

CERTIFICATION OF ENROLLMENT

**HOUSE JOINT MEMORIAL 4029**

54th Legislature  
1995 Regular Session

Passed by the House March 10, 1995  
Yeas 97 Nays 0

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**Speaker of the  
House of Representatives**

Passed by the Senate April 13, 1995  
Yeas 45 Nays 0

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**President of the Senate**

Approved

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**Governor of the State of Washington**

CERTIFICATE

I, Timothy A. Martin, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **HOUSE JOINT MEMORIAL 4029** as passed by the House of Representatives and the Senate on the dates hereon set forth.

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**Chief Clerk**

FILED

**Secretary of State  
State of Washington**

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HOUSE JOINT MEMORIAL 4029

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Passed Legislature - 1995 Regular Session

State of Washington

54th Legislature

1995 Regular Session

By Representatives K. Schmidt, R. Fisher, Hatfield, Cairnes, Hankins, D. Schmidt, Robertson, Brown, Ogden, Johnson, Elliot, Radcliff, Backlund, Benton, Sherstad and Blanton

Read first time 02/22/95. Referred to Committee on Transportation.

1 TO THE PRESIDENT OF THE SENATE AND THE SPEAKER OF THE HOUSE OF  
2 REPRESENTATIVES, AND TO THE SENATE AND HOUSE OF REPRESENTATIVES OF THE  
3 UNITED STATES, IN CONGRESS ASSEMBLED:

4 We, your Memorialists, the Senate and House of Representatives of  
5 the State of Washington, in legislative session assembled, respectfully  
6 represent and petition as follows:

7 WHEREAS, A safe and efficient national transportation system is  
8 essential to the nation's international competitiveness; key to  
9 domestic productivity; and vital to our quality of life; and

10 WHEREAS, despite the transportation investments promised in the  
11 enactment of the Intermodal Surface Transportation Efficiency Act  
12 (ISTEA), Congress has yet to fully fund the authorizations it contains  
13 for highways and transit; and

14 WHEREAS, The current levels of federal funding for the nation's  
15 highway and public transportation systems are inadequate to meet  
16 rehabilitation needs, to ensure the safety of the traveling public, to  
17 begin solving congestion and rural access problems, to conduct adequate  
18 transportation research programs, and to keep America competitive in a  
19 world economy; and

20 WHEREAS, The Federal motor fuel tax and aviation fuel tax have  
21 traditionally been regarded as user fees paid by transportation users,

1 the proceeds of which are and will continue to be required to help meet  
2 America's transportation requirements; and

3 WHEREAS, The action to divert transportation user fees from  
4 documented transportation needs was taken by Congress despite strong  
5 support for placing the revenue in the Highway Trust Fund from the  
6 National Governors' Association, the United States Conference of  
7 Mayors, and the American Association of State Highway and  
8 Transportation Officials, in addition to many industry and  
9 transportation user organizations; and

10 WHEREAS, Use of the transportation fuel taxes for deficit reduction  
11 purposes places the burden of reducing the deficit on industry and  
12 individuals based predominantly on how many miles they travel, without  
13 taking into account their ability to pay; and because of the long  
14 distances that must be driven by many people and industries in some  
15 states as opposed to other states, great inequities are inherent in any  
16 proposal to utilize motor fuel taxes for deficit reduction purposes;  
17 and

18 WHEREAS, Inclusion of the transportation trust funds in the Unified  
19 Federal Budget subjects transportation programs to arbitrary  
20 expenditure ceilings, despite the fact that trust fund expenditures are  
21 fully financed by users, and do not contribute to the federal deficit;  
22 and

23 WHEREAS, In recent years the imposition of such budgetary  
24 limitations has resulted in a substantial build up of revenue in the  
25 trust funds, while states and local agencies have received less federal  
26 funding than authorized and available, and as a consequence, the  
27 nation's transportation needs are being inadequately addressed;

28 NOW, THEREFORE, Your Memorialists respectfully urge Congress to:

29 (1) Invest the resources in the nation's transportation system  
30 needed to enable economic competitiveness and job creation, as a  
31 minimum by fully funding at the earliest possible time the ISTEA  
32 highway and transit authorizations;

33 (2) Recognize and reaffirm the traditional user-fee principle that  
34 has sustained the development of the national transportation system for  
35 more than 70 years, by reserving the transportation user fees now being  
36 collected for deficit reduction solely for future transportation  
37 purposes; and

38 (3) Act expeditiously to remove the Highway Trust Fund and Airport  
39 and Airway Trust Fund from the Unified Federal Budget.

1       BE IT RESOLVED, That copies of this Memorial be immediately  
2 transmitted to the President and the Secretary of the United States  
3 Senate, to the Speaker and the Clerk of the United States House of  
4 Representatives, and to each member of this state's delegation to  
5 Congress.

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