

Filed April 6, 1988

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**RESOLUTION 13—S.F.No. 974**

*A resolution memorializing the President, Congress, and the Federal Aviation Administration to accelerate the modernization of commercial aircraft fleets operating in and to the United States by requiring the use of quieter, Stage 3 aircraft.*

WHEREAS, five million Americans now experience a level of noise at home from aircraft operations that is greater than the maximum level identified by the Federal Aviation Administration as compatible with residential use; and

WHEREAS, this level of noise constitutes severe environmental pollution and an intolerable, real, and present reduction in human welfare, exacting a debilitating daily cost from individuals and families, vital human services, and whole neighborhoods and communities; and

WHEREAS, effective action by local authorities to reduce noise from aircraft is constrained by federal law and existing local land use; and

WHEREAS, quieter, Stage 3 aircraft are available for use, accomplish an 83 percent reduction in loudness as compared to Stage 1 aircraft, are recognized as the best available noise suppressing technology for the foreseeable future, and have been shown to be the most effective and least disruptive method of reducing airport noise; and

WHEREAS, 70 percent of the United States air carrier fleet still does not meet Stage 3 standards issued by the Federal Aviation Administration a decade ago; and

WHEREAS, the current federal fleet forecast indicates that at expected replacement rates, absent additional incentives that would accelerate modernization, Stage 3 aircraft will not constitute even half of the United States fleet for a decade, will not surpass 75 percent of the fleet until the turn of the next century, and will not replace noisier aircraft for a quarter century, with the result that fully three-quarters of the land area severely affected by aircraft noise in 1985 will remain so for a decade into the future, one-half for two decades; and

WHEREAS, a federal requirement to upgrade the United States fleet with quieter aircraft has been shown to be an effective and reasonable method of accelerating fleet modernization, inasmuch as the federal ban on Stage 1 aircraft promulgated in 1976 has significantly affected the rate of introduction of quieter aircraft and reduced the resultant levels of noise experienced in affected areas; and

WHEREAS, federal projections show that a year 1995 ban on Stage 2

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WHEREAS, farmers who hold Farmer-Owned Reserve grains provide storage at a per-bushel cost far lower than that paid for commercial grain storage; and

WHEREAS, ample on-farm storage capacity is currently available for storage of Farmer-Owned Reserve grain; and

WHEREAS, many farmers depend on Farmer-Owned Reserve storage payments to bolster a meager farm income during times of economic stress; and

WHEREAS, farmers holding Farmer-Owned Reserve grains are entirely capable of maintaining the grain in excellent condition; and

WHEREAS, America's national security is better served by having Farmer-Owned Reserve grains held on a large number of farms disbursed throughout the countryside rather than concentrated in the facilities of multinational grain companies; and

WHEREAS, Minnesota farms consume significant amounts of diesel fuel; and

WHEREAS, Minnesota farmers require a high proportion of their diesel fuel during periods corresponding to periods of high cash demands; and

WHEREAS, a concentrated high farm cash demand tends to promote high short term indebtedness and may cause a negative farm cash flow; and

WHEREAS, the security of Minnesota's farmers may be jeopardized by increased cash and record keeping demands; NOW, THEREFORE,

BE IT RESOLVED by the Legislature of the State of Minnesota that the President of the United States immediately direct the Commissioner of Agriculture to maximize on-farm storage of Farmer-Owned Reserve grain stocks, and to establish a reserve grain storage payment structure that compensates farmers and commercial warehouses equally for their services.

BE IT FURTHER RESOLVED that the Congress of the United States should immediately enact legislation prohibiting the Department of the Treasury from collecting exempt fuel taxes from farm diesel fuel consumers whether or not those taxes may later be refunded.

BE IT FURTHER RESOLVED that the Secretary of State of the State of Minnesota is directed to transmit certified copies of this memorial to the President of the United States, the President and Secretary of the United States Senate, the Speaker and Chief Clerk of the United States House of Representatives, the Chairman of the Committee on Agriculture, Nutrition, and Forestry of the United States Senate, the Chairman of the Committee on Agriculture of the United States House of Representatives, the Minnesota Representatives and Senators in Congress, the Secretary of the United States Treasury, and the United States Secretary of Agriculture.

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aircraft would be an effective method of accelerating fleet modernization and reducing airport noise, so dramatically advancing the introduction of Stage 3 aircraft as to effect a reduction in severely affected land area in 1995 from 80 percent of 1985 levels to 30 percent of 1985 levels, and an even greater reduction in the number of severely affected people; and

WHEREAS, an operating ban on louder Stage 2 aircraft is proposed and under active consideration in most western nations, including the European Economic Community, with the result that, as other governments and regions of the world limit the use of Stage 2 aircraft and smaller United States carriers purchase outmoded aircraft dumped from abroad, the flow of loud, used aircraft into the United States fleet is projected to increase; NOW, THEREFORE,

BE IT RESOLVED by the Legislature of the State of Minnesota that Congress should speedily enact and the President and the Federal Aviation Administration speedily implement legislation that prohibits the addition of any Stage 2 aircraft into the United States fleet after January 1, 1989, and prohibits any Stage 2 aircraft from operating in or to the United States after January 1, 1995.

BE IT FURTHER RESOLVED that the Secretary of State of Minnesota shall transmit enrolled copies of this memorial to the President of the United States, the President and the Secretary of the United States Senate, the Speaker and the Clerk of the United States House of Representatives and to Minnesota's Senators and Representatives in Congress.

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#### RESOLUTION 14—S.F.No. 2376

*A resolution memorializing the Congress of the United States to reinstate diesel fuel tax exemptions for farmers and other off-road users.*

WHEREAS, the United States Congress in Section 10502 of the Omnibus Budget Reconciliation Act of 1987 changed the point of collection of federal diesel fuel excise taxes of 15.1 cents per gallon from the retail level to the wholesale level as of April 1, 1988; and

WHEREAS, this change in the federal excise tax law will then require farmers and other off-road diesel fuel users to pay the diesel fuel tax at the time of purchase and then to file with the United States Internal Revenue Service for a refund on a quarterly or annual basis; and

WHEREAS, the up-front payment of these taxes by farmers and other off-road diesel fuel users will increase the farmer's annual cost of production, will further inhibit the farmer's cash flow by requiring the need to borrow additional funds for operating expenses, and will have similar effects on other off-road users of diesel fuel; and

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