

In this regard, it is significant to note that as a result of rapid advances in aircraft design and jet air transportation, air freight rates are fast approaching the level of truck rates. This competition can be met only with larger equipment and bigger payloads.

Georgia-Pacific believes that upward adjustment of width and weight limits of standards developed twenty years ago are in keeping with the design standards of our modern highways and bridges. It is a step in the right direction, and we would hope that this legislation receives quick approval by this Committee and the United States Congress.

U.S. CONFERENCE OF MAYORS,
OFFICE OF THE EXECUTIVE DIRECTOR,
Washington, D.C., June 17, 1968.

HON. JOHN C. KLUCZYNSKI,
*Chairman, Roads Subcommittee,
House Public Works Committee, Washington, D.C.*

DEAR CONGRESSMAN: I am enclosing copy of a resolution adopted by the U.S. Conference of Mayors at its annual meeting held in Chicago on Saturday, June 15. This resolution deals with a specific matter of legislation now before your Committee.

The Mayors are concerned that a pending proposal would permit the operation of trucks that are too large and too heavy.

We respectfully request that the resolution be made a part of the record in the matter pending before you. We would be pleased to discuss this matter further if you deem it appropriate.

Sincerely,

JOHN J. GUNTHER, *Executive Director.*

RESOLUTION ADOPTED BY THE 1968 ANNUAL CONFERENCE OF MAYORS, THE PALMER
HOUSE, CHICAGO, ILL., JUNE 15, 1968

STREETS AND HIGHWAYS

Whereas, an inadequate share of motor vehicle revenue and federal highway aid is made available to cities and towns despite their obligation to build and maintain their roads and streets; and

Whereas, the Secretary of Transportation has formally asked Congress to extend, for at least three years, the completion date for the interstate highway system because funds available are insufficient to permit completion on the scheduled date; and

Whereas, the United States Senate has passed and there is now pending in the House of Representatives a bill (S. 2658—H.R. 14474) which would permit and encourage action by individual states to allow the operation of truck-trains with heavier axle loads, heavier gross loads, six inches additional width and without limit as to length, height or number of trailers included in such truck-trains; and

Whereas, two-thirds of the interstate system of highways has already been designed and completed to accommodate vehicles no greater than those allowed under present law, and any substantial increase in weight and size limitations would subject that portion of the interstate system to use by vehicles in excess of the weights and dimensions for which such roads and streets were built, thus shortening the service life of existing facilities and multiplying the financial burden of all road and streets authorities for maintaining and replacing roads and streets prematurely destroyed; and

Whereas, it will be difficult if not impossible to confine truck-trains of such increased size and weight to limited interstate system mileage, and there is no practical way by which wider trailers and trucks can be made narrower so as to safely fit into the existing pattern of streets and roads; and

Whereas, we recognize the difficulty and cost of excluding truck-trains of larger size and weight which are legal in one state from operation in a contiguous city or state where such truck-trains would violate the law, and we deplore the lack of uniformity in such regulations and the ill will generated by such disparity: Now, therefore, be it

Resolved That the U.S. Conference of Mayors urges Congress to reject the aforesaid truck-train bill (S. 2658—H.R. 14474) and to proceed, instead, with the enactment of legislation to exact increased and appropriate charges for