



## Executive Summary

All 15 CSG South states maintain federally required Transportation Asset Management Plans (TAMPs) to remain eligible for funding. States use TAMPs for data-driven, performance-based road maintenance and cost analysis, with centralized oversight and dedicated project funding. The following sections outline the research approach and summarize how these states implement TAMPs.

## Research Methods

This analysis utilizes a statutory review of state transportation authorities, state Transportation Asset Management Plans (TAMP), DOT annual reports, and a Quorum search of recently proposed legislation. These methods provide a foundation for the subsequent state-by-state review, which is detailed in the following findings section.

## Findings and Analysis

States are responsible for their road and highway systems, often through a Department of Transportation or similar agency. Under federal law, all states must maintain a Transportation Asset Management Plan (TAMP) at least every four years.<sup>1</sup> All 15 CSG South states do so to receive federal funding. TAMPs explain each state's maintenance process and efficiency strategies. The following summary details how each CSG South state streamlines road maintenance, beginning with Alabama and proceeding through the region.

### Alabama

In Alabama, the Code of Alabama establishes the Alabama Department of Transportation (ALDOT) and authorizes it to supervise, repair, and maintain state highways and toll roads.<sup>23</sup> ALDOT streamlines maintenance using data-driven asset management in its Transportation Asset Management Plan (TAMP) and 2024 Annual Report.<sup>45</sup> It aims to keep roads in good condition at the lowest long-term cost, guided by life-cycle cost analysis. Standardized road data in the Preliminary Prioritization Report sets maintenance priorities. ALDOT further emphasizes inter-bureau collaboration for planning, programming, and maintenance.

### Arkansas

Similarly, the Code of Arkansas establishes the State Highway Commission and authorizes the state highway system's construction, improvement, and maintenance.<sup>67</sup> Arkansas supports this work through a structured asset management

<sup>1</sup> [23 U.S.C. § 119\(e\)](#)

<sup>2</sup> [Ala. Code § 23-1-1 et seq.](#)

<sup>3</sup> [Ala. Code § 23-2-1 et seq.](#)

<sup>4</sup> [ALDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>5</sup> [Fiscal Year 2024 ALDOT Annual Report](#)

<sup>6</sup> [Ark. Code Ann. § 27-65-101 et seq.](#)

<sup>7</sup> [Ark. Code Ann. § 27-67-101 et seq.](#)



system and program-based funding, outlined in its TAMP and 2023 Annual Report.<sup>89</sup> The Arkansas Department of Transportation (ARDOT) aims to achieve good road conditions at the lowest long-term cost through life-cycle cost analysis. Dedicated revenue streams, such as the Renew Arkansas Highways and Connecting Arkansas Programs, fund these efforts. Ten transportation districts coordinate regional projects efficiently while maintaining centralized oversight.

## **Florida**

In Florida, the Florida Statutes establish the Florida Department of Transportation (FDOT) and authorize it to perform functions beyond the construction and maintenance of the State Highway System.<sup>1011</sup> Florida’s TAMP and 2025 Annual Report emphasize monitoring asset condition and contract oversight to streamline maintenance.<sup>1213</sup> Florida statutes require consistent highway maintenance to reduce repair costs. FDOT uses its Five-Year Work Plan to set repair priorities. The Florida Transportation Commission oversees maintenance contracts.

## **Georgia**

The Official Code of Georgia provides the Georgia Department of Transportation (GDOT) with the authority to manage the State Highway System. It establishes roads under state jurisdiction for construction and maintenance.<sup>14</sup> Georgia streamlines road maintenance with long-term strategic planning and ensures transportation funding is outlined in its Transportation Asset Management Plan (TAMP) and 2025 Annual Report.<sup>1516</sup> The data-focused Safe System approach drives efficiency. GDOT relies on dedicated funding streams, such as the Transportation Investment Act and the Local Maintenance and Improvement Grant, to support road maintenance operations.

## **Kentucky**

The Kentucky Revised Statutes authorize the Kentucky Transportation Cabinet (KTC) to construct, maintain, and supervise the State High System and the state primary road system.<sup>17</sup> Kentucky streamlines maintenance by aligning its TAMP with safety and performance goals, using crash and fatality statistics to set priorities.<sup>1819</sup> Crash and fatality statistics drive maintenance project priorities. KTC emphasizes interagency collaboration to meet requirements.

## **Louisiana**

The Louisiana Department of Transportation and Development (DOTD) is authorized to construct, maintain, and improve the State Highway System.<sup>2021</sup> Louisiana streamlines maintenance by focusing on risk management and ensuring

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<sup>8</sup> [ARDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>9</sup> [2023 ARDOT Annual Report](#)

<sup>10</sup> [Fla. Stat. § 334.01 et seq.](#)

<sup>11</sup> [Fla. Stat. § 335.01 et seq.](#)

<sup>12</sup> [FDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>13</sup> [Fiscal Year 2024-2025 FDOT Annual Report](#)

<sup>14</sup> [O.C.G.A. § 32-2-1 et seq.](#)

<sup>15</sup> [GDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>16</sup> [GDOT Accountability & Investment Report \(2025\)](#)

<sup>17</sup> [Ky. Rev. Stat. Ann. § 176.050](#)

<sup>18</sup> [KTC Transportation Asset Management Plan \(TAMP\)](#)

<sup>19</sup> [Fiscal Year 2024 Kentucky Office of Highway Safety Annual Report](#)

<sup>20</sup> [La. Rev. Stat. § 48:11](#)

<sup>21</sup> [La. Rev. Stat. § 48:21](#)



transportation funding in its TAMP.<sup>22</sup> Its strategic plan prioritizes good roadway conditions and uses data to address urgent needs, while DOTD evaluates its budget and funding sources.

## **Mississippi**

The Mississippi Code establishes the Mississippi Department of Transportation (MDOT) and assigns the agency authority for more than the construction and maintenance of the State Highway System.<sup>23</sup> Mississippi streamlines road maintenance by ensuring consistent funding sources and using performance metrics to drive actions, as outlined in its Transportation Asset Management Plan (TAMP) and 2025 Annual Report.<sup>2425</sup> MDOT leverages federal funds and fuel taxes for maintenance, investing in consistent management and repairs to prevent future issues.

## **Missouri**

The State Highways and Transportation Commission under the Missouri Department of Transportation (MoDOT) controls construction and maintenance of the state’s highways.<sup>26</sup> Missouri streamlines maintenance through long-term planning, metric-based standards, and organized management in its TAMP and 2025 Annual Report.<sup>2728</sup> The Statewide Transportation Improvement Program and motor fuel taxes fund roadwork, while data-driven performance metrics optimize projects and reduce delays.

## **North Carolina**

The North Carolina Department of Transportation (NCDOT) manages the State Highway System.<sup>2930</sup> North Carolina streamlines maintenance with long-term planning and defined transportation funding, as noted in its TAMP and Annual Report.<sup>3132</sup> Fourteen transportation districts increase coordination with central oversight. Performance metrics keep NCDOT aligned with standards, and maintenance funding is drawn from the Highway Fund and the Highway Trust Fund.

## **Oklahoma**

The Oklahoma Department of Transportation (ODOT) and the Transportation Commission oversee the State Highway System.<sup>3334</sup> Oklahoma streamlines maintenance by aligning its TAMP with target goals in the 2025 Annual Report.<sup>3536</sup> ODOT maintains good road conditions at the lowest cost through life-cycle analysis and schedules repairs through its Eight-Year Construction Work Plan.

## **South Carolina**

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<sup>22</sup> [DOTD Transportation Asset Management Plan \(TAMP\)](#)

<sup>23</sup> [Miss. Code Ann. § 65-1-2](#)

<sup>24</sup> [MDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>25</sup> [MDOT 2025 Annual Report](#)

<sup>26</sup> [Mo. Rev. Stat. § 226.020](#)

<sup>27</sup> [MoDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>28</sup> [MoDOT 2025 Year in Review](#)

<sup>29</sup> [N.C. Gen. Stat. § 136-1 et seq.](#)

<sup>30</sup> [N.C. Gen. Stat. § 136-18](#)

<sup>31</sup> [NCDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>32</sup> [2024 NCDOT Annual Performance Report](#)

<sup>33</sup> [69 Okla. Stat. § 301](#)

<sup>34</sup> [69 Okla. Stat. § 304](#)

<sup>35</sup> [ODOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>36</sup> [2025 ODOT Annual Report](#)



The South Carolina Department of Transportation (SCDOT) manages the state highway system.<sup>3738</sup> South Carolina streamlines maintenance by integrating long-term planning and investment programming with its TAMP, as described in the 2024 Annual Report.<sup>3940</sup> Investing in consistent management helps prevent future issues, and SCDOT regularly reviews budget needs and funding sources.

## **Tennessee**

The Tennessee Department of Transportation (TDOT) determines which roads are constructed, repaired, and maintained with state highway funds.<sup>4142</sup> Tennessee streamlines maintenance with long-term planning and interagency coordination, as noted in its TAMP and 2025 Annual Report.<sup>4344</sup> The Office of Mobility and Accessible Transportation coordinates planning and develops funding strategies, while TDOT optimizes contracting for efficiency.

## **Texas**

The Texas Department of Transportation (TxDOT) plans, constructs, and maintains state highways and public roads.<sup>45</sup> Texas streamlines road maintenance through data-focused asset management per its TAMP.<sup>46</sup> TxDOT focuses on maintaining roads in good condition at the lowest long-term cost through life-cycle cost analysis. TxDOT prioritizes maintaining roads at the lowest long-term cost with life-cycle cost analysis and emphasizes district-level project implementation with centralized oversight.

## **Virginia**

The Commonwealth Transportation Board and the Commissioner of Highways oversee the construction and maintenance of Virginia’s primary state highway system.<sup>47</sup> The Virginia Department of Transportation (VDOT) streamlines maintenance by aligning long-term planning and investment programming with its TAMP.<sup>48</sup> VDOT uses life-cycle cost and risk analyses to keep roads in good condition and ensure consistent funding through investment strategies.

## **West Virginia**

The Commissioner of Highways within the West Virginia Department of Transportation (WVDOT) supervises road and highway construction, repair, and maintenance.<sup>49</sup> West Virginia streamlines maintenance through long-term planning, metric-based standards, and risk evaluation, as outlined in its TAMP.<sup>50</sup> Data-driven prioritization addresses urgent maintenance first, maintaining roads to avoid costly repairs, while WVDOT evaluates budget and funding for continuity.

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<sup>37</sup> [S.C. Code Ann. § 57-1-20](#)

<sup>38</sup> [S.C. Code Ann. § 57-1-30](#)

<sup>39</sup> [SCDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>40</sup> [Fiscal Year 2024 SCDOT Annual Report](#)

<sup>41</sup> [Tenn. Code Ann. § 54-5-101](#)

<sup>42</sup> [Tenn. Code Ann. § 54-2-101 et seq.](#)

<sup>43</sup> [TDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>44</sup> [2025 TDOT Annual Report & Strategic Plan](#)

<sup>45</sup> [Tex. Transp. Code § 201.103](#)

<sup>46</sup> [TxDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>47</sup> [Va. Code Ann. § 33.2-310](#)

<sup>48</sup> [VDOT Transportation Asset Management Plan \(TAMP\)](#)

<sup>49</sup> [W. Va. Code § 17-2A-8](#)

<sup>50</sup> [WVDOT Transportation Asset Management Plan \(TAMP\)](#)



During the 2025 and 2026 legislative sessions, several states have proposed legislation to streamline road maintenance. During the 2025 legislative session, three bills were enacted into law (Missouri, Virginia, and West Virginia), four died in committee (all in West Virginia), one died in the chamber (in Missouri), and one was carried over to 2026 (in North Carolina). During the 2026 legislative session, four bills have been introduced (Alabama, Missouri, and West Virginia). Below is a table outlining this legislation:



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State	Bill	Year	Status	Notes
AL	<a href="#">SB 14</a>	2026	Introduced	Would allow the use of certain materials or equipment without a completely sealed bill requirement, such as limited flexibility for Department of Transportation infrastructure projects.
MO	<a href="#">SB 133</a>	2025	<b>Enacted</b>	Updates notification center requirements, excavation procedures, marking stands, and liability provisions for underground utility location and protection.
MO	<a href="#">SB 489</a>	2025	Died in Chamber	Would have required municipalities and the state to reimburse non-rate utility providers for facility relocation costs associated with road maintenance infrastructure projects.
MO	<a href="#">SB 1065</a>	2026	Introduced	Would require municipalities and the state to reimburse non-rate utility providers for facility relocation costs associated with road maintenance infrastructure projects.
NC	<a href="#">HB 159</a>	2025	Carried Over to 2026	Would establish the Orphan Roads Maintenance Program Grant Fund to provide grants for upgrading subdivision streets for approval into the municipal or state maintenance system.
VA	<a href="#">SB 974</a>	2025	<b>Enacted</b>	Streamlines and clarifies timelines, procedures, and authority of agents in reviewing development plans for Virginia's subdivision and site plan review statutes.
WV	<a href="#">HB 2703</a>	2025	Died in Committee	Would have required the Division of Highways to set aside 20 percent of State Road Funding to reimburse counties for locally funded roadwork.
WV	<a href="#">HB 2888</a>	2025	Died in Committee	Would have updated the authority of the Commissioner of Highways, added requirements for road maintenance practices, and limited highway grinding for repairs to 24 hours.
WV	<a href="#">SB 1</a>	2025	<b>Enacted</b>	Requires that the State Road Commission and the Public Service Commission coordinate to prevent planned utility projects from cutting newly paved roads.
WV	<a href="#">SB 5</a>	2025	Died in Committee	Would have created an Adopt-A-Road program where community groups would assist in maintaining state-owned roads.

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State	Bill	Year	Status	Notes
WV	<a href="#">SB 55</a>	2025	Died in Committee	Would have required the Commissioner of Highways to create a funding formula and criteria for allocating state and federal road maintenance funds among the maintenance districts.
WV	<a href="#">SB 8</a>	2026	Introduced	Would require the Commissioner of Highways to create a funding formula and criteria for allocating state and federal road maintenance funds among the maintenance districts.
WV	<a href="#">SB 407</a>	2026	Introduced	Would modify the Orphan Road and Bridge Improvement Program to aid homeowner associations in upgrading orphan roads for acceptance by the Division of Highways for state maintenance.