State Profile Example

The main source of information for these state-by-state profiles is the responses from the states, the District of Columbia and Puerto Rico to NCSL-AASHTO surveys 1, 2 and 4. NCSL-AASHTO survey data was supplemented by many other resources, listed in endnote 69 and in the Selected Bibliography, and detailed below. All data is current (2010 – 2011) unless otherwise noted.

Organizational Facts

Legislature	Name Structure Chambers Session Estimated no. of bills	Department of Transportation	Name FTEs

This section outlines basic organizational facts for the state's legislature and its DOT, including the size and structure of each. The size of the DOT is expressed by the number of full-time equivalents (FTEs) it employs. Sources: NCSL-AASHTO survey data, original research using Westlaw, various NCSL and state legislative Web pages, Fazzalaro (2007), StateNet (2010) and Washington State Department of Transportation (n.d.).

Statewide Transportation System Statistics

Roads and bridges	
Transit	
Rail	Freig
Aviation	Airp Enpl
Marine	Port

This section provides statistics about the state's entire transportation system, not just those elements managed by the DOT. Sources: Roads and bridges data is drawn from Federal Highway Administration *Highway Statistics* tables HM-60 (2009 data), BR-5 (2010 data) and HM-25 (2009 data) and Federal Highway Administration (2009). Transit trips include unlinked passenger trips made by all modes—including rail, bus, vanpools, ferries and others—as reported to the National Transit Database (Federal Transit Administration, 2008 data). Freight rail route-miles are provided by the Association of American Railroads (2008 data) and exclude trackage rights. Aviation data is from the Federal Aviation Administration (2009 data), the National Association of State Aviation Officials (years as noted) and various state Web sites. Marine data is from the Federal Highway Administration (2009) and U.S. Army Corps of Engineers (2009 data). In certain identified cases, information is from NCSL-AASHTO survey data or state DOT communications.

Legislative-DOT Collaboration and Communication

Mainly formal. The legislature and the DOT...

This section describes the collaboration and communication between the state legislature and the DOT, as described in the NCSL-AASHTO survey data. It includes information about whether the DOT employs a legislative liaison or an office of governmental relations or affairs. Sources: NCSL-AASHTO survey data and various state DOT Web pages.

DOT Leadership Appointments and Requirements

The Director of Transportation is appointed by...

This section describes the appointment process, authority and statutory requirements for DOT leadership, with citations. Sources: Original research using Westlaw and NCSL-AASHTO survey data. See Appendix D for more information.

Other Legislative Oversight of the DOT

Legislative Oversight Mechanisms	
Legislative Program Evaluation Office	Program evalu
Sunset Review	The state con

This section describes other mechanisms for legislative oversight of the DOT. It includes a list of all mechanisms identified by the state in its survey data. It also identifies the legislative program evaluation office and whether the state DOT is subject to a sunset review process (see pages 17 and 18). Sources: Data is primarily from the NCSL-AASHTO survey data, supplemented by information from the National Legislative Program Evaluation Society (NLPES), the Council of State Governments (2010), Council on Licensure, Enforcement and Regulation (n.d.), and NCSL and the Florida Office of Program Policy Analysis and Governmental Accountability (2008).

Legislation and Regulation

Transportation Governance Statutes	[Sta
Administrative Rules Review	Legislative revie

This section provides citations for the state's transportation governance statutes and describes the procedure for reviewing administrative rules (see pages 15 and 16). Sources: NCSL-AASHTO survey data, the Council of State Governments (2010), Rhyme (1990) and original research using Westlaw.

State Profile Example

Transportation Planning and Capital Program Management

Transportation Planning Proces...	
Legislative Role in Transportation Planning	

This section describes the state's approach to transportation planning and capital program management, including a specific description of the legislative role in the process. Sources: NCSL-AASHTO survey data and original research using Westlaw, supplemented by various state DOT Web sites and planning documents.

Funding and Finance

Budgeting and Appropriations	Annual budget; fiscal year begins...
Bonding or Pay-as-You-Go	The state mainly uses...
State-Level Funding Provided for DOT Budgets	2009: ... million 2008: $## million
Allocation of Federal Transportation Funds to the DOT	The legislature appropriates federal funds ...
Allocation of State Transportation Funds to the DOT	Th...
Traditional State Funding and Finance for Highways	Fu... vehicle registration/license/title fees, truck weight fees, outdoor advertising
State Funding and Finance for Other Modes	
Innovative Transportation Funding and Finance	
Dedicated/Restricted State Funds and Revenues	
DOT Authorized to Retain Surplus Funds	
Legislative Approval Required to Move Funds Between Projects	No legislative approval required.
Transportation Funding Allocations through Local Aid	

This item describes the state's general approach to budgeting and appropriations, including whether the budget is annual or biennial and when the fiscal year begins. Source: Various NCSL Web pages.

This lists the amount of state-level funding provided for DOT budgets, including for operating and capital expenses in all modes as well as for debt service and administrative costs. It includes funding from state sources only and excludes federal funding of all kinds. This describes funding for the state DOT only and not for other transportation entities or projects in the state. Source: NCSL-AASHTO survey data.

These sections describe state-level funding and finance for highways, transit, passenger and freight rail, aviation, ports, bridges and other modes of transportation. Sources: NCSL-AASHTO survey data, supplemented by AASHTO (2010), Dierkers and Mattingly (2009), Farber (2010), Federal Highway Administration (2011) and Rall (2009).

This section describes innovative funding and financing mechanisms used by the state, including public-private partnerships (PPPs or P3s); design-build; federal debt financing tools such as grant anticipation revenue vehicles (GARVEEs); federal credit assistance tools such as state infrastructure banks; federal-aid fund management tools such as advance construction; and other options such as weight-distance taxes and traffic camera fees. Sources: NCSL-AASHTO survey data, supplemented by American Association of State Highway and Transportation Officials (AASHTO) Center for Excellence in Project Finance (2010), Dierkers and Mattingly (2009), Federal Highway Administration (FHWA) Office of Innovative Program Delivery (2010), Rall, Reed and Farber (2010) and "U.S. & Canadian Transportation Projects Scorecard" (May 2010).

This section details the state funds, accounts and revenues that are dedicated or restricted to certain purposes in state law, including whether fuel tax revenues are dedicated exclusively to highway and road purposes by the state constitution or in statute (with citations). Sources: NCSL-AASHTO survey data, original research using StateNet and Westlaw, and Puentes and Prince (2003).

This section details how the state allocates transportation funds to counties, townships or municipalities through local aid programs (with citations). The focus is on allocation of state funds, but information is included about federal funds if that data was provided on a survey response. Sources: NCSL-AASHTO survey data and original research using Westlaw.

Alaska

Organizational Facts

Legislature	Alaska Legislature Structure: Bicameral, partisan Chambers: Senate (20 members) House (40 members) Session: Annual, approximately January – April Estimated no. of bills in 2011: 650	Department of Transportation	Alaska Department of Transportation and Public Facilities (DOT&PF) FTE: 3,500 Leadership: Commissioner Organizational structure: Mainly by transportation mode

Statewide Transportation System Statistics

Roads and bridges	Total highway, road and street lane miles: 31,945 (2009); bridges: 1,134 (2010); toll bridges and tunnels: 1 (2009)
Transit	Trips per year (all transit modes): Approximately 5.0 million (2008)
Rail	Freight rail route-miles: 506 (2008)
Aviation	Airports (total): 292; public-use: 264; state-owned: 267 (2003) Enplanements per year: 4,413,919 (2009)
Marine	Port traffic per year (20-foot equivalent units): 465,845 (2009); waterborne tonnage per year: 46.2 million (2009); state-operated ferries: 11 (2009)

Legislative-DOT Collaboration and Communication

Proactive. The DOT&PF provides briefings to groups of legislators before construction season and before the legislative session. The DOT&PF also responds to legislative requests for information and provides educational sessions to House and Senate transportation committees. The DOT&PF employs a dedicated legislative liaison.

DOT Leadership Appointments and Requirements

Department heads—including the Commissioner of Transportation and Public Facilities—are appointed by the governor, subject to confirmation by the majority of the members of the Legislature in joint session, and serve at the pleasure of the governor. Each is constitutionally required to be a U.S. citizen (Alaska Const. art. III, §25).

Other Legislative Oversight of the DOT

Legislative Oversight Mechanisms	Legislative program reviews or performance audits; reporting requirements; legislative requests for information.
Legislative Program Evaluation Office	Division of Legislative Audit
Sunset Review	The state conducts sunset reviews, but not of the DOT&PF.

Legislation and Regulation

Transportation Governance Statutes	Alaska Stat. §§19.05 to 75 and §44.42
Administrative Rules Review	Legislative review of proposed and existing rules by a joint bipartisan standing committee and the Legislative Affairs Agency; committee role is mainly advisory.

Transportation Planning and Capital Program Management

Transportation Planning Process	The DOT&PF develops regional and long-range transportation plans, using the Statewide Transportation Improvement Program (STIP) process for federally funded projects. All entities are eligible to submit projects and comment on the STIP. For state-funded projects, the DOT&PF works with the governor's office to prepare the capital budget that the governor then submits to the Legislature; the Legislature makes numerous changes. Local governments have a significant voice and influence legislative priorities.
Legislative Role in Transportation Planning	There are opportunities for informal, individual legislator participation; the Legislature also can change the capital budget submitted by the governor.

Alaska

Funding and Finance

Budgeting and Appropriations	Annual budget; fiscal year begins July 1.
Bonding or Pay-as-You-Go	Combination of bonding and pay-as-you-go financing
State-Level Funding Provided for DOT Budgets	FY 2011 (approved): $554 million FY 2010: $619 million FY 2009: $893 million FY 2008: $634 million
Allocation of Federal Transportation Funds to the DOT	Federal transportation funds are allocated to the DOT&PF through state legislative appropriations at the program/category and project-specific levels.
Allocation of State Transportation Funds to the DOT	As with federal funds, state transportation funds are allocated to the DOT&PF through state legislative appropriations at the program/category and project-specific levels.
Traditional State Funding and Finance for Highways	Fuel taxes; motor vehicle/rental car sales taxes; vehicle registration/license/title fees; truck weight fees; general funds; interest income; general obligation bonds.
State Funding and Finance for Other Modes	Transit (Alaska Marine Highway, the state ferry program): General funds. Rail: The Alaska Railroad Corporation is a separate, self-sustaining state agency.
Innovative Transportation Funding and Finance	GARVEE bonds; private activity bonds (PABs) (allocated); Build America Bonds; state infrastructure bank (federally capitalized); PPPs (authorized in statute for the Knik Arm Bridge only); design-build (authorized in statute, used for the Anton Anderson Tunnel).
Dedicated/Restricted State Funds and Revenues	The state constitution prohibits dedication of state revenues to any special purpose, unless federally required or dedicated prior to statehood (Alaska Const. art. IX, §7). Thus, all state revenues are available for appropriation. The Legislature has tried to dedicate state revenues or funds for transportation, but has been unsuccessful. In 2010, for example, the Legislature considered but ultimately did not pass House Joint Resolution 42 and House Bill 329. These bills sought to establish and define a new, dedicated Transportation Infrastructure Fund that would have been fed by state fuel taxes and registration fees. The Legislature is considering similar bills—House Bill 30, House Bill 31, Senate Bill 37 and House Joint Resolution 4—in 2011.
DOT Authorized to Retain Surplus Funds	No. Funds are authorized for expenditure until a project is deemed complete; any unexpended funding upon project completion is administratively lapsed or reappropriated by the Legislature.
Legislative Approval Required to Move Funds Between Projects	Legislative action is required to move funds between project appropriations; movement between project allocations requires DOT&PF commissioner approval only.
Transportation Funding Allocations through Local Aid	Federal funds for MPOs flow through the DOT&PF and must be appropriated. The Legislature appropriates state funding to local governments as project-specific grants; there is no specific state-funded program for local transportation.