



THE UNDER SECRETARY OF COMMERCE  
FOR TRANSPORTATION  
WASHINGTON 25, D. C.

Eno

Center for  
Transportation

AUG 14 1958  
GENERAL FILE

March 6, 1958

MEMORANDUM FOR: Governor Adams  
The White House

FROM : Louis S. Rothschild

SUBJECT : Proposed Highway Legislation

The attached copy of proposed legislation  
and accompanying message are being sent to the  
Bureau of the Budget for clearance today.

Attachments





THE SECRETARY OF COMMERCE  
WASHINGTON 25, D. C.

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MAR 7 1958

The Honorable  
The Director  
Bureau of the Budget  
Washington, D. C.

Dear Mr. Director:

There are enclosed four copies of a letter which this Department proposes to submit to the President of the Senate and to the Speaker of the House, together with a draft bill

"To amend and supplement the Highway Revenue Act,  
and for other purposes."

Your advice is requested as to whether there is any objection to the submission of this letter and accompanying draft bill.

Sincerely yours,

SINCLAIR WEEKS

Secretary of Commerce

Enclosures



PROPOSED LETTER TO THE PRESIDENT OF THE SENATE AND THE SPEAKER OF THE HOUSE



The Honorable  
Richard M. Nixon  
President of the Senate  
Washington, D. C.

Dear Mr. President:

The Department of Commerce recommends to the Congress for its consideration the attached draft of legislation entitled

"To amend and supplement the Highway Revenue Act of 1956, and for other purposes."

The Federal-Aid Highway Act of 1956, among other things, authorized the appropriation of \$2,200,000,000 for each of the fiscal years 1960, 1961, and 1962, for the construction, reconstruction or improvement of the National System of Interstate and Defense Highways. The Highway Revenue Act of 1956 established the Highway Trust Fund to be available, as provided by appropriation acts, for making expenditures to meet those obligations of the United States incurred under the Federal-Aid Road Act approved July 11, 1916, as amended and supplemented, which are attributable to Federal-aid highways.

Under the provisions of section 209 (g) of the Highway Revenue Act of 1956, the full amounts authorized to be appropriated for Federal-aid highways cannot be apportioned to the States if the Secretary of the Treasury estimates that the amounts in the Highway Trust Fund will not be sufficient to defray the expenditures which will be required as a result of such apportionment. Current estimates presently indicate that amounts in the Trust Fund will not be sufficient to defray all expenditures which will be required if the Secretary of Commerce apportions to the States the full amounts authorized for the Interstate System, and the amounts which it is anticipated will be authorized for the Federal-aid primary and secondary systems, including extensions thereof in urban areas. Under existing law the Secretary of Commerce is prohibited from apportioning the full amounts authorized, and the amounts to be expended for Federal-aid highways will be substantially reduced.

It is essential to the national interest that the highway program, including particularly the construction, reconstruction, and improvement of the Interstate System, be pressed vigorously. It is felt that, in order to assure that the highway program will not be delayed, the full amounts authorized to be appropriated for the fiscal years 1960, 1961, and 1962 for the Interstate System and the Federal-aid primary and secondary systems, including extensions thereof in urban areas, should be apportioned to the States.



The attached draft bill would accomplish that objective by authorizing and directing the Secretary of Commerce to apportion to the States all of the funds authorized for Federal-aid highways for the fiscal years 1960, 1961, and 1962. The provisions of section 209 (g) of the Highway Revenue Act of 1956 would thereby be suspended with respect to the apportionment of funds authorized for those fiscal years only, and the necessity of deferring apportionments of funds authorized for the Interstate System would be eliminated for those years.

Under the provisions of section 108 (d) of the Federal-Aid Highway Act of 1956, funds authorized for the Interstate System for the fiscal years 1960, 1961, and 1962 will be apportioned to the States on the basis of an estimate of completing the Interstate System in all the States, if the Congress approves the estimate by concurrent resolution. The estimate was submitted to the Congress on January 7, 1958, and published as House Document No. 300, 85th Congress, 2nd Session. The attached draft bill contains a section approving the estimate, which, if enacted, would make unnecessary the adoption of a concurrent resolution for that purpose.

The Department of Commerce recommends this proposed legislation for the favorable consideration of the Congress.



A B I L L

To amend and supplement the Highway Revenue Act of 1956,  
and for other purposes.

Be it enacted by the Senate and House of Representatives  
of the United States of America in Congress assembled, That  
the estimate of cost of completing the Interstate System in each  
State, transmitted to the Congress on January 7, 1958, by the  
Secretary of Commerce pursuant to the provisions of section  
108 (d) of the Federal-Aid Highway Act of 1956 and published  
as House Document No. 300, 85th Congress, 2nd Session, is hereby  
approved and shall be used by the Secretary of Commerce, as the  
basis for making apportionments of the funds authorized for the  
Interstate System for the fiscal years 1960, 1961 and 1962.

Sec. 2 Notwithstanding the provisions of section 209 (g)  
of the Highway Revenue Act of 1956, the Secretary of Commerce  
is authorized and directed to apportion among the several States,  
in the manner now provided by law, all of the funds authorized  
for the fiscal years 1960, 1961 and 1962 for the Interstate  
System and the Federal-aid primary and secondary highway systems,  
including extensions thereof within urban areas.

Sec. 3 All provisions of law not inconsistent with this  
Act shall remain in full force and effect, and be applicable hereto.  
This Act shall take effect on the date of its enactment.

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