

# STATE OF ALASKA

THE LEGISLATURE

1991

Source

CSHJR 16(TRA)

Legislative  
Resolve No.

19



Relating to the federal highway trust fund and the federally aided highway program.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

**WHEREAS** the construction and maintenance of an adequate highway system is vital to the economic health of the states and the nation; and

**WHEREAS** the principle of relying on user fees held in a trust fund to finance the federal highway program has been recognized as a sound one by the Congress; and

**WHEREAS**, as a response to the federal deficit, the Congress enacted a five-cent motor fuels tax increase, of which half was earmarked for the federal highway trust fund with one-half cent designated for transit projects, and this increase is scheduled to expire in 1995; and

**WHEREAS** the Congress has for too long been holding back the highway trust fund money from its intended use in order to make it appear that the federal budget deficit is not as large as it actually is; and

**WHEREAS** the money in the highway trust fund is sorely needed by the states for their highway systems; and

**WHEREAS** the unique nature of Alaska's transportation needs has been recognized through an exemption in current federal law that allows the state to transfer funds between

categories designated under the federal highway system; and

**WHEREAS** the federal aid highway program is due to expire in September 1991;

**BE IT RESOLVED** that the Alaska State Legislature urgently calls upon the Congress to make federal highway trust fund money available immediately to the states for obligation in fiscal year 1991, or, in the alternative, requests that the states be repaid in later years for using state money for projects that should be financed by federal trust fund money; and be it

**FURTHER RESOLVED** that the five-cent motor fuels tax be continued beyond 1995 and that the entire amount be earmarked for highway purposes; and be it

**FURTHER RESOLVED** that when the Federal Surface Transportation Assistance Act is extended, it should retain the same matching requirements and allocation formula for distributing money to the states that are used in the current Act and the same exemption that allows Alaska to transfer funds between categories designated under the federal highway system; and be it

**FURTHER RESOLVED** that the Alaska Marine Highway System should be considered to be a part of the national highway system for purposes of federal transportation assistance.

**COPIES** of this resolution shall be sent to the Honorable Dan Quayle, Vice-President of the United States and President of the U.S. Senate; the Honorable George J. Mitchell, Majority Leader of the U.S. Senate; the Honorable Thomas S. Foley, Speaker of the U.S. House of Representatives; the Honorable Samuel K. Skinner, Secretary of Transportation; the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and the Honorable Don Young, U.S. Representative, members of the Alaska delegation in Congress; and to the principal legislative committee whose jurisdiction includes transportation issues in each house of the legislature in the western states that are members of the Northwest Highway Users Association: Washington, Oregon, Idaho, Montana, and Hawaii.