

**TOWN OF PINETOP-LAKESIDE**

**RESOLUTION NO. 20-1536**

**A RESOLUTION OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF PINETOP-LAKESIDE, ARIZONA, REGARDING 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**, Arizona's county engineers assert a 90% delay in repairs and maintenance on county roads due to budget constraints; 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 the existing system; and

**WHEREAS**, despite prioritizing preservation, the existing infrastructure will not be adequately preserved as pavement 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**, road use is expected to increase 25% nationally, including a 64% increase by large commercial trucks; and

**WHEREAS**, future growth aside, existing congestion already costs the average American commuter 54 hours a year and 21 gallons of extra fuel; and

**WHEREAS**, driving on deteriorating roads costs 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 non-interstate rural roads have the third highest fatality rate in the nation; 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 rate 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**, 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**, just in the last three years, ADOT's construction cost index, the price of materials such as asphalt and steel, has increased 47%; 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

**WHEREAS**, more than 70% of manufacturers do not believe the state of our nation's infrastructure is positioned to respond to the competitive needs of our growing economy.

**NOW, THEREFORE, BE IT RESOLVED**, that the Mayor and Town Council of the Town of Pinetop-Lakeside, Arizona approve Resolution No. 20-1536 and urges state lawmakers to address the funding shortfalls on the state highway and local road systems by:

- Increasing existing fuel taxes or establishing a per gallon user fee of at least 18-cents per gallon dedicated to the Highway User Revenue Fund and annually adjusting fuel taxes and/or fees for inflation.
- Establish system user parity by implementing comparable taxes and fees for alternative fuel vehicles.

**PASSED AND ADOPTED** by a majority vote of the Mayor and Town Council of the Town of Pinetop-Lakeside in an open meeting on this 6<sup>th</sup> day of February 2020.

**TOWN OF PINETOP-LAKESIDE**

Stephanie Irwin  
Stephanie Irwin  
Mayor

**ATTEST:**

Jill Akins  
Jill Akins, CMC  
Town Clerk



**APPROVED AS TO FORM:**

William J. Sims, III  
William J. Sims, III  
Town Attorney