to pass a resolution in opposition to the action taken by the administration in support of H.R. 14932.

Mr. Chairman, I request that copies of these three documents be made a part of the permanent record.

Mr. KLUCZYNSKI. Without objection, it is so ordered.

(Letters follow:)

STATE OF MINNESOTA,
OFFICE OF THE GOVERNOR,
Saint Paul, January 23, 1968.

HON. ANCHER NELSEN,
Member of Congress,
Washington, D.C.

DEAR ANCHER: The time has come when we must take a firm stand on the matter of highway programs in our nation. Since 1965, the Federal government has taken liberties with the Highway Trust Fund that have disrupted highway building in every state. Delays in quarterly payments were enough to upset the balance of our long-range programs, and the further aggravation of the cutback of November 1966 created unnecessary turmoil.

Now we are faced with an even more serious disruption of our plans by the unjustified, menacing cutting away of $600 million from the Highway Trust Fund allotments in 1968. This budget degradation would be bad enough, were it not for the fact that these funds are dedicated and collected only from road users. They should not be susceptible to the whims of the Administration.

The balance of the Highway Trust Fund at the end of fiscal 1967 was $725 million. An expected apportionment for the current fiscal year was reduced from $4.8 billion to $4.4 billion, and allotments are running far behind. As chief executive of a vigorous, progressive state, I must protest this manipulation of dedicated funds.

National economics may dictate tight money controls and restricted spending, but these adjustments must not be allowed to affect the flow of dedicated, self-supporting trust funds. Payments to the states should be based entirely upon the availability of these funds.

In Minnesota, the effects of the Administration's fiscal policies for highway programs has had a telling effect. Not only has the Minnesota Highway Department had its planning crippled by the regressive actions, but the effects have been felt in each of the 87 county highway departments through the funds which are reapportioned for use on Federal aid secondary highways.

On October 1, 1965, the Federal government was a full three months and $24 million behind schedule in releasing our Federal aid funds. As a result of the Administration's cutback of November 1966, the deficit has now reached $43.5 million and we are confronted with another cutback which could swell the deficit to approximately $51.5 million by the end of this fiscal year.

Of the $111 million apportioned to Minnesota at the beginning of fiscal 1968, we have so far received $40 million. We can look forward to just one more allotment before the end of the year, which was expected to amount to approximately $25.5 million. Now this, too, has been reduced, and we are now faced with the possibility of going into fiscal 1969 a full six months behind our anticipated programs.

As one of Minnesota's representatives in Congress, you are in a position to protect the sanctity of the Highway Trust Fund. It is in the best interests of your state and your nation that the revenues collected from road users be promptly put to their intended purpose. To insure this nation's burgeoning highway system for the safety and continued economic progress that the future requires, we must be confident of a consistent flow of highway funds to the limit of the availability of these funds.

The cost of highway construction is increasing. It is a fallacy to contend that delaying any of these programs will save money. In many cases, bonding programs are being used to speed up needed highway construction on the premise that the cost of interest is nearly parallel to the rising costs of construction. In addition, a much more urgent savings may be measured in terms of deaths, personal injuries and property damage caused by highway accidents.

There can be no doubt that this nation's highway programs are among the most important public programs ever undertaken by this or any other nation. It is