

You have the time factor. It will take many years to come about in States. Every State would not change the law immediately if it was disposed to do it.

We could give you some more accurate figures.

Mr. SCHWENGEL. The figure has been given us 250,000 trucks would probably take advantage of this if we passed this bill.

Mr. KILEY. I would say, then, somewhere between 250,000 and about 800,000 trucks, somewhere in there, would be the figure that ultimately you would have if the State laws were revised upward to meet the new dimensions.

Mr. SCHWENGEL. That would be roughly a 12-percent increase of traffic would result?

Mr. KILEY. Twelve-percent increase in traffic?

Mr. SCHWENGEL. About 12-percent increase of traffic going via the heavier trucks? Twelve-percent increase on those 250,000 to 800,000 trucks?

Mr. KILEY. You mean by increasing the weight, 12 percent?

Mr. SCHWENGEL. Increasing the weight. Right.

Mr. KILEY. Not necessarily; no, sir.

Actually, in many cases you might have fewer trucks by virtue of the fact, by more economical payloads, you can carry more freight in fewer number of trucks under the type of gross weight formula this bill provides.

Mr. SCHWENGEL. I am talking about the increased weight, not increased number of trucks; increased weight would be roughly on the 250,000 to 800,000 trucks, 12 percent?

Mr. KILEY. No; I do not believe it would, because the weight could vary tremendously. The extent to which the various trucks could use the additional weight would vary. They would not all use maximum; some less than that, some less than that. So the extent of use would vary.

Mr. SCHWENGEL. Probably 5 or 6 percent?

Mr. KILEY. That would probably be more close to it.

Mr. SCHWENGEL. Of the 250,000 to 800,000 trucks? So considering the total of tonnage on the highways, that makes an infinitesimal amount by comparison; is that not right? Probably less than 1 percent?

The point I am getting at is we may be legislating for a 1-percent increase of truck traffic? Tonnage? Trucks that would take advantage of this?

Mr. KILEY. Not necessarily. I do not believe so.

Mr. SCHWENGEL. Two percent, 3 percent?

Mr. KILEY. It would be somewhere higher than that, but exactly how much higher would be hard to tell.

Mr. SCHWENGEL. Five percent of the total.

I want to at least raise the point, because it is important in this consideration, and then match that against what apparently could be cost that is revealed from the testimony we already have.

Mr. KILEY. I would like to make a comment on that if I could, Mr. Congressman, because the increased cost that the previous witness referred to that results, that he imputes would result, from increased axle load, which in turn was based on formulas derived from the Illinois road test, our witness, Mr. Lill, testified we believe to be