

All we would undertake to do with respect to either the Senate bill or the House bill would be to create a ceiling applicable only to the Interstate System. Beyond this, the State would have the privilege of allowing certain sizes and weights of vehicles, of restricting them as it sees fit.

Now, as far as primary system is concerned, as you know, our Federal law does not touch that. It never has.

Mr. KACHLEIN. Except that you contribute 50 percent to the primary system and 50 percent to the secondary system on a matching fund basis, so you do have an interest in what happens.

Mr. WRIGHT. Well, certainly we have an interest, but—

Mr. KACHLEIN. I understand.

Mr. WRIGHT (continuing). The point I was making is that the committee and the Congress have always felt that the States within their own jurisdictions could exercise whatever regulations they deemed appropriate.

Mr. KACHLEIN. I agree with you, Mr. Wright.

Mr. WRIGHT. You are not taking the position, I gather, that we should extend these restrictions to cover all secondary and primary roads, are you?

Mr. KACHLEIN. We are not, sir.

Mr. WRIGHT. Thank you.

Mr. ROBERTS. The gentleman from Florida, Mr. Cramer.

Mr. CRAMER. The statement was very interesting and very helpful to us. Of course, I have been appreciative of the tremendous amount of work done by AAA relating to highway matters and am appreciative of the automobile user interest generally expressed by your association.

There are some matters here that I find it rather difficult to understand in my own mind in view of your testimony, in particular, and I just reexamined a transcript of a Senate hearing on bridge safety, which seemed to pretty well substantiate your testimony.

We have asked for and received a study from the Bureau of Public Roads and the Secretary of Commerce, which were submitted on August 19, 1964, which I am sure you are familiar with, on the subject, "Maximum Desirable Dimensions and Weights of Vehicles Operated on the Federal-Aid System."

On page 5 of that report, it sets out the recommended maximum single axle weight, and I quote—page 5, paragraph 5, subparagraph (b):

The maximum single axle weight shall be 20,000 pounds and the maximum tandem axle weight shall be 34,000 pounds.

Which is, as I understand it, the bill before us.

Mr. BRADY. That is correct.

Mr. CRAMER. If what you say is correct—and my questions should not be interpreted as questioning any of your testimony, but why would the Department of Transportation recommend the limits set out in this bill if it has the effect as you have indicated in your testimony?

Mr. BRADY. Mr. Cramer, I do not wish to speculate on why the Department of Transportation has set out certain recommendations when their own report shows some other matter. But I think you have hit right at the heart of the problem here, and that is the problem of designing these roads for an unknown quantity.