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RESOLUTION NO. 91-LEG-03

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS, ORANGE COUNTY, FLORIDA, CONCERNING THE REAUTHORIZATION OF THE FEDERAL SURFACE TRANSPORTATION PROGRAM AND URGING THE FLORIDA CONGRESSIONAL DELEGATION TO ACTIVELY SUPPORT AND PROMOTE THE POLICIES EXPRESSED HEREIN.

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, the State of Florida has experienced tremendous population growth and development pressures, placing an almost overwhelming strain on existing transportation services and infrastructure to the point of some local governments having to adopt development moratoria in urban areas; 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 Board of County Commissioners of Orange County represents the citizens of Orange County

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of Orange County, 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 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.

1                    Policy: Current highway formulas should be  
2 revised to correct inequities in the amount of  
3 funds allocated to Florida. In its place,  
4 Congress should enact an equally-weighted  
5 three-part formula based on vehicle miles  
6 traveled, diesel fuel consumption, and lane  
7 miles, all more accurate indicators of  
8 transportation needs.

## 2. Mass Transit

5                    Develop a mass transit program responsive to  
6 alleviating congestion, enhancing mobility, and  
7 improving air quality. Now is not the time for the  
8 federal government to retreat from mass transit.  
9 Proposals to increase highway funding yet hold mass  
10 transit funding constant over the next several  
11 years can only further erode the viability of mass  
12 transit and block the construction of new systems  
13 in the rapidly urbanizing counties in Florida.  
14 Aggravating the situation is the current  
15 prohibition against the use of highway funds for  
16 mass transit purposes and proposals to reduce the  
17 federal match share from the Section 9 program from  
18 80 percent to 60 percent and eliminate transit  
19 operating subsidies for large urban areas.

14                    Policy: Congress should expand state and local  
15 flexibility in the use of federal highway  
16 funds, increase federal mass transit annual  
17 funding levels at least at the same percentage  
18 as that of highway funding, continue transit  
19 operating subsidies, and emphasize funding for  
20 transit capital expansion and new-starts.  
21 Furthermore, Congress should assure adequate  
22 funding for paratransit services desperately  
23 needed in rural counties to address  
24 transportation for the disadvantaged.

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

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

27                    Policy: Congress should more equitably  
28 allocate federal highway funds between a  
29 national highway system and an Urban/Rural  
30 Program, preferably a 50/50 split rather than a  
31 70/30 split as proposed by the Bush  
32 Administration. Congress should structure the  
33 Urban/Rural Program to: a) encourage and  
34 allow tailor-made highway solutions which fit  
35 into urban and rural development patterns; b)  
36 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.

4. **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.

5. **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 proposes 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.

6. **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 cost of toll facilities.

ADOPTED this 18th day of June, 1990.

ORANGE COUNTY, FLORIDA

BY: Vera M. Carter  
Vera M. Carter ~~Linda W. Chapin~~,  
VICE County Chairman