

latures. I think we have to consider that in determining whether a maximum should be set in all respects; that is, the length, the overall weight, and so forth.

Secondly, relating to the length, there is considerable mileage of two-lane highways in the Interstate System. With the additional time and distance required for passing by a 98-foot-long vehicle, do you think that would cause any undue hazard?

Mr. STAPP. Yes, sir; I do.

Mr. MORTON. Yes.

Mr. CRAMER. Of course, we have provided, as I recall it, that those two-lane highways must become four lane; so we are looking in the distant future, and it might not be a serious problem on the interstates.

Mr. STAPP. That is right.

Mr. CRAMER. On this grandfather clause problem that you brought up in your testimony, do you know how many States have increased the limits on motor vehicle weights since 1956?

Mr. MORTON. I am advised that in the statement I am making we have incorporated information to the effect as to what the States are currently using. We can develop that information and file it directly with you.

Mr. CRAMER. Can you provide us with that information?

Mr. MORTON. Yes, we can.

Mr. CRAMER. The grandfather clause in the Senate bill would limit the width of vehicles permitted to operate on public highways. You have a copy before you.

On line 19 it says, "Using the public highway of such State under the laws and regulations established."

This grandfather clause is contained in the bill. Should it not refer to weights and widths permitted by State law on the interstate rather than on noninterstate highways? This applies to all highways. If you will look on page 2, you will find it specifically refers to public highways rather than interstate, meaning all public highways.

Mr. MORTON. Our recommendations really are to the effect that they apply to all of the highways that are on the State highway system, whether they are interstate or noninterstate.

Mr. CRAMER. We are talking here about the grandfather clause, where the States have increased these weights and widths on other than the Interstate System, perhaps sometimes in excess of what is permitted on the interstate.

Mr. MORTON. That is so.

Mr. CRAMER. Would you give some further consideration to that question, relating to whether that should be limited to the Interstate System?

I have just one other question in view of our other witnesses and our time.

If the State violates the weight and size limitations of State and Federal law, whether it is inadvertent or otherwise, it can be penalized 100 percent of Federal-aid highway funds. Although the weight and dimension limitations apply only to the Interstate System, they can be penalized on funds for all systems. Do you think any adjustment to the penalty provision is justified?

Mr. MORTON. Yes. Under the present regulation, that is the case.