

made between September 15 and September 30 preceding the commencement of each fiscal year and that Congress takes such steps as are necessary to prevent any withholding from obligations so long as funds are available to meet reimbursements from the states.

It is vital, gentlemen, if the states are to do long-range meaningful planning that we know the intentions of the Congress with reference to the continuing federal aid program.

II. WEIGHT AND DIMENSION LIMITATION FOR COMMERCIAL VEHICLES

There has been much recent consideration given to the weights and dimensions of commercial vehicles operating on highways. Obviously, a balance must be achieved between the prevention of damage to highway facilities and the maximum utilization of these facilities to enhance the economic development of our states and the nation.

The present federal highway act provides that the Interstate System may not be used by any vehicle weighing in excess of 18,000 pounds on any one axle or carrying weight in excess of 32,000 pounds for any tandem axle. It further provides that no vehicle use the Interstate System with a total gross weight in excess of 73,280 pounds or that has a total width over 96 inches unless the laws of the state as they existed prior to July 1, 1956, allowed greater weight or greater width.

You are presently considering liberalizing both weight and dimension restrictions, allowing 20,000 pounds single axle or 34,000 to 36,000 pounds tandem axle weight and a width of vehicle of 102 inches.

It is true that the Interstate System itself could undoubtedly sustain the added weights with less acceleration in the rate of deterioration that would occur on the balance of the system. However, it must be remembered that no vehicle operates exclusively over one system.

A major portion of the remainder of our system is inadequate to sustain the added weights.

It is for these reasons that we believe that any increase in either weight or dimension at this time would be detrimental to our highway system and to the general traveling public.

It is, therefore, the position of the Iowa State Highway Commission that the present limitation of vehicle dimensions and weights as contained in the Code of the State of Iowa and federal law, is prudent and proper and should not be altered, at this time. While the Interstate System in Iowa may be able to sustain the increased weight without excessive wear, this is only 710 miles out of 112,000 miles of Iowa highways. The remainder of the system cannot sustain this without excessive damage.

It is the position of the Commission that any increase in these loads or dimensions will substantially shorten the life which can be anticipated from the present highway facility, will greatly increase the maintenance costs of the present highway facility, will act to the detriment of highway safety, and, unless accomplished in conjunction with an increased revenue structure, will increase the disparity between present financing for highway maintenance and construction, and highway needs.

III. THE NEED FOR CONGRESSIONAL ACTION ON THE GREAT RIVER ROAD

The Mississippi River Parkway has for several years been included in the Federal Parkway System. H.R. 11298 now in Public Works Committee would appropriate two million dollars a year for a period of three years to be apportioned among ten states of the region for right of way acquisition and planning. The Iowa State Highway Commission believes that serious consideration should be given to this legislation at this time so that at least some sample sections of this significant addition to the Federal Parkway System might be commenced.

IV. NEED FOR UNIFORM INTERSTATE COMMERCIAL VEHICLE REGISTRATION

Interstate trucking has expanded rapidly in the last two decades, and with this expansion has come a corresponding increase in the complexities of interstate commercial vehicle registration. Iowa is one of 18 states and provinces presently belonging to a prorate compact group and participate in other types of reciprocity agreements with the remaining states. There are in existence between the various states many different types of reciprocity agreements, and