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**OFFICE OF GOVERNOR RONNIE MUSGROVE**  
**INTEROFFICE MEMORANDUM**

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**TO:** GOVERNOR  
**FROM:** RILEY  
**SUBJECT:** SB 2318  
**DATE:** 3/22/01  
**CC:** FILE

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## **SB 2318**

SB 2318 creates the Local System Road Program, administered by the State Aid Engineer, to assist counties in the construction, reconstruction and paving of county roads not on the State Aid Road System. The State Aid Road Engineer is to allocate the amount of the state aid road allocation of a county that is requested by a county if the county has employed a county engineer and presented a plan for the construction, reconstruction and paving of a local system road to the engineer for approval. The State Aid Engineer may not allocate more than 25% of the annual state aid road allocation of a county for the Local System Road Program. SB 2318 also requires the State Aid Engineer to allocate a county's Local System Bridge Replacement and Rehabilitation allocation to the county's Local System Road Program if the State Aid Engineer has certified that all of the local system bridges have a sufficiency rating greater than 50 or that all bridges with sufficiency ratings of less than 50 are under contract for replacement or rehabilitation. Boards of supervisors must comply with state law regarding the acquisition of right-of-way and in the advertising and letting of construction contracts for the Local System Road Program. SB 2318 also provides that boards of supervisors properly maintain all local system roads after construction in accordance with SB 2318.

SB 2318 is effective July 1, 2001.

This is a Supervisors' Association bill. Floyd Kirk, State Aid Road Engineer, said that this is a good bill that will help rural counties. He said that SB 2318 won't necessarily help urban counties because they don't have any local roads. Urban counties will continue to use all of their State Aid funds for their State Aid roads. Kirk said that several states, including Alabama and Tennessee, have initiated local road programs and that the American Association of State Highway Officials (AASHTO) has developed guidelines for local road systems. He said that the bill does not have any additional costs or carry any new money, it simply gives supervisors the option of using up to 25% of their State Aid funds for a local road system.