklahoma	23,116	6,744	29.2%	187	0.8%
South Carolina	9,401	8,432	89.7%	714	7.6%
Tennessee	20,177	8,346	41.4%	229	1.1%
Texas	54,131	34,555	63.8%	189	0.3%
Virginia	13,931	12,038	86.4%	527	3.8%
West Virginia	7,269	6,977	96.0%	1,393	19.2%
SLC Totals	271,588	152,493	56.1%	7,829	2.9%
US Totals	613,771	285,369	46.5%	14,614	2.4%

Source: FHWA, "Highway Statistics, 2018," Table BR-5, NBI, Bridge Condition by Owner 2018.

Percentage of Total Bridge Count That is State-Owned 2018



Percentage of State-Owned Bridges in Poor Condition 2018



THIS PAGE INTENTIONALLY LEFT BLANK.

Fatalities

Summary

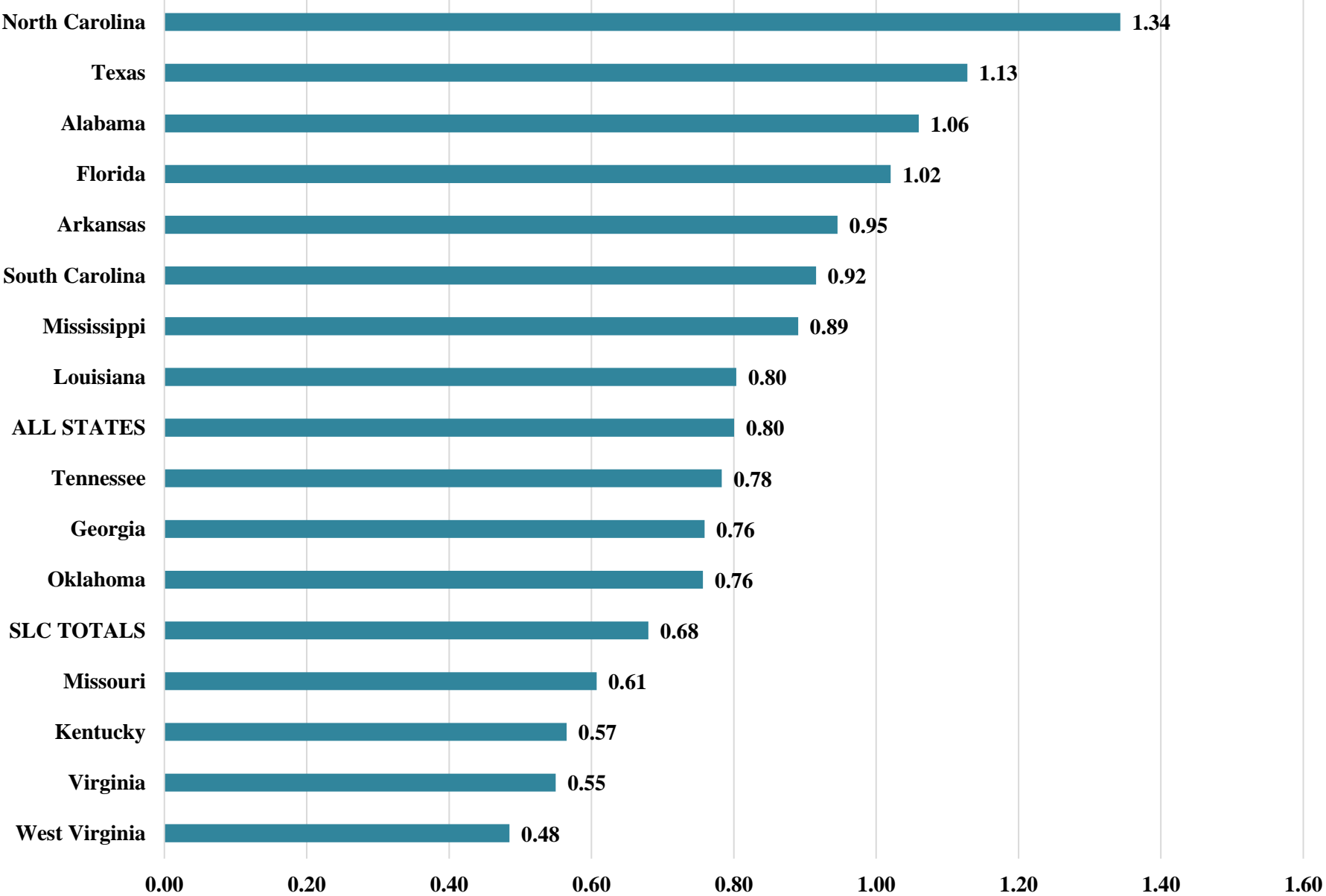
- **The motor vehicle accident fatality rate for the SLC states as a whole (1.39 per 100 million miles driven) is higher than the nationwide rate (1.16 per 100 million miles driven).**
- **Only one SLC state (Virginia, 0.98) had a motor vehicle accident fatality rate lower than or equal to the national rate.**
- **Nationwide, the fatality rate is 1.67 times as high on rural interstates (0.80) as on urban interstates (0.48), and 2.14 times higher on all rural highways (1.80) as on all urban highways (0.84).**

Fatality Rates by Road Type 2017
(Fatalities per 100 Million Miles of Travel)

State	Total Rate	Rural Highways and Streets		Urban Highways and Streets	
		Interstates	Total	Interstates	Total
Alabama	1.34	1.06	2.08	0.58	0.84
Arkansas	1.35	0.95	1.86	0.91	0.88
Florida	1.42	1.02	1.88	0.58	0.95
Georgia	1.23	0.76	1.93	0.65	1.02
Kentucky	1.59	0.57	1.94	0.48	1.18
Louisiana	1.54	0.80	1.94	0.68	1.29
Mississippi	1.69	0.89	1.79	0.89	1.54
Missouri	1.23	0.61	1.43	0.75	1.07
North Carolina	1.18	1.34	2.25	0.33	0.64
Oklahoma	1.33	0.76	1.88	0.70	0.88
South Carolina	1.78	0.92	2.72	0.39	1.00
Tennessee	1.26	0.78	1.97	0.60	0.95
Texas	1.36	1.13	2.06	0.86	1.10
Virginia	0.98	0.55	1.76	0.37	0.55
West Virginia	1.59	0.48	2.04	0.52	1.07
SLC Totals	1.39	0.84	1.97	0.62	1.00
US Totals	1.16	0.80	1.80	0.48	0.84

Source: FHWA, "Highway Statistics, 2017," Table FI-30.

Fatality Rates per 100 Million Miles of Travel 2017



**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 eight of the SLC states; agency heads in the other seven 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.**

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 Confirmed	Governor Florida Senate	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	State Transportation Board	Yes (State Transportation Board)	14	Elected	Legislative Caucus	5, Staggered	Must be a resident of the District. The 14 GDOT Board Districts are
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 2019.

