

to the present Federal-aid primary rural system, and 20 percent to the present Federal-aid secondary rural system.

We would further recommend, and strongly, that the apportionment procedure be improved by Congress, by requiring that apportionments be made between September 15 and September 30 preceding the commencement of each fiscal year, and that you take such steps as are necessary to prevent any withholding from obligations so long as funds are available to meet reimbursements from the States.

I am sure you have heard this sad tale many times before, but I cannot overemphasize the great difficulty of administering a program such as the Iowa State highway construction program where we are planning about \$110 million worth of construction this year and \$170 million worth of construction next year, to have to stop and stop very quickly and to adjust to increases and decreases, mostly decreases, in Federal-aid apportionments, Federal-aid obligation releases.

We recognize the problems of stabilizing the national economy, Mr. Chairman, and we want to do our share to help that. But we would ask for some longer-range approach to this problem of allocations of Federal obligation releases.

If we are going to do a meaningful planning job, we have to know what the intentions of Congress and the intentions of the Bureau are toward the continuing Federal-aid program.

Now, very briefly, let me touch upon the Iowa State Highway Commission's position on weight and dimension limitations for commercial vehicles.

We are well aware of the bill pending before you now. It is in Congress somewhere—I am not quite sure where it is—the Magnuson bill. We are well aware that this recommends some additional weight and length liberalization for commercial vehicles on the Interstate System. We recognize probably the Interstate System could probably sustain the additional weights and handle the additional dimensions without any great increase or speed up in the deterioration of our highway system. But we want to point out rather forcefully that only a very small percentage of the total mileage of highways in this country is on the Interstate System and trucks do not stay on one system; they must get off this Interstate System, and that certainly in Iowa our primary and secondary system is not geared to carrying the additional weights and the additional dimensions. Therefore, it is the position of the Iowa State commission that the present limitation on vehicles, dimensions and weight, is prudent and proper and should not be offered, and we would also point out that any increase in these loads or dimensions will substantially shorten the life that can be anticipated from any present highway facility and will greatly increase the maintenance cost and will act as a detriment to highway safety. And unless it is accomplished in conjunction with an increased revenue structure, it will increase the disparity between the present financing of highway maintenance and construction and highway needs.

Along those same lines, Mr. Chairman, we would speak very briefly to the point that there is needed, we believe, in this Nation, some uniformity in interstate commercial vehicle registration. I know that is not particularly your problem, but I want to speak only very briefly to it and urge assistance in whatever way you may be able to be of assist-