

1 **CONCURRENT RESOLUTION ON FEDERAL GAS TAX**

2 2013 GENERAL SESSION

3 STATE OF UTAH

4 **Chief Sponsor: Deidre M. Henderson**

5 House Sponsor: Eric K. Hutchings

6

7 **LONG TITLE**

8 **General Description:**

9 This concurrent resolution of the Legislature and the Governor strongly urges the
10 United States Congress to pass legislation that would allow states to direct more dollars
11 to their most pressing transportation needs.

12 **Highlighted Provisions:**

13 This resolution:

- 14 ▶ expresses strong support for legislation that would reduce the federal tax on fuels by
- 15 the amount of any increase in the rate of tax on such fuels by the states; and
- 16 ▶ strongly urges the United States Congress to pass this legislation so each state may
- 17 direct more dollars to its highest priority transportation needs.

18 **Special Clauses:**

19 None

20

21 *Be it resolved by the Legislature of the state of Utah, the Governor concurring therein:*

22 WHEREAS, federal fuel taxes associated with the Federal Aid Highway Act of 1956
23 were implemented to construct a 41,250-mile National System of Interstate and Defense
24 Highways, commonly called the Interstate System;

25 WHEREAS, the Interstate System, with more than 46,000 miles open to traffic, has
26 been completed for more than 20 years;

27 WHEREAS, federal highway user fees are increasingly used for nonhighway purposes;



28 WHEREAS, states are required to adopt federal labor regulations, such as Davis-Bacon
29 rules, that can substantially increase project costs;

30 WHEREAS, the growing number of federal regulations increases the administrative
31 burden and costs associated with federal-aid transportation projects;

32 WHEREAS, the numerous funding categories contained within the federal
33 transportation program reduce flexibility for states to apply limited transportation resources to
34 each state's highest priority needs;

35 WHEREAS, state and local governments realize greater value with state fuel tax
36 revenue since more dollars are available to invest in transportation projects rather than spent on
37 covering federal regulatory costs;

38 WHEREAS, retaining more fuel tax dollars at the state level will ensure that states can
39 direct transportation dollars to their most pressing needs;

40 WHEREAS, allocation of funds among states under the federal transportation program
41 creates inequities since some states consistently receive more money than they paid into the
42 program, while other states consistently receive less money than they paid into the program;

43 WHEREAS, increased efficiency and effectiveness of surface transportation programs
44 could be realized if spending were more closely tied to where those funds are raised;

45 WHEREAS, legislation could be passed by Congress, which would reduce the federal
46 gas tax on fuels by the amount of any increase in the rate of tax on such fuels by the states; and

47 WHEREAS, passage of this legislation would provide the state of Utah with the
48 flexibility to direct more dollars to its most pressing transportation needs:

49 NOW, THEREFORE, BE IT RESOLVED that the Legislature of the state of Utah, the
50 Governor concurring therein, strongly support legislation that would reduce the federal tax on
51 fuels by the amount of any increase in the rate of tax on fuels by the states.

52 BE IT FURTHER RESOLVED that the Legislature and the Governor strongly urge the
53 United States Congress to pass legislation that would reduce the federal tax on fuels by the
54 amount of any increase in the rate of the tax on fuels by the states to allow the states to direct
55 more transportation dollars to their most pressing needs.

56 BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Majority
57 Leader of the United States Senate, the Speaker of the United States House of Representatives,
58 and to the members of Utah's congressional delegation.

Legislative Review Note
as of 2-7-13 11:07 AM

Office of Legislative Research and General Counsel