

Overview

The following data dictionary corresponds with the State-by-State Interactive Map based on data collected in “Transportation Governance and Finance: A 50-State Review of State Legislatures and Departments of Transportation” from November 2016. Each section of data represents a different tab as illustrated in the online interactive resource. This data dictionary provides a guide to the variables contained in the interactive map. The dictionary identifies the variable name, its description, and the possible values it may assume.

I. Legislative Interaction

| Variable | Description | Format / Values |
|--|---|--|
| LegislativeAuditsandSunsetReviews | On-going oversight mechanisms over DOT, including legislative audits and sunset reviews. Sunset reviews evaluate the functions of a state entity to assess whether it should continue to exist. Sunset reviews may result in repealing the statutes that govern the DOT. If not, the state is not considered subject to sunset review. In a true sunset process, an entity is automatically abolished unless the legislature or responsible committee chooses to affirmatively continue it. | 0 Subject to Neither Legislative Audits nor Sunset Reviews 1 Subject to Legislative Audits Only 2 Subject to Legislative Audits and Sunset Reviews -2 No information on Oversight Mechanisms given in the State Profile |
| LegislativeReviewofAdministrativeRules | On-going oversight mechanisms over DOT, including legislative review of administrative rules. State Executive or Legislature has authority to review DOT rules. Authority may be advisory, may allow for suspension of the rule, or may be unspecified. | 0 No formal legislative review 1 Optional or selective legislative review 2 Comprehensive legislative review -2 Missing data |

II: Leadership & Organization

| Variable | Description | Format / Values |
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| AppointmentofDOTLeaders | How the DOT Secretary, Commissioner, or director is selected and/or appointed. | 1 Appointed by Governor with no legislative involvement 2 Appointed by the Governor with Legislative approval 3 Other |

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| BoardPresence | Indicates the presence of a transportation board or commission. This entity may be charged with policymaking or be advisory. | 0 No, state does not have such a board/commission 1 Yes, state has such a board or commission |
| BoardSize | Indicates the size of the policymaking or advisory transportation board or commission. | # Board size -1 Not applicable. State has no such board/commission -2 Board size is not indicated |
| #LegislativeMeasuresIntroducedin2016 | Estimated number of bills introduced in the state legislature in 2016. A measure of the level of activity in the state legislature. | # Number of legislative measures introduced in 2016 -2 Missing data |
| FullTimeEmployeesinDOT | Number of Full-time Employees in 2016. | 1 2,500 or less 2 2,501 to 5,000 3 5,001 to 7,500 4 7,501 or more -2 Missing data |
| DOTStructure | How the DOT divides responsibilities among its organizational units. | 1 Organized mainly by functional activity 2 Organized mainly by transportation mode 3 Both -2 Missing data |

III: Transportation Funding & Finance

| Variable | Description | Format / Values |
|-------------------|--|--|
| StateBudgetCycle | State budget type and frequency of enactment. | 1 Biennial enactment of two 12-month budgets 2 Biennial enactment of one 24-month budget 3 Annual budget |
| FiscalYearStartID | Fiscal Year Start - when the state's fiscal year begins. | 1 April 1 2 July 1 |

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|--|--|---|
| | | 3 September 1 4 October 1 |
| <p>Highway Funding Sources: The “Revenue Sources” tab in the State-by-State interactive map also includes data on funding sources used by states for highways, roads and bridges. Those data are collected regularly by the FHWA Office of Highway Information. The data in this map, drawn from the NCSL- AASHTO Transportation Governance and Finance report, cover more potential funding sources but provides only a single snapshot for 2016.</p> | | |
| <ol style="list-style-type: none"> 1. HighwayFundingFuelTax 2. HighwayFundingPassengerVehicleFees 3. HighwayFundingTruckRegistrationFees 4. HighwayFundingTolls 5. HighwayFundingGeneralSalesTaxes 6. HighwayFundingGeneralFunds 7. HighwayFundingInterestIncome 8. HighwayFundingOther 9. HighwayFinanceBondingGeneralObligation 10. HighwayFinanceRevenueBonds 11. HighwayFinanceBuildAmericaBonds 12. HighwayFinanceGARVEEBonds 13. HighwayFinancePrivateActivityBonds 14. HighwayFinanceTIFIACreditAssistance 15. HighwayFinanceDesignBuild 16. HighwayFinancePublicPrivatePartnerships 17. HighwayFinanceOther | <p>A discrete variable for each funding or financing source.</p> <p>Highway Funding Sources</p> <ol style="list-style-type: none"> 1. Fuel Taxes 2. Passenger Vehicle Fees 3. Truck Registration Fees 4. Tolls 5. General Sales Taxes 6. General Funds 7. Interest Income 8. Other <p>Highway Finance Mechanisms</p> <ul style="list-style-type: none"> o State Bonding 9. General Obligation Bonds 10. Revenue Bonds o Federal Tools 11. Build America Bonds 12. GARVEE Bonds 13. Private Activity Bonds 14. TIFIA Credit Assistance o Innovative Project Delivery Methods 15. Design-Build 16. Public-Private Partnerships 17. Other | <ol style="list-style-type: none"> 0 No, the source is not in use for highways / not mentioned. 1 Yes, the sources is in use. |
| <p>Transit Funding Sources: The “Revenue Sources” tab in the State-by-State interactive map also includes data on funding sources used by states for transit. Those data are collected regularly by the FHWA Office of Highway Information. The data in this map, drawn from the NCSL- AASHTO Transportation Governance and Finance report, cover more potential funding sources but provides only a single snapshot for 2016.</p> | | |
| <ol style="list-style-type: none"> 1. TransitFundingFuelTax 2. TransitFundingPassengerVehicleFees 3. TransitFundingTruckRegistrationFees 4. TransitFundingTolls 5. TransitFundingGeneralSalesTaxes 6. TransitFundingGeneralFunds | <p>A discrete variable for each funding or financing source.</p> <p>Transit Funding Sources</p> <ol style="list-style-type: none"> 1. Fuel Taxes 2. Passenger Vehicle Fees 3. Truck Registration Fees | <ol style="list-style-type: none"> 0 No, the source is not in use for Transit / not mentioned. 1 Yes, the sources is in use. |

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| <ul style="list-style-type: none"> 7. TransitFundingInterestIncome 8. TransitFundingOther 9. TransitFinanceBondingGeneral Obligation 10. TransitFinanceRevenueBonds 11. TransitFinanceBuildAmericaBonds 12. TransitFinanceGARVEEBonds 13. TransitFinancePrivateActivityBonds 14. TransitFinanceTIFIACreditAssistance 15. TransitFinanceDesignBuild 16. TransitFinancePublicPrivatePartnerships 17. TransitFinanceOther | <ul style="list-style-type: none"> 4. Tolls 5. General Sales Taxes 6. General Funds 7. Interest Income 8. Other Transit Finance Mechanisms <ul style="list-style-type: none"> o State Bonding 9. General Obligation Bonds 10. Revenue Bonds <ul style="list-style-type: none"> o Federal Tools 11. Build America Bonds 12. GARVEE Bonds 13. Private Activity Bonds 14. TIFIA Credit Assistance <ul style="list-style-type: none"> o Innovative Project Delivery Methods 15. Design-Build 16. Public-Private Partnerships 17. Other | |
| <p>Rail Funding Sources: The “Revenue Sources” tab in the State-by-State interactive map also includes data on funding sources used by states for rail. Those data are collected regularly by the FHWA Office of Highway Information. The data in this map, drawn from the NCSL- AASHTO Transportation Governance and Finance report, cover more potential funding sources but provides only a single snapshot for 2016.</p> | | |
| <ul style="list-style-type: none"> 1. RailFundingFuelTax 2. RailFundingPassengerVehicleFees 3. RailFundingTruckRegistrationFees 4. RailFundingTolls 5. RailFundingGeneralSalesTaxes 6. RailFundingGeneralFunds 7. RailFundingInterestIncome 8. RailFundingOther 9. RailFinanceBondingGeneralObligation 10. RailFinanceRevenueBonds 11. RailFinanceBuildAmericaBonds 12. RailFinanceGARVEEBonds 13. RailFinancePrivateActivityBonds 14. RailFinanceTIFIACreditAssistance 15. RailFinanceDesignBuild 16. RailFinancePublicPrivatePartnerships 17. RailFinanceOther | <p>A discrete variable for each funding or financing source.</p> <p>Rail Funding Sources</p> <ul style="list-style-type: none"> 1. Fuel Taxes 2. Passenger Vehicle Fees 3. Truck Registration Fees 4. Tolls 5. General Sales Taxes 6. General Funds 7. Interest Income 8. Other Rail Finance Mechanisms <ul style="list-style-type: none"> o State Bonding 9. General Obligation Bonds 10. Revenue Bonds <ul style="list-style-type: none"> o Federal Tools 11. Build America Bonds 12. GARVEE Bonds 13. Private Activity Bonds 14. TIFIA Credit Assistance <ul style="list-style-type: none"> o Innovative Project Delivery Methods | <ul style="list-style-type: none"> 0 No, the source is not in use for Rail / not mentioned. 1 Yes, the sources is in use. |

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| | <p>15. Design-Build 16. Public-Private Partnerships 17. Other</p> | |
| GMTAC | Advance Construction and Partial Conversion of Advance Construction | <p>0 No, the mechanism is not in use transport. 1 Yes, the mechanism is in use.</p> |
| GMFAMS | <p>Federal Aid Matching Strategies –The state uses one or more innovative strategies to provide the required state match to federal funds. These may include Flexible Match, Tapered Match, Toll Credits (Soft Match), Program Match, Third-Party Donations, or Using Other Federal Funds as Match.</p> | <p>0 No, the mechanism is not in use transport. 1 Yes, the mechanism is in use.</p> |