

even within the compact group the problems of proration are innumerable. Some states depend solely on registration and motor vehicle fuel taxes for revenues from commercial vehicles, while other states have different kinds of third level tax structures, imposed in addition to registration and/or fuel taxes.

The Iowa State Highway Commission has concluded that the only equitable and practical solution to the problems of reciprocity and proration is the adoption of uniform federal registration practices and procedures. We do, therefore, urge this committee to support at an early date a study of the most practical and feasible method of establishing uniform federal registration procedures with proration of funds generated on a commercial vehicle ton mile basis and turned back to the states.

The Iowa State Highway Commission appreciates very much this opportunity to present its views on these most significant matters.

Mr. COUPAL. Thank you very much.

Actually, I should like to spend most of my time this afternoon discussing this continuing Federal-aid program, but I would like to touch briefly on three ancillary points that I think are pertinent to your consideration, Federal laws relating to weight and dimensions for commercial vehicles, the need for action on the Mississippi River Parkway, and the need for uniform nationwide commercial vehicle registration.

First of all, this matter of continuing Federal-aid programs, I think it is pretty obvious for the past decade and a half the overriding aspect of Federal aid has been the interstate system and the completion of it as rapidly as we could.

Incidentally, I might mention in passing—and only because the gentleman from Texas was discussing the amount of mileage the State of Texas has—I am sure Congressman Schwengel is well aware of the fact that in Iowa, we have 112,000 miles of public highway, of which 90,000 is in the secondary system, 10,500 is in the primary system, and somewhat over 10,000 urban streets.

As you well know, 75 percent or more of the money coming out of the trust fund during the past decade or two has been on a 90-10 matching basis for interstate construction. The balance, 25 percent or more, has been applied to the ABC system on a 50-50 basis.

Now, in the next 5 to 7 years, the Interstate System is going to be pretty much completed nationwide. In Iowa, we expect to complete the Interstate System sometime in 1971 or 1972.

I think that all of us are now concerned that we would like to know the magnitude and the scope and the character of the continuing Federal-aid program, after the Interstate System is completed. I am sure I do not need to tell you gentlemen that one of our real problems in the highway business is leadtime. It takes for an average project 5 years from the time we conceive the project and the time we have it paved and open to traffic and it is important to us if we are going to do meaningful planning that we know what kind of continuing Federal-aid program we are going to have.

The planning division of the Iowa State Highway Commission has just completed a study of the long-range needs for multilane arterial primary highways to supplement the 710 miles of Interstate System allocated to us, and we believe that by 1990, in order to serve traffic in our State, that we will have to construct an additional 833 miles of freeway. By freeway I mean multilaned highway designed exactly like the Interstate System with completely limited access. And another 1,039