

## ADMINISTRATIVE ESTIMATE, \$150,000

*Duties:* Secretarial/Clerical Staff. In addition, office supplies, printing services and travel expenses are included in this category.

*Cost Estimate:*

|                                                                                                            |                |
|------------------------------------------------------------------------------------------------------------|----------------|
| (A) 11 Clerical (2 Stenos/5 Secretaries/4 Clerks), \$6,800/year<br>for 1½ years—(1.5) (\$6,000) (11) ----- | \$112, 000     |
| (B) Supplies (incl. printing) -----                                                                        | 25, 000        |
| (C) Travel                                                                                                 |                |
| 3 trips per professional at \$75 trip— $3 \times 75 \times 27$ --                                          | \$6, 075       |
| Per diem— $25/\text{day} \times 2 \text{ days/trip} \times 81 \text{ trips}$ -----                         | \$4, 050       |
|                                                                                                            | 10, 000        |
|                                                                                                            | <hr/> 147, 000 |

Assume an estimate of \$150,000.

Mr. Moss. Mr. Keith.

Mr. KEITH. Thank you, Mr. Chairman.

It is entirely probable that no problem has vexed the State governments, the insurance companies, the buying public more than this particular one.

I can recall, when I was in the State legislature years ago, the public's and the Massachusetts Legislature's concern. Fifteen years later, they are still wrestling with that same problem.

There is so much at stake for the private insurance sector of our economy that I am sure that they have conducted many studies. There is so much at stake in the State government that they, too, must have a great deal of material that could be available. A lot of time and thought must have gone into this.

What I am leading up to is not necessarily a suggestion that the time be shortened but I think that you and this committee, as we quiz successive witnesses, should try to find out just how much of an input is already available.

Certainly, Professors Keeton and O'Connell can give us some information on this subject. They have been firm in their recommendations to the State legislatures regarding a solution in their view. They must have based them upon extensive studies. So, I would hope that we could come up with a more modest figure than is suggested by you in your introductory remarks.

I would be interested in your views if you would care to respond.

Secretary BOYD. All right, sir.

First of all, I would like to say that we have been in contact with Professors Keeton and O'Connell. I know Professor O'Connell. Undoubtedly, they have done a great deal of study. Yet their approach places more emphasis upon a plan of reform rather than the development of comprehensive fact data. However, we expect to be able to develop sufficient data in order to properly evaluate all of the proposed reforms. Let me give you what I think is a relevant parallel, Mr. Keith.

The Interstate Commerce Commission is now in its 80th year of regulating transportation in this country. We have State regulatory commissions in every State of the Union, some of which are older than the Interstate Commerce Commission. Rail and motor carrier transportation have been among the most intensely regulated of industries. While there are mountains of statistics relating to these modes, an effort to try to deal with an industry-wide problem today on the basis of such information is something that can drive you out of your mind