



Rural Transportation Advocacy Council

Linking Arizona to the Global Economy

Central Arizona Governments
Central Yavapai Metro. Planning Org.
Lake Havasu Metro. Planning Org.
MetroPlan, Greater Flagstaff
Northern Arizona Council of Gov'ts.
Sierra Vista Metro. Planning Org.
Southeastern Arizona Governments Org.
Sun Corridor Metro. Planning Org.
Western Arizona Council of Gov'ts.
Yuma Metropolitan Planning Org.

Resolution #2-2020

A Resolution of the Rural Transportation Advocacy Council Urging State Lawmakers to Address the Drastic Under-Investment Levels on the State Highway System and Local Road Networks

WHEREAS, the quality of Arizona's transportation infrastructure is vital to public safety, economic prosperity, environmental health, quality of life and cost of living, and

WHEREAS, based on ADOT's current long range plan, the state highway system has a \$30.5 billion shortfall with anticipated revenues that will only address 43% of the needs, and

WHEREAS, this funding gap is continually expanding and currently equates to at least \$1.22 billion a year every year in under-investment, and

WHEREAS, ADOT's previous plan, *Building a Quality Arizona*, also determined a \$48.5 billion shortfall on the state's local road systems, and

WHEREAS, ADOT has established what is essentially a moratorium on new construction in Greater Arizona due to the lack of available funding and the need to prioritize preserving the existing system, and

WHEREAS, despite prioritizing preservation, available funding will be insufficient to adequately maintain the existing infrastructure as pavement & bridge deterioration on highways across Greater Arizona is still projected, and

WHEREAS, the lack of Greater Arizona highway expansion is occurring at the same time that Arizona is the fastest growing state in the nation, and

WHEREAS, seven of the thirteen Greater Arizona counties are expected to grow by at least 45% over the next thirty years, and

WHEREAS, Maricopa County is the fastest growing county in the nation with massive impacts on statewide infrastructure including Greater Arizona, and

WHEREAS, pre-pandemic, driving on deteriorating roads cost U.S. motorists on average \$1,049 annually in additional vehicle repairs, extra maintenance, higher fuel consumption and tire wear plus accelerated vehicle deterioration and depreciation, and

WHEREAS, Arizona's interstate fatality rate is the highest in the nation, almost double the national average, and

WHEREAS, the state highway and local road systems rely heavily on state fuel taxes which have not been raised since 1991, and

WHEREAS, the purchasing power of Arizona's fixed per gallon fuel tax rates have greatly deteriorated due to inflation, greater vehicle fuel efficiency and alternative fuel vehicle growth over the roughly thirty-year period since the last rate adjustments, and

WHEREAS, since 2010, 36 states have raised or reformed their fuel taxes, leaving Arizona with the 46th lowest rate in the nation and only half of the national average of 36-cents per gallon, and

WHEREAS, from 1991 to 2018, Arizona income per capita has increased 167%, average homes costs have increased 158%, gas prices have increased 140%, highway cost construction per mile has increased 117%, yet gas tax revenue generated per mile has decreased 70%, and

WHEREAS, from 1990 to 2017, Arizona General Fund spending has increased \$486 per person while HURF revenue growth has been limited to \$20 per person, and

WHEREAS, U.S. vehicle fuel efficiency has more than doubled since 1970, with further fuel economy requirements planned, and

WHEREAS, alternative fuel vehicles are anticipated to account for about 18% of U.S. domestic passenger fleet sales and 11% of commercial fleet sales by 2040 while currently contributing relatively little to infrastructure funding, and

NOW, THEREFORE, BE IT RESOLVED, the Rural Transportation Advocacy Council urges state lawmakers to address the funding shortfalls on the state highway and local road systems by:

- Not transferring existing transportation revenues to pay for other governments purposes other than state or local transportation infrastructure.
- Annually adjusting HURF revenue sources for inflation to preserve HURF purchasing power and cut further into the backlog of needs on the state highways and local roads.
- Establishing system user parity by implementing comparable taxes and fees for alternative fuel vehicles.
- Increasing existing fuel taxes or establishing other comparable user fee-based revenue sources dedicated to the Highway User Revenue Fund to address as much of the historical under-investment levels, estimated at well over \$1 billion a year just on the state system, as practical.

APPROVED AND ADOPTED this 4th day of December, 2020.



Matt Ryan
Chairman, Rural Transportation Advocacy Council
Coconino County Supervisor