

the State of Minnesota is directed to forward copies of this resolution to the administrator of the General Services Administration, to the presiding officer of the Senate of the United States and the speaker of the House of Representatives of the United States and transmit an official notice of this resolution to the Secretary of State of the United States as provided by the law of this state.

Approved February 10, 1967.

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RESOLUTION No. 2—S. F. No. 289

*A resolution memorializing the President, the United States Congress and Secretary of the Department of Transportation to maintain the Federal-Aid Highway Program at its 1966 levels.*

WHEREAS, the Bureau of Public Roads of the Department of Transportation in late November of 1966 advised all states of a cut in their authority to obligate Federal-Aid Highway Funds for fiscal 1967 as well as a retroactive prohibition on obligating any funds not yet obligated from previous apportionments as of June 30, 1966; and

WHEREAS, the State of Minnesota had \$23,100,000 authorized, but not released for obligation as of June 30, 1966, and an additional appropriation of \$102,300,000 was made in October 1966, making a total of \$125,400,000 of which only \$76,400,000 is now available for obligation during this fiscal year, a reduction of \$49,000,000; and

WHEREAS, improvements in Minnesota's highway program are essential to the economic growth and development of Minnesota, and vital to our national defense program, curtailment of less essential programs should be considered; and

WHEREAS, the State of Minnesota has geared its highway planning and steadily increasing construction in reliance on the promises, announced policies, budgets, statutes and urgings of the federal government; and

WHEREAS, the private construction industry has increased its employment and capital investments to meet anticipated highway department programs; and

WHEREAS, the Federal-Aid cut will create employment difficulties in both state government and private industries as well as losses in capital investments; and

WHEREAS, the Federal-Aid cut will severely curtail this state's efforts to achieve an adequate state highway transportation system and to fulfill its obligations to complete its portion of the interstate highway system; now therefore,

BE IT RESOLVED, that the Senate and House of Representatives of the State of Minnesota do respectfully urge that the Congress of the United States do at the earliest possible time devise and approve legislation which will restore all Federal-Aid Highway Funds to the levels in effect and contemplated in November 1966, prior to the cut back.

BE IT FURTHER RESOLVED, that the Secretary of State of the State of Minnesota transmit copies of this memorial resolution to the President of the United States, to the Senators and Representatives from the State of Minnesota, to the Vice President, to the Chairmen of the Committees on Finance and on Commerce of the Senate, to the Speaker and the Chairmen of the Ways and Means and Public Works Committees of the House of Representatives and to the Secretary of the Department of Transportation.

Approved February 17, 1967.

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#### RESOLUTION No. 3—S. F. No. 783

*A resolution memorializing the Congress of the United States to return to the states a portion of the income taxes collected in each such state.*

WHEREAS, the federal income tax is imposed upon the salaries and wages of employees of the states and local governments, and, therefore, require the states and local governments to increase employees salaries in an amount sufficient to permit their employees to pay such federal income tax, which increase is actually obtained by levying increased taxes at the state and local level; and

WHEREAS, the federal government is not permitted to levy taxes directly against any state or local government and the principles of good government should not permit the federal government to indirectly levy taxes upon the operation of state or local government and thereby increase their costs; and

WHEREAS, there are expanded demands in health, welfare, education, transportation, air pollution, water pollution, crime prevention, highway safety, and other areas; and