



## **The Capitol Report June 26<sup>th</sup>, 2003**

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P.O. Box 2363

Woodstock, GA 30188

770-516-4636

### **Trucks and trains find common ground.**

Today's edition of the Washington Post reports that the trucking industry has agreed not to seek federal approval for longer or heavier trucks for at least six years. A statement released yesterday by the Association of American Railroads says the AAR and the American Trucking Association have agreed that the two organizations "will support continuation of the existing federal statutory provisions concerning truck sizes and widths that were initially passed by Congress in the 1991 ISTEA legislation."

In an historic agreement, AAR and ATA will work together on "common legislative and policy goals in order to meet the challenges facing the entire U.S. freight network." Specifically, the two associations will ask Congress for additional funding for increased security, expediting border crossing clearance, expanded inter-modal facilities, and other issues facing freight carriers.

### **Speculation continues on DOT chief.**

In a departure from past gubernatorial practice, Governor Sonny Perdue has apparently told DOT Board members that it is their job to pick the next Commissioner and, that while he would like to have some input, he will not interfere in the Board's choice. The entire DOT Board is working as a search committee to find a replacement for retiring Commissioner Tom Coleman.

Deputy Commissioner Harold Linnenkohl appears to be a strong contender for the job, as more than one DOT Board member has expressed interest in "hiring from within." Former House Majority Leader Larry Walker is also a strong candidate. Reportedly, the Board hopes to have a candidate ready for confirmation at its August meeting.

Meanwhile, Paul Mullins will move from director of Planning and Programming to Chief Engineer at DOT, replacing Frank Danchetz, who retires on October 1.

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