

RESOLUTION NO. 91-110

A RESOLUTION OF THE NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS IN SUPPORT OF THE EXECUTIVE COMMITTEE OF THE FLORIDA ASSOCIATION OF COUNTIES CONCERNING THE REAUTHORIZATION OF THE FEDERAL SURFACE TRANSPORTATION PROGRAM AND URGING THE FLORIDA CONGRESSIONAL DELEGATION TO ACTIVELY SUPPORT AND PROMOTE THE POLICIES EXPRESSED BELOW

WHEREAS, Congress is considering a major reauthorization of the Federal Surface Transportation Program; and

WHEREAS, reauthorization legislation could dramatically alter the respective roles of federal, state, and local governments in meeting transportation needs; and

WHEREAS, the State of Florida has historically been a donor state, resulting from the serious inequities in the federal highway funding formula; and

WHEREAS, the State of Florida imposes a growth management planning concurrency requirement on local governments requiring transportation infrastructure needed to support development be available concurrent with the impacts of such development; and

WHEREAS, continued federal financial support for both highway and mass transit is critical to managing growth and development in Florida and enhancing mobility in and among rural and urban counties; and

WHEREAS, the Executive Committee of the Florida Association of Counties is comprised of the elected officers of the Association, which Association includes all sixty-seven Florida Counties as members.

NOW, THEREFORE BE IT RESOLVED that the Board of County Commissioners, Nassau County, Florida hereby urges the Florida Congressional delegation to actively support and promote the policies contained herein concerning the reauthorization of the Surface Transportation Act:

1. Apportionment of Federal Highway Funds to the States

Florida historically has been a donor state, contributing significantly more dollars to the Highway Trust Fund than received in return. In FY 1990, for example, Florida received back only 53 cents for every \$1 paid into the Trust Fund. Proposals to base future highway funding on the historical level of funds received only lock in the funding inequities and are consequently flawed. Likewise, formulas that are tied to land area and public centerline road miles bear little correlation to need and do not reflect congestion relief and mobility objectives, particularly in states such as Florida with intense population growth and large numbers of tourists.

**POLICY:** Current highway funding formulas should be revised to correct inequities in the amount of funds allocated to Florida. In its place, Congress should enact an equally-weighted three part formula based on vehicle miles traveled; diesel fuel consumption, and lane miles, all more accurate indicators of transportation needs.

## 2. A National Highway System and the Urban/Rural Program

Implement a balanced two-tiered highway system to address mobility and accessibility that includes a designated national highway system and a highly flexible and strong Urban/Rural Program. Faced with possible widespread moratoria resulting from the application of the growth management requirement of concurrency, counties cannot afford for the federal government to shift funding away from urban and urbanizing areas.

**POLICY:** Congress should more equitably allocate federal highway funds between a national highway system and an Urban/Rural Program, preferably a 50/50 split rather than a 70/30 split as proposed by the Bush Administration. Congress should structure the Urban/Rural Program to a. encourage and allow tailor-made highway solutions which fit into urban and rural development patterns; b. generate a broad range of options for addressing congested routes and corridors, from traditional lane widening to traffic management; c. identify more cost-effective alternatives and innovative financing solutions; and d. strengthen the coordination of transportation improvement programs and county growth management plans.

## 3. Transportation Planning and Decision Making

Florida counties are national leaders in linking transportation planning, budgeting, and land use decisions as part of Florida growth management planning requirements.

**POLICY:** Congress should strengthen the local role in transportation planning and decision making. Congress should tailor any additional transportation planning provisions so as to not be duplicative of or in conflict with growth management planning performed by local governments in Florida.

## 4. Federal Highway Trust Fund Revenues

One-half of the proceeds from the five cents hike in federal motor fuel taxes are set aside specifically for federal deficit reduction purposes. The remaining one-half of the proceeds are being held in the Federal Highway Trust Fund. If the Bush Administration's 1992 transportation budget is enacted, the unexpended balance in the Highway Account and Mass Transit Account of the Highway Trust Fund would grow to \$12.6 billion and \$9.4 billion, respectively, in FY 1992. The Bush Administration proposed to repeal the 1990 motor fuel tax effective October 1995.

POLICY: Congress should not repeal the five cents increase in the federal motor fuel tax approved in 1990 effective October 1995. Rather, Congress should continue the tax to 1998 like other federal motor fuel taxes. Congress should earmark use of the proceeds from the three-year extension of the 1990 motor fuel tax and any future transportation revenue increases for transportation purposes--not for deficit reduction.

5. Toll Facilities

Available federal, state, and local revenues are often inadequate to fund an important transportation facility or facility improvement. Federal law prohibits state and local governments from imposing tolls on existing and new transportation facilities constructed with federal financial assistance. Tolls could, in many instances, provide the revenue needed to finance an important project.

POLICY: Congress should remove restrictions on the imposition of tolls on federal-aid transportation projects and allow existing free facilities to be converted to toll facilities. Congress should support proposals to permit federal highway funds to be used towards the costs of toll facilities.

BE IT FURTHER RESOLVED that this resolution be sent to the Florida Department of Transportation, the Nassau County Legislative Delegation, and the Florida Association of Counties.

DULY ADOPTED by the Board of County Commissioners of Nassau County, Florida on July 22, 1991.

BOARD OF COUNTY COMMISSIONERS  
NASSAU COUNTY, FLORIDA

BY: *Jim B. D'Agostino*  
Its: Chairman

ATTEST

*[Signature]*  
Its: Ex-Officio Clerk