

While I recognize that the provisions of this bill have been recommended in the interest of promoting the most economic and efficient use of our highway system by passenger and freight carriers, I question the long-range effects of the measure.

Inasmuch as almost all truck movement eventually must go over local roads, bridges and streets to complete its route, we may find ourselves in real difficulty if we alter present regulations. It may then become necessary that local requirements be changed. We may not be serving the industry by enactment of this proposal; rather, we may only be increasing the problems of compliance.

I will appreciate it if the Committee will take my comments into consideration as it continues its work on this bill.

Respectfully,

JAMES C. CORMAN, *Member of Congress.*

STATEMENT ON BEHALF OF THE AMERICAN TRANSIT ASSOCIATION ON H.R. 14474
AND S. 2658

To the chairman and members of the subcommittee, the American Transit Association is the national organization representing the urban transit industry which encompasses local motor bus, electric trolley bus, and rail rapid transit systems in the United States and Canada. Its transit system members carry approximately eighty-five percent of the more than eight billion yearly public transit riders.

The Association appreciates this opportunity to present its views with respect to H.R. 14474, 90th Congress, 1st Session, "A Bill to amend section 127 of title 23 of the United States Code relating to vehicle weight and width limitations on the Interstate System, in order to make certain increases in such limitations" and to its Senate counterpart, as amended. At this time the Association's primary interest is in the provision contained in each of the above-mentioned measures which would increase allowable widths of vehicles using the Interstate System from 96 inches, the present limitation, to 102 inches.

When Congress enacted the Federal-Aid Highway Act of 1956 it placed certain limits on vehicle weights and width. At that time there did not appear to be any reason for the local transit industry to be particularly concerned with the limitation of 96 inches placed on the width of vehicles using the Interstate System. There were no prospects of any immediate impact upon the local transit industry. Furthermore, it was made clear by the terms of the Act and its legislative history that these limitations were intended to be temporary pending results of a study and recommendation by the Secretary of Commerce with respect to proper Federal standards. However, notwithstanding the report and recommendation of the Secretary of Commerce made in 1964 and the continuing investigation in this field being carried on by the Bureau of Public Roads, Department of Transportation, the 1956 "temporary" standards are still in effect. In the meantime, a substantial portion of the Interstate System has been completed and, in certain areas where the Interstate System runs, has created certain safety, convenience and economic problems which passage of S. 2658 would materially assist in solving.

A large majority of the states (38 including the District of Columbia) at present permit the use of buses of 102 inch width, or more, in urban or suburban service under prescribed conditions or upon compliance with certain procedures. Of the states presently adhering to the 96 inch width limitation, three (Nevada, South Dakota and Utah) have already adopted legislation to increase the limitation on the Interstate System to a width of 102 inches—such legislation to become effective as soon as action by Congress permits. Five other states which now permit buses of 102 inch width under varying conditions (Idaho, Montana, Oregon, Washington and Wyoming) have adopted similar legislation which will make the 102 inch width effective on the Interstate System within their respective states when that standard has received the approval of Congress. For the information of the Subcommittee, there is attached to this statement a summary of state maximum widths of transit motor buses permitted under state laws.

With the advent of the Interstate System into an area where the local transit system is permitted to use 102 inch width buses, the transit company, if it uses the Interstate System, is confronted, under present Federal limitations, with the necessity for arranging its operation so that routes embracing any part of