

7. S. 2658 does not define the term "axle" or "tandem axle." Do you think the bill should be amended to define these terms?

*Answer:* It is our view that all such required definitions may be included, appropriately in Sec. 101 of Title 23, and the bill should be amended to so provide.

8. The bill provides for measurement of weight "to the nearest 500 pounds." Do you think it would be helpful to provide for measurement of length "to the nearest foot?"

*Answer:* Yes, both the weight and the measurement of length. It should be made clear that the term "L" in the gross weight equation is defined as the distance in feet between the centers of the extreme axles of any group of two or more consecutive axles, measured to the nearest foot.

9. If a State violates the weight and size limitation of State and Federal law, inadvertently or otherwise, it can be penalized 100 percent of its Federal-aid highway funds, although the weight and dimension limitations apply only to the Interstate System. Do you think an adjustment in this penalty provision is needed?

*Answer:* A State does not violate State size and weight limitations although it may, inadvertently or otherwise, permit or condone violations. If we are to secure enforcement by letting the punishment fit the crime, some adjustment may be needed in the penalty provision.

#### QUESTIONS ON H.R. 17134

##### *Section 2—Revision of Authorization of Appropriations for Interstate System*

1. Section 2 of the bill would increase the total amounts authorized for the Interstate System from the \$42.3 billion authorized by existing law to \$50.64 billion (an increase of \$8.34 billion) to reflect the increased Federal cost indicated in the 1968 cost estimate.

Is that right?

*Answer:* Yes.

2. Can the Highway Trust Fund support expenditures resulting from these increased authorizations, together with other required expenditures, from revenues provided by existing law?

*Answer:* Revenues provided under existing law through the present termination date of the Trust Fund, September 30, 1972, would not be adequate. However, if the Trust Fund termination date is extended by 33 months to June 30, 1975, to receive revenues from the sources and at the rates provided by existing law, receipts would be adequate to cover complete disbursement of all funds authorized for fiscal year 1975 and prior fiscal years for programs presently financed and proposed to be financed from the Fund, including the \$50.64 billion cost of the Interstate System.

3. Last year the Administration recommended legislation to increase the receipts of the Highway Trust Fund, but the Congress took no action. On April 22, 1968, the Administration again transmitted to the Congress recommended legislation to provide additional revenue for the Highway Trust Fund and to extend it for two years, but no action has been taken, no hearings have been held, and none are scheduled.

(a) What are the prospects for enactment of the Highway Trust Fund legislation this session of Congress?

*Answer:* (a) The prospects are slim at this date.

(b) What affirmative action is being taken by the Administration to assure its enactment?

*Answer:* (b) Representatives of the Department have discussed the proposed legislation with Chairman Mills and members of his staff.

4. The cost estimates indicate that the Federal share of the estimated cost of completing the Interstate System has increased from \$42.0 billion in 1965 to \$50.64 billion in 1968—an increase of \$8.64 billion or 20.57%. Can you tell me how there could be this wide disparity in estimates made just three years apart?

*Answer:* The increase in the estimate between 1965 and 1968 is attributable to many factors including changes in unit prices, increased allowance for reserve mileage, costs of engineering and right-of-way, change in legislation requiring a minimum of 4 lanes throughout the system, additional interchanges, crossing structures, traffic lanes, pavement design, safety features, and other elements which reflect the great increase in use of this system as completed sections are opened to traffic. The cost differences between the estimates for these items