

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

(This document is based only on the provisions contained in the legislation as of the latest date listed below.)

BILL: CS/SB 1354

SPONSOR: Transportation Committee, Senator Mitchell, and others

SUBJECT: Small County Road Assistance Program

DATE: April 19, 1999 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>McAuliffe</u>	<u>Meyer</u>	<u>TR</u>	<u>Favorable/CS</u>
2.	<u>Hayes</u>	<u>Hadi</u>	<u>FP</u>	<u>Favorable</u>
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____

I. Summary:

This CS creates the Small County Road Assistance Program within the Department of Transportation (DOT) to assist small counties (1990 population of 75,000 or less) in resurfacing or reconstructing roads originally classified as state roads which have been reclassified as county roads.

The CS provides that from fiscal year 1999-2000 until fiscal year 2009-2010, up to \$25 million from the State Transportation Trust Fund may be used for funding the Small County Road Assistance Program. The CS provides criteria for eligibility and prioritization of projects.

This CS amends section 339.08 and creates section 339.2816 of the Florida Statutes.

II. Present Situation:

Section 335.01, F.S., provides that all roads which are open and available for use by the public and dedicated to the public use are established as public roads. Public roads are divided into four systems: a) the State Highway System; b) the State Park Road System; c) the county road system, and; d) the city street system.

Currently, s. 335.0415, F.S. provides that the jurisdiction of public roads and the responsibility for operation and maintenance of any road within the state, county, and city systems is that which existed on July 1, 1995. Public roads may be transferred between jurisdictions only by mutual agreement of the affected governmental entities.

Prior to July 1, 1995, roads were transferred between the state, county and city systems based on s. 334.04, F.S. (1993). Under this now repealed section, DOT had the responsibility of data collection for planning and functional classification purposes; and evaluated and functionally classified all the public roads in the state. Each road was assigned to an appropriate public road system based on the road's functional classification. In determining a road's functional

classification, DOT considered the character of service of the road in relation to the total public road system, including traffic volume, route length, truck volumes, mobility, land access, and other significant criteria.

III. Effect of Proposed Changes:

The CS creates the Small County Road Assistance Program within DOT. The program will assist small counties in resurfacing or reconstructing roads originally classified as state roads which have been reclassified as county roads. For the purposes of the bill, "small county" means any county which had a population of 75,000 or less in the 1990 federal census. There are 33 counties which meet this population requirement.

Small counties would compete for Small County Road Assistance Program funds to resurface or reconstruct state roads which have been reclassified as county roads. Any road reclassified as a county road, either in the past or in the future, would be eligible for the program. Small counties would be eligible on if the county has enacted the maximum rate of the local option fuel tax and has imposed an ad valorem millage rate of at least 8 mills; or, the county has imposed an ad valorem millage rate of 10 mills.

The primary criteria used to prioritize roads for funding is the physical condition of the road as measured by DOT. The following criteria would be secondary criteria used to prioritize roads for funding consideration:

- ▶ Roads used as evacuation routes.
- ▶ Roads that experience high levels of agricultural travel.
- ▶ Roads which are considered major arterial routes.
- ▶ Roads that are considered feeder roads.
- ▶ Other criteria related to the impact of the road on the road system and the state or local economy.

To fund the program the CS provides that for an 11 year period, from fiscal year 1999-2000 until fiscal year 2009-2010, up to \$25 million may be used from the State Transportation Trust Fund for the Small County Road Assistance Program.

The CS amends s. 339.08, F.S., to conform the section to the CS.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Economic Impact and Fiscal Note:**A. Tax/Fee Issues:**

None.

B. Private Sector Impact:

Unknown.

C. Government Sector Impact:

The CS provides that from fiscal year 1999-2000 until fiscal year 2009-2010, up to \$25 million from the State Transportation Trust Fund may be used for funding the Small County Road Assistance Program.

Over the eleven year period a total of \$275 million in State Transportation Trust Fund funds would be transferred to small counties from the State Transportation Trust Fund for county road resurfacing and reconstruction.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Amendments:

None.