

from the State highway departments. This was the result, and it applied equally to all other categories.

Mr. DENNEY. But that is the only test you did make; is that correct?

Mr. STAPP. That is correct.

Mr. DENNEY. Then you said:

In all four methods that were probed by the Bureau of Public Roads in the 210 Study, two basic facts appeared: (1) that the heavier trucks and truck combinations should be paying more in relation to the payments made by the lighter trucks, and (2) that vehicles using diesel fuel generally should be paying more than like vehicles using gasoline.

Is that based on the fact that they must use more gallons of gasoline?

Mr. STAPP. That is right.

Mr. DENNEY. You recommend they should be paying more. How would you recommend to this committee we should be determining how much more they would pay, through license fees or what?

Mr. STAPP. We did not make a recommendation on this. That is for the wisdom of you people.

Mr. DENNEY. You are not recommending any method of collecting more. All you are saying is that they should be paying more; is that right?

Mr. STAPP. Yes, sir.

Mr. DENNEY. Could that be covered under the weight limitations that you have recommended in your statement?

In other words, what I am trying to get at, what weight limitations did you use, and what overall length limitations, in arriving at the conclusion that under the incremental method they were not paying their total share of the cost?

Mr. STAPP. Mr. Johnson is closer to this 210 study.

Mr. JOHNSON. This 210 study actually made a study of the trucks actually in use on the roads at that time.

Mr. DENNEY. There are some trucks that have a 98-foot length; is that not correct?

Mr. JOHNSON. Yes, but this did not have any particular relation to that length. There is a certain number of over-the-road trucks, the heavy trucks, some propelled by gasoline and some propelled by diesel fuel. This reference has to do with those that pay diesel fuel at the same tax rate that they pay for a gallon of gasoline. They actually get a little better mileage out of the diesel fuel. So, therefore, they are not paying, really, as much into the trust fund as a like truck, a similar weight truck, that uses gasoline.

Mr. DENNEY. You are not recommending to this committee that we put in the regulations a law having to do with gasoline and diesel fuel, are you?

Mr. JOHNSON. No, and I would imagine if there was anything to be considered on the matter, it would be in another jurisdiction.

Mr. DENNEY. I am trying to find out why such a statement was made.

Mr. JOHNSON. We were asked to outline what we found out on the test road before this committee.

Mr. DENNEY. I see.

That is all, Mr. Chairman.

Mr. KLUCZYNSKI. Are there any other questions?

If not, thank you, Mr. Stapp.