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AMERICAN

MOTORIST



MARCH 1974

Thirty-Five Cents

A MAGAZINE OF DOMESTIC AND FOREIGN TRAVEL FOR MEN AND

WOMEN WHO DRIVE. FORMERLY WESTERN VIRGINIA MOTOR NEWS





Rolling along with the gasoline shortage

*a motorists' guide
to reducing fuel use
25 percent without
hardship—
to prevent rationing*

***if you're worried enough
about gasoline shortages
to do something about it
you don't even have to
meet the problem half way.***

25% will do.

You already hold the key to easing the energy crunch. And to keeping America rolling along during this era of gasoline availability uncertainties.

Your car key.

Simply sit down with your family, analyze your particular driving patterns and pledge right now to reduce fuel consumption. By 25%. In ways most convenient for your family.

Before government restrictions cut you back a lot more. Where it will hurt the most.

All it takes is a little care, cooperation and creativity. Because there's a lot of wasted motion in the 200-plus miles the average car owner rolls up each week.

If you think cutting back by 25% is impractical, take another look. In these pages you'll find a tankful of conservation suggestions. Although not all of them will apply to you individually, after you've read them you'll undoubtedly be able to think of more yourself.

The point is to reduce driving by 25%, while making most efficient use of the miles you do drive.

Starting right now.

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We've compiled our suggestions under six categories:

- To-and-from work trips.
- Daily family business trips.
- Family education, civic and religious activities trips.
- Social and recreational activities trips.
- Keeping your car in tip-top shape.
- Good driving techniques.

The rest is up to you.

After you've sorted through the fuel conservation tips listed in this pamphlet you may find it helpful to use the "Mileage Minder" in the centerfold to help budget your driving. After logging each trip taken in your car for a week or two you'll get a quick picture of your particular driving patterns and learn where you can place the most emphasis on reducing unnecessary trips.

Become a 25 percenter yourself and tell your Congressman you're doing your part to conserve enough gasoline to prevent government controls on driving.

If all motorists will pitch in, hardships can be avoided.

Here's how:

To-and-From Work

Every day 58 million American workers use the automobile to get to and from work. Forty million of them drive alone. Those 40 million workers drive an average of 94 miles and consume 290 million gallons of gasoline each week.

Since commuting is the largest single category of automobile use, it is the obvious place for a family to start looking for ways to cut weekly driving mileage.

Two methods stand out—carpooling and increased use of public transportation, if available.

Starting a carpool is a lot easier than you think—perhaps as easy as talking to two or three of your neighbors who go to work at approximately the same time and work in the same vicinity. If you can't do that, try posting a notice on your company bulletin board asking for riders who live near you.

Your company may already have a carpooling

program—if not, ask about getting one started. If the company is too small, try to arrange to join the program of a nearby firm. Or get your company to enlist the cooperation of several others nearby in setting up a joint carpool program.

A computer isn't necessary to the success of a large carpool program, although it might help in matching riders. A large locator map—with grids or zones marked off will suffice. Index cards for potential riders and potential drivers can be filled out with all the necessary information and then matched, either individually or by company personnel.

If your company or a group of companies can't get together on their own, investigate the possibility of establishing a community-wide program. Many communities have already started this—some with the help of local AAA clubs.

In any carpool arrangement there are some basic pointers to keep in mind:

- Set a schedule of who will drive and when.
- If only one person will be driving, have the cost-sharing arrangement firmly settled before starting.
- Get your pick-up routes set well in advance, at individual homes or at a central point. Do the same for the return trip from work to home.
- Agree on how long the pool will wait for tardy passengers.
- Determine whether smoking, radio playing, or eating will be permitted in the car.
- If you'll be a driver, check with your insurance company to determine if your policy will cover any liability or if you will have to change or add insurance provisions. It's even possible that as a carpool driver you may qualify for reduced premiums.

You probably will want to try out the carpool for a week to iron out any kinks. Be prepared to make any necessary changes after this trial period.

Another alternative to driving alone to work in your car is to switch to public transportation. If a bus or rail line doesn't run near your home, consider carpooling to a point where you can board the transit service.

For communities with no available public transportation, you might consider establishing a charter bus commuting service. Several communities, particularly in the Washington, D.C., area have utilized this

approach very successfully. Your local citizens or homeowners association is a good place to get such a program going. AAA can give you details on how to proceed.

Businesses also can consider setting up buspool programs—even using small vans or other multi-passenger vehicles.

A final possibility—if you're not too far from work—is to either walk or bicycle. You'll be surprised how this might improve your health.

Family Business

Family business trips—such as shopping, taking children to school, dental and medical appointments—consume 225 million gallons of gasoline per week.

The average car-owning family makes five such trips weekly, each 11 miles long. Here is an obvious area for some painless cutbacks:

Start by combining shopping trips.

- Make careful lists before starting out and combine other errands—such as trips to the beauty parlor, cleaners, and drug store.

If possible, handle all of these errands at one shopping center to eliminate driving from one location to another. Comparison shopping can be done by phone or through newspaper ads.

- Try to arrange dental and medical appointments so more than one member of the family can go at the same time.

- Strive to schedule shopping and other family business trips during non rush-hours. This will help to reduce traffic congestion and alleviate stop-and-go driving which uses additional gasoline.

- Carpooling is an excellent idea for family business as well as for commuting. Share shopping trips with neighbors. Enlist other parents to form carpools for transporting children to and from school, extracurricular school activities, and other group events if public transportation is not available.

- Cut down on trips to see friends in other parts of the community. Call instead, it uses less energy.

- If you're planning a night out at the theater or for dinner invite another couple, similarly inclined, to

join you. Encourage your teenagers to do more double-dating, too.

Family Education, Civic and Religious Activities

This is the category of driving which accounts for the least amount of fuel consumption and since each car-owning household takes an average of only 1.5 such trips per week, it may be the most difficult to cut back.

Still, there are ways to cut down driving even in this category.

- Again, start by carpooling to evening classes, meetings and church activities with other participants.

- Arrange to have schedules coordinated to require a minimal amount of travel on the part of participants. For example, arrange choir practice on Sunday after church services rather than on a week night.

- If you belong to committees of various groups, try to arrange your committee membership and meeting place and schedule to require the least travel for participants. Perhaps you could meet at a home or other spot within walking distance of most members.

- Re-think your organization's meeting schedule. Are frequent meetings—weekly or monthly—really necessary? Why not once a month instead of weekly? Or bi-monthly rather than monthly?

- If you're planning on taking courses of some kind, try to find those offered at a facility close to home—preferably within walking distance. Certainly you should try to arrange a carpooling program with other participants in the class.

- Suggest that your local government arrange its meeting schedule so as many government agencies as possible are meeting on the same night at the same place. That way, citizens with business before the city council and the planning commission could make only one trip to appear before both groups.

- Local government units might also consider holding more public meetings in various neighborhoods rather than at the central government location. This might help cut down on the number of miles citizens have to drive to attend these meetings.

MILEAGE—MINDER

Week one: miles beginning _____, miles ending _____, total _____

Car Use	MONDAY			TUESDAY			WEDNESDAY			THURSDAY			FRIDAY			SATURDAY			SUNDAY				
	MILES	1-5	6-10	11-20	1-5	6-10	11-20	1-5	6-10	11-20	1-5	6-10	11-20	1-5	6-10	11-20	1-5	6-10	11-20	1-5	6-10	11-20	
Trips to and from work (School for students)																							
Family business (Shopping, doctors, errands)																							
Educational, civic and religious functions																							
Social and recreational trips (Friends, movies, etc.)																							
Vacation																							

An important first step in conserving fuel is to become aware of how you use your car and how far you drive during the week. This chart can help "profile" your driving habits.

First, record the actual mileage on your car odometer under "miles beginning."

Now you are ready to record HOW you use your car in each category of driving. After you make your first trip place an "X" in the box under the column corresponding to the day of the week you begin which best describes the type of trip and total ROUND TRIP miles traveled (1-5, 6-10, etc.). If you travel over 20 miles round trip, write this figure in the appropriate box rather than making an "X."

Continue this recording process for each round trip made in your car during the entire week. And if you take a vacation by car, be sure to record your mileage in the "Car Use Profile" box below.

At the end of the week, record the mileage on the odometer under "miles ending." Subtract the beginning mileage figure from final figure and record the total.

Now you can "profile" how you used your car. Reading

across the chart horizontally, count the number of boxes you have checked in each "Car Use" category and enter the total trips in the "Car Usage Profile." Then add and record the number of miles you drove in each category to get a graphic picture of where you are best able to focus your conservation efforts.

Car Use Profile

Category	Number of trips	Weekly mileage total
Work trips		
Family business		
Educational, etc.		
Social, etc.		
Vacation		

Social and Recreational Activities

Pleasure rides, visits to friends and relatives and other social and recreational trips—together with vacations—consume 382 million gallons of gasoline each week. The average family takes 3.5 such trips each week, with the majority being taken on weekends and holidays.

Trips of this kind are not luxuries—but they are of a nature which allows for some easy savings in fuel consumption without depriving anyone of the leisure activities so important to physical and psychological well-being. Equally important is the fact that tourism employs four million persons and it means some \$60 billion to the U.S. economy.

Start off by taking a serious look at your vacation planning. This would be a good year to vacation in an area where you won't need your car as much to get around at your destination, a large metropolitan area, for example, or a beach or mountain resort. If you will be driving to your vacation destination, look into sight-seeing services offered locally for your transportation needs while there.

This also could be your opportunity to advance in another travel direction—any direction—utilizing what AAA refers to as the radius travel concept. It means systematically investigating all the recreational possibilities within a geographical circle, the size of which is determined by the mileage you're budgeting for pleasure travel.

Your mileage budget can be adjusted upward to include longer trips if you're able to decrease use of gasoline proportionately more than 25 percent for other uses, such as commuting to work.

Qualified travel counselors can assist you in matching your personally-budgeted fuel supply with your travel interests.

Other suggestions:

- If you know some friends who are planning a motoring vacation at the same time, why not try to combine your trips? You also might consider taking a plane, train or bus to your destination and rent a car for any local driving you need to do.

- Think twice before setting out on those spur-of-the-moment local pleasure rides or visits to friends and relatives. Do they really need that kind of sur-

prise? And for those "gasless Sundays" why not try a nature walk or bike trip? Or even a bus ride downtown to the local museum or to see a local sports or artistic presentation? You'll probably find the spirit of family adventure and togetherness will more than make up for any slight inconvenience.

AAA club travel counselors offer members detailed planning advice on such things as selecting vacation destinations, travel routes and tie-in transportation arrangements, all designed with fuel savings in mind. In addition, they can plan accommodations arrangements tailored to avoiding long-distance driving on "gasless Sundays." They also can route travelers around known trouble spots and advise where localized gasoline shortages occur from time to time.

Keeping Your Car In Tip-Top Shape

Proper care and maintenance of your car can mean significant reductions in fuel consumption.

Start out by having your car's engine thoroughly tuned. AAA motor club tests show that even minor tune-ups can improve mileage by 10 percent. Other tests have shown that tune-ups can result in an immediate 9 to 15% improvement in gasoline mileage.

- Check spark plugs. Make sure yours are clean and all firing properly.
- Next check distributor points.
- Replace clogged and dirty air and oil filters.
- Check for proper functioning of the automatic choke—a sticking one will waste gas.
- Be sure the air-fuel mixture of the carburetor is precisely adjusted.
- An oil change should be part of every tune-up. Use the correct weight oil as recommended in your car-owner's manual. A heavier weight oil will force the engine to use more fuel to overcome the heavier oil's resistance, while an oil too thin may not provide enough protection to prevent engine damage.
- While you're getting your car tuned, check to see that the tires are properly balanced and wheels properly aligned. If they're not, they can create drag, forcing the engine to use more power—thus more gasoline—while shortening tire life drastically. A bent frame could have the same effect.

- Check tire pressure on your car frequently. Under-inflated tires increase rolling resistance and cut fuel economy. But don't over-inflate by more than two or three pounds. This could cause rapid wear and cut tire contact with the road, causing a safety hazard. Follow the manufacturer's recommendations.

- An often overlooked item of car care is the radiator thermostat. A defective one can increase fuel consumption by increasing engine warm-up time in cold weather. Automatic brake adjusters also should be checked for improper operation which can create brake drag and increase fuel consumption.

- Once you've had your car tuned, don't forget about it. Keeping a car operating at peak performance and at peak fuel economy requires constant care. A car needs to be tuned at least twice a year, spring and fall, or as recommended in your car-owner's manual.

- When you fill up with fuel, choose the correct octane for your particular car. Using the wrong octane might cause engine problems, spark plug fouling and reduced gasoline mileage. Avoid a higher octane fuel than required. You'll be wasting money. Ask the attendant not to fill your tank to the brim. This can cause overflow if the car is parked on an incline, and fuel expansion in hot weather can lead to overflow even when the car is parked on level ground. Make sure your gas tank cap is on tight—a loose one can allow gas to leak out.

- During this period of fuel uncertainties, many car-owners are buying lock-type gas caps. AAA advises buyers to be sure that the cap selected is designed for the specific make, model and year of the vehicle on which it is to be used. Different models of autos use various gas tank or cap venting systems. Use of an improper cap can create a vacuum as fuel is drawn from the tank by the fuel pump. This could result in the serious consequence of a collapsed gas tank. Just because a gas cap fits doesn't mean that it will function properly on your car. Buy only one designed for your car.

Keep an accurate record of the amount of gas used and the cost. Over a period of time you'll be able to check on fuel economy and perhaps discover ways to improve performance even further. A drop in gas mileage also will help you determine that it's time for another tuneup.

Good Driving Techniques

One of the major causes of poor fuel mileage for many drivers is poor driving technique and poor planning. Studies conducted by one AAA club showed gasoline efficiency could be increased by as much as 44% if driving habits were improved over a typical stop-and-go commuter route.

Good planning is the best introduction to good driving techniques:

- If you own more than one car, use the more economical one for as much of your driving as possible, particularly for commuting to and from work, or local stop-and-go driving.

- Plan your driving routes to avoid local bottlenecks such as extra-long lights and congested streets. Use less-traveled roads and free-flowing highways whenever possible, relying on traffic reports over your car radio for assistance. This will help you avoid fuel-robbing stop-and-go traffic. Avoid rush hours and other peak traffic times whenever possible.

- On long trips, start early in the morning to avoid heavy traffic and—in hot weather—minimize the need for use of your air conditioner. Time your driving to avoid rush hour traffic in urban areas, or plan your meal stops to coincide with these peak traffic periods.

- Unnecessary extra weight in your trunk will cut fuel economy. So keep baggage to a minimum when taking a trip. Packing baggage on a roof rack also creates fuel-robbing air resistance.

- Never carry spare cans of gasoline in your car trunk—that's extra weight you can definitely do without. This practice can be extremely hazardous since a spark or a lighted cigarette meeting an accumulation of vapors, or a collision, could set off an explosion. *One gallon of gasoline has the heat energy force (BTU's) of 50 pounds of dynamite.* Instead, buy an inexpensive hand-operated pump for possible siphoning requirements. Do not attempt to use a siphon hose by mouth. Inhaled fumes or possible fuel ingestion can be dangerous.

After good driving planning comes good driving execution:

- Begin the minute you fasten your safety belts and turn on your engine.

- Avoid extended warm-ups when starting a cold engine. It may be necessary, on cold mornings, to depress the accelerator once to set the automatic choke—any added pumping of the accelerator will only waste gas. Check the owner's manual for proper procedure.

- As soon as your car is drivable, accelerate gently and drive slowly for a mile or so—your engine will warm up faster and you'll save fuel. If your car is equipped with a manual choke, push it part way in as soon as the engine is running, then push it all the way in as soon as the car is safely drivable.

- Avoid unnecessary idling—which can consume gas at the rate of a half gallon per hour. Idling more than one minute will waste more gas than it takes to re-start the engine.

- Don't rev up the engine and then quickly shut it off, thinking you've primed it to re-start. Actually, you've dumped raw gasoline into the cylinder walls where it may wash away the protective oil film and increase engine wear when you re-start. It's also a waste of fuel.

- Even while you're driving you should still be planning. Look well ahead to spot slowdowns and red lights. Pace yourself to reach them when they turn green. A car uses much fuel when accelerating quickly from a complete stop. Keep a good space in front of you so you can adjust your speed gradually without closing the gap on the car ahead. If stops are necessary, release the accelerator early and brake gradually.

- Smooth "footwork" is crucial to good gasoline mileage. You'll get the best fuel economy by smooth, steady accelerator pressure for cruising conditions. Gradual acceleration and braking are also helpful. Hard acceleration pours more fuel into the engine for more power, but the fuel is incompletely burned and mileage suffers.

- You'll get the best fuel economy by traveling at moderate speeds. High speeds require more gasoline to overcome greater air resistance. Each car's engine has a speed at which it operates most efficiently, depending on axle ratios, tire diameter, vehicle size and weight and other factors. Generally, this ideal speed is under 55 miles per hour and cor-

responds with the speed in top gear at which the engine produces peak torque.

- When approaching a hill, build up speed early to avoid fuel-robbing hard acceleration on the upgrade. When accelerating with a manual transmission, shift up as soon as possible without causing the engine to "lug" or stumble. If the engine does "lug," the low carburetor vacuum condition that results will cause increased fuel consumption.

- You might want to consider installing a dash-mounted vacuum gauge calibrated in fuel economy ranges. Such gauges allow the driver to monitor fuel use and engine condition while driving. Cost is generally between \$5 and \$12 at most auto parts stores.

A great deal of fuel economy of your particular car will depend on the optional equipment on the car itself:

- Such options as air conditioning and—to a lesser extent—even electrical accessories such as heaters, defrosters and radios use more gasoline. AAA tests have shown that when air conditioning is not in use fuel economy improves by 5 to 14% or more. Air conditioning also adds weight—about 100 pounds—to a car, increasing fuel consumption even more merely because of the extra weight. If you have it, use it sparingly.

- An automatic transmission can be a gas-using option. Manual transmissions generally use less gas, particularly in small cars, although this may not hold true in situations where frequent shifting is required.

- Power steering also uses a bit more fuel.

Some options can help conserve gasoline:

- If you want air conditioning, for example, a light exterior car color combined with light interior upholstery will reduce heat build-up and keep your air conditioner from having to work so hard. Tinted glass also helps.

- Fuel injection usually saves gasoline by more uniformly and efficiently distributing the fuel than do carburetors. An electronic spark ignition system also is a gas saver since its improved spark means better combustion and less chance for fuel-robbing spark plug fouling.

- Top-quality radial tires usually will result in a 5 to 10% fuel saving because rolling resistance is reduced.

Steel-belted radials generally are even better than fabric-belted radials in this respect.

- If you'll be doing a lot of open-road driving, a cruise control option may be worthwhile since such an accessory can maintain a steady speed, rarely using the carburetor's accelerator pump.

Summary

While some of the gasoline conservation tips we've described will effect only nominal savings individually, their collective impact can be great. Great enough to prevent strict controls on mobility.

They require serious attention from motorists, because the energy crisis is a very real problem involving all forms of energy but most basically petroleum. It is a problem that will not be resolved even with improvements in foreign relations with Mideast countries upon whom the United States relies for much of its imported crude oil needs.

Energy problems will continue to face the U.S. for at least several years until the nation gains greater total energy self-sufficiency in a variety of ways—developing new sources and increasing productivity of existing sources.

The situation will get worse before it gets better. And each American motorist needs to do whatever is possible to cut back gasoline consumption by at least 25 percent to avoid tough Federally-directed constraints on travel by car.

Become a 25 percenter yourself. Tell your Congressman you're cutting back a quarter on your fuel use and ask him to hold off on controls until you've had time to prove yourself. This guide points the way and the key to making it happen is in your hands.

Your car key. Use it wisely.



American Automobile Association
8111 Gatehouse Road, Falls Church, Va. 22042

***if you're worried enough
about gasoline shortages
to do something about it
you don't even have to
meet the problem half way.***

25% will do.

You already hold the key to easing the gasoline crunch. And preventing rationing. Prohibitive taxation. Exorbitant prices at the pump. Or all three.

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Before government restrictions cut you back a lot more. Where it will hurt the most.

All it takes is a little care, cooperation and creativity. Because there's a lot of wasted

motion in the 200-plus miles the average car owner rolls up each week.

- *Too much driving alone to work.*
- *Too many trips to the supermarket for items forgotten on the first run.*
- *Too many spur-of-the-moment jaunts to see friends and relatives (who probably don't need that kind of surprise anyway).*
- *And too many pleasure miles, some of which should be postponed. For the duration.*

If all motorists will keep their car engines in tune, use good driving techniques and give 100 percent attention today to becoming 25 percenters, rationing can be avoided.

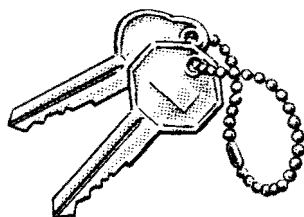
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Dial if you need his name and address.



American Automobile Association

8111 Gatehouse Road, Falls Church, Va. 22042



precious metals.

Your car keys.

Think of all they represent. A big investment in your freedom to come and go as you choose. With an energy problem of major dimensions at hand, the key to easing gasoline shortages and preventing government controls on your mobility is in your hands. Use it wisely. Sparingly.

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Protect those precious metals in your pocket. Or purse. Tell your Congressman you're cutting back a quarter on your driving and ask him to hold off rationing until you've had time to prove yourself. Dial if you need his name and address.



American Automobile Association

8111 Gatehouse Road, Falls Church, Va. 22042



YOUR DRIVING COSTS

1974 EDITION

HOW TO FIGURE:

- Operating costs for private passenger cars
- Allowances for cars used on company business
- Vacation travel costs

PLUS: A SPECIAL REPORT ON COMPACTS

AMERICAN AUTOMOBILE ASSOCIATION
8111 GATEHOUSE RD.
FALLS CHURCH, VIRGINIA 22042

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Itemizing car expenses

Car costs may be broken down into two categories, variable and fixed. Variable items are directly related to the number of miles driven, how hard the car is used, and how much is spent on service and repair. Fixed costs, though they may vary from car to car, and from place to place, are generally established by agencies and business conditions beyond the control of the motorist, and they change little with the amount and type of driving. Fixed costs generally include insurance, taxes (license and registration fees, use and property taxes), and depreciation.

Variable costs

GASOLINE AND OIL: The cost of fuel and lubricant varies tremendously. Even for the same make and model it may vary by as much as 50 percent. Much depends on how a car is driven, the type of driving (city, flat country, mountains), the loads carried, and the general condition of the vehicle. Even tire pressure affects gasoline mileage. Oil consumption is equally variable from car to car, and it is a good idea to have the oil level checked whenever gasoline is purchased.

The best way to determine your gas and oil operating costs is to develop your own figures. Here's an easy way to do it: fill your gas tank until you can see the gas in the filler neck, and record the mileage on your odometer. Drive normally until the tank is nearly empty; then have it refilled to the same point as when you started. Divide the number of miles driven since the test started by the number of gallons required to refill the tank; the result is the number of miles per gallon you are getting from your car. If you normally drive in the city, don't wait until you go on a trip to make the test. Mileage on the open highway is usually better than in traffic. Make the test under the conditions you normally encounter. Repeat the test several times a year if you want great accuracy. You can test for oil consumption in the same way, but remember to add the complete cost of an oil change each time you have it done. The increasing use of credit cards has made this chore much easier for many motorists.

MAINTENANCE: This cost varies from car to car even more than the cost per mile of gas and oil. During the first year of a new car's life, it may amount to no more than the cost of the

maintenance program required by the manufacturer to keep the warranty valid. At the other extreme, some motorists may find it necessary to spend hundreds of dollars for mechanical repairs, replacement of parts and repair of body damage. Money saved by neglecting needed repairs will usually show up in the form of increased depreciation. This can be prevented by having a motor tune-up and adjustment every 10,000 to 12,000 miles. The only way to determine accurately the cost of maintenance is to keep a record of all expenditures. However, since most motorists don't want to bother with this chore, they can use the figure on page 5. But it should be noted that this figure is an average developed for intermediate size cars in the medium price field and represents only routine maintenance.

TIRES: Tire costs, like fuel costs, also vary from car to car. The type of driving and the type of driver are both factors. High speeds, over or underinflation, warm climates, hard cornering, rapid acceleration and quick stops, all contribute to fast tire wear and increased costs of car operation. A conservative motorist who buys a new car each year may spend nothing extra on tires. If the tires on the car he trades are in good condition, he will lose nothing in added depreciation. On the other hand, the motorist who must replace a set of tires every year may spend from \$100 to \$300, depending on the size and type of tires he chooses. The average cost per mile for tires is slightly more than one-half cent.

Fixed costs

INSURANCE: The cost of auto insurance premiums is definitely a part of total operating costs. There is nothing uniform about insurance premiums; they are listed under fixed costs because they do not fluctuate with the number of miles driven. To determine insurance costs simply add the premiums of all policies you carry that are directly related to car operation, such as public liability, property damage, collision, fire and theft, and medical payment.

TAXES: Taxes paid regularly, such as property and use taxes, are fixed annual costs. Sales or excise taxes which are paid only when the vehicle is bought, should be considered a part of the total purchase price, but they should not be prorated in calculating annual operating costs.

LICENSE AND REGISTRATION FEES: These fees should be treated in the same way as taxes. No two states use exactly the same schedules. Merely determine what you spend for license and registration fees and add the total to your fixed costs.

DEPRECIATION: For most motorists, the largest expense of owning a new or recent model automobile is depreciation. It is also the most difficult to determine. Depreciation is merely the difference between the purchase price of your car and its selling price. If all car sales were on a cash basis, and no trade-ins were involved depreciation could be determined easily. But such exchanges have become the exception rather than the rule.

As anyone who has shopped around for a new auto knows, the trade-in value of your car depends on the kind and price

of the vehicle you buy. There is no pat formula for determining depreciation. However, one method the average motorist might use to figure depreciation is to determine the cash outlay necessary to replace his car with a new one in the same price class and with the same optional equipment.

To summarize, the private motorist who wishes to compute the cost of operating his own car must calculate two types of expense — running costs and fixed costs. Running costs include: gasoline and oil, tires, and maintenance. Fixed costs include: insurance, licenses, taxes, and depreciation.

Car allowances

While many firms provide cars to their full-time travelers, hundreds of corporations have converted to a policy whereby employees use their own cars on company business.

To reimburse employees who use their cars on company business, various methods for computing the allowances are used.

FLAT MILEAGE ALLOWANCE: Many companies give a flat allowance per mile, plus allowances for certain other charges, such as tolls, parking, etc. The principal advantage of the flat mileage allowance system is its simplicity. It involves a minimum of bookkeeping and office control. The big disadvantage is that it frequently results in over-payment or under-payment compared to actual costs.

WEEKLY ALLOWANCES: Some companies use reimbursement schedules based on the number of miles driven per week and the type of driving. It more accurately reflects operating costs, but can be applied only to cars operated more or less constantly on company business.

STANDARD ALLOWANCES: Runzheimer and Company, Runzheimer Park, Rochester, Wisconsin 53167, provides a service known as The Runzheimer Plan of Automobile Standard Allowances. Their service is now used by more than 500 business firms and governmental agencies in the United States and Canada and their combined fleets cover over 100,000 drivers. Employees under this service receive individual allowance schedules which are the basis of accurate reimbursement of car expenses by their companies.

Organizations operating fleets of 10 or more cars should contact Runzheimer directly if they wish to learn of the greater accuracy that individual schedules provide and which the cost chart shown below cannot offer. Firms with fewer than 10 cars may find the national averages in this chart a helpful guide with their car allowance program.

Details of car costs

The following cost figures reflect an intermediate size car rather than the full-size car used in former editions of this pamphlet.

This is because the intermediate car has replaced the standard-size car as our nation's "typical" vehicle.

Here is a breakdown of the national average cost figures computed by Runzheimer and Company for a 1974 intermediate-size Chevelle, 8 cylinder Malibu Classic 4 door hardtop equipped with standard accessories, automatic transmission, power steering, power disc brakes and radio.

Variable Costs	Average per mile
Gasoline and oil	4.18 cents
Maintenance87 cents
Tires65 cents
	5.70 cents

Fixed Costs	Annually
Fire and theft insurance	
(\$50 Ded.)	\$ 38.00
\$100 Ded. collision insurance	118.00
Property damage and liability	
(\$100/300/25M)	178.00
License and registration	26.00
Depreciation	732.00
	\$1,092.00

(or \$2.99 per day)

For air conditioning, add .15 cents per mile and 20 cents per day

For mileage in excess of 15,000 annually, an additional depreciation allowance of \$27.00 per thousand should be added to the fixed costs.

The gas and oil amount reflects the purchase of low-lead gasoline in accordance with the manufacturer's recommendations.

The depreciation amount of \$732.00 is an average annual figure based on car trade-in value of the Chevelle Malibu Classic at the end of four years or 60,000 miles whichever point occurs first. This is the approximate duration of the most economical service period during which the car is expected to deliver the greatest overall cost economy.

Using the above figures, it is fairly easy to compute annual driving costs, and it can be shown that the amount of driving has a direct relationship to the cost per mile of driving. For example, the average motorist drives about 10,000 miles a year, which results in the following approximate costs:

10,000 miles at 5.70 cents	\$ 570.00
365 days at \$2.99	1,092.00
	\$1,662.00
	(or 16.6 cents per mile)

In contrast, a car driven twice as far during the same period of time would cost:

20,000 miles at 5.70 cents	\$1,140.00
365 days at \$2.99	1,092.00
5,000 miles at \$27/Thousand	135.00
	\$2,367.00
	(or 11.8 cents per mile)

ECONOMY OF COMPACTS: The money-saving appeal of smaller cars — both domestic and foreign — is revealed by these figures developed by Runzheimer and Company for 1974 models.

The figures below apply to a low cost area and to a high cost area. They are indicative of the cost ratio between car categories throughout the nation.

	Sub-Compact (4 cylinder)	
	Per Day	Per Mile
Low Cost Area	\$ 1.89	3.70¢
High Cost Area	\$ 3.15	4.05¢
	Compact (6 cylinder)	
	Per Day	Per Mile
Low Cost Area	\$ 2.12	4.40¢
High Cost Area	\$ 3.54	4.95¢
	Intermediate (8 cylinder)	
	Per Day	Per Mile
Low Cost Area	\$ 2.68	5.40¢
High Cost Area	\$ 4.14	5.90¢
	Standard Size (8 cylinder)	
	Per Day	Per Mile
Low Cost Area	\$ 2.94	5.70¢
High Cost Area	\$ 4.66	6.20¢

"Per day" costs include \$50 deductible fire and theft, \$100 deductible collision, \$100/300M Public Liability, \$25M Property Damage, state registration fees and depreciation.

"Per mile" costs include gasoline, oil, maintenance and tires.

Thus, on the basis of 10,000 miles driven annually, the total cost picture shows:

	Low Cost Area	High Cost Area
Sub-Compact	\$ 1,060.00	\$ 1,555.00
Compact	\$ 1,214.00	\$ 1,787.00
Intermediate	\$ 1,518.00	\$ 2,101.00
Standard Size	\$ 1,643.00	\$ 2,321.00

The total per mile cost for an annual mileage of 10,000 is as follows:

	Low Cost Area	High Cost Area
Sub-Compact	10.6¢	15.5¢
Compact	12.1¢	17.9¢
Intermediate	15.2¢	21.0¢
Standard Size	16.4¢	23.2¢

Gas-saving tips

Because of the fuel shortage and the rising cost of gasoline, getting the most fuel economy is of importance to every car owner today. Many factors are involved in the miles per gallon you get from your car.

Weight is the most important. Increases in weight cause the greatest fuel penalty, ranging from one to two per cent for every 100 pounds. In urban and suburban driving, the fuel economy of a 5,000-pound car is about 50 per cent lower than that of a 2,500-pound car.

Air conditioning and automatic transmission further increase the fuel economy penalties. This also is true, but to a lesser extent, of such convenience items as power steering, power brakes, power seats, power windows and power sunroof. They all add weight to the car and use varying amounts of energy as they are operated.

An air conditioner, for example, weighs approximately 100 pounds. When it is running, the engine must produce additional power to drive the compressor. The average loss in fuel economy then is reduced by some nine per cent, but it can be as much as 20 per cent with stop-and-go driving in hot weather.

The automatic transmission is another gas-using option that can reduce fuel economy by as much as 15 per cent.

Tire construction and inflation pressure are important aspects in gasoline consumption. The type of tire construction that appears to have the most beneficial effect on fuel economy is the radial tire. When compared to normal bias ply tires, use of radial tires improves fuel savings from three to as much as 10 per cent. Steel-belted radials generally produce the better mileage than fabric-belted radials.

Underinflated tires reduce fuel economy, and they also wear out more quickly on the edges. Overinflated tires, while giving better fuel economy, tend to wear out faster in the center. Additionally, overinflation cuts tire contact with the road, thus creating a safety hazard. The manufacturer's recommendations should be followed carefully.

High speeds increase gasoline consumption. Driving at a steady speed of 50 miles per hour instead of 60 or 70 miles per hour can improve fuel use by 15 per cent and 25 per cent, respectively.

Lack of, or improper, maintenance cuts down on miles per gallon. The increase in gasoline economy of a well maintained and properly tuned automobile far outweighs any losses caused by emission control devices.

Areas requiring periodic maintenance that can affect gasoline consumption are: air filter, the ignition system (spark plugs, distributor points and ignition timing), carburetor and proper air-fuel mixing, cylinder compression, and lubrication. Gas mileage will suffer if any or all of these items are not in proper working order.

The manner in which a car is driven influences gasoline mileage. A driver who habitually accelerates away from a stop as fast as he can uses up to 15 per cent more fuel than a driver who accelerates gradually. Other habits that help fuel economy are driving at steady speeds whenever possible, avoiding unnecessary speedups and slowdowns, anticipating stoplights

and slowing down gradually, and keeping idle time to a minimum. After starting a cold engine, long warm-up periods should be avoided. It is more economical to drive slowly for a mile or so before reaching cruising speed.

Vacation expenditures

Vacation expenditures depend to a great degree on personal preferences, regions traveled and individual means.

While traveling by car, daily expenditures for two people would break down as follows: \$20.00 for meals, \$20.00 for lodging, \$5.00 for miscellaneous items, and \$12.50 for gas and oil for every 300 miles of travel, with the car averaging 13 miles per gallon.

In addition, there will be expenditures for souvenirs, amusements, admissions to places of interest, recreation, retail purchases and so on. It's wise also to include in the vacation budget a contingency fund for emergencies of one kind or another. Turnpike tolls, depending on the routing, also would be an expense.

AAA points out that the \$20.00 average for lodging would be less in resort areas during the off-season. By picnicking along the way, meal costs could be reduced.

As a final aid in planning vacation trips, the AAA offers the following tips on stretching your vacation dollar:

1. Drive during the early part of the day and stop in the late afternoon with plenty of time to find the type of accommodations you want at a price you can afford to pay.
2. Visit travel attractions that offer you something worthwhile for your money — avoid tourist traps.
3. If possible plan your trip in the spring or autumn — avoid peak travel seasons when roads and overnight accommodations are crowded and prices high.
4. Consult your local AAA travel counselor for specific advice and guidance on getting the most for your money.



THE MANTUA EXPERIENCE





A PRACTICAL PUBLIC TRANSPORTATION OPTION

The American Automobile Association has long recognized the need for, and the desirability of, adequate public transportation systems for Americans. AAA has, however, taken exception to the funding of these systems from highway user taxes or tolls.

If public transportation requires a subsidy, AAA believes the obligation should be shared equally by all citizens and the subsidy should be paid for with general funds from the government rather than revenue accrued from highway users.

However, unlike many existing transit operations, the type of community operation embodied in Fairfax County, Virginia's Mantua system requires no public financing. Instead, the bus users themselves are financing the service in "pay-as-you-go" fashion.

The system provides an economical and efficient charter commuter service and, as the following text illustrates, one that is highly responsive to the changing needs of the Mantua community.

AAA presents this report on The Mantua Experience as a guide to encouraging and enabling other communities to create a similar transportation option — an alternative which will not require government subsidies and which is flexible enough to adapt to a community's ever-changing requirements.



MANTUA, THE COMMUNITY

Mantua, a moderate size suburban subdivision in Northern Virginia lies approximately 15 miles due west of Washington, D.C. Established in the late 1950's, Mantua today is a community of 1,200 homes and nearly 7,000 residents.

Many building firms as well as individual families who contracted with custom builders are responsible for the homes that comprise the community. And although Mantua does not at first glance belie the random fashion in which it grew, the streets do reflect the typical patterns of suburban roadways — loping cul-de-sacs, dead-ends, and streets that simply go in circles.

On the southern edge, the community is bounded by U.S. Route 50 and on the north by U.S. Route 236 — both major arterial highways. And although two bus companies provide service along these routes to Washington, neither ventures into the maze of Mantua roadways, so for most residents access to this public transit can be gained only by car.

Nearly half of the residents — 3,000 according to the 1970 Census — are employed and before the community developed its own charter bus service, many of these workers had only one option for getting to work — their cars.

In 1969, however, the Mantua Citizens' Association decided to do something about that.





THE MANTUA EXPERIENCE

... many of these workers had only one option for getting to work — their cars.

Finally, the committee investigated liability and found that the bus company was liable for any accidents involving the bus.

2

The successful community bus service devised by Mantua's larger nearby neighbor, Reston, provided the seed that eventually germinated into the Mantua Bus.

In September, 1969, the president of the Mantua Citizens' Association invited a member of Reston's bus committee to discuss with members of the Mantua association how the community's bus service worked.

The talk generated so much interest among association members in the possibility of Mantua having its own commuter bus that a special committee was appointed by the president to determine whether the community as a whole would similarly be responsive to the idea.

In the next issue of the monthly association newsletter, distributed to all Mantua residents, the committee included a questionnaire that asked them to indicate whether they would use a commuter bus if one were provided and if so at what times and to what destinations they would desire it.

From the hundreds of newsletters sent, the Association received 75 questionnaires from residents who wanted a commuter bus service. To the early enthusiasts who later conceded that "it pays to be ignorant," the 75 responses seemed significant enough in number to actually merit setting the project in motion.

The chairman of the bus committee took the next step by drafting an aggressive three-member subcommittee which began immediately to delve into the reality of finding a bus company which would provide Mantua with a bus.

Each committee member was assigned a section of the listings of bus companies in the yellow pages and began calling. They soon discovered, however, that only one company (Washington, Virginia & Maryland — WVMA — which has since been incorporated into Metro) was authorized by the Interstate Commerce Commission to service the Mantua area.

From data provided in the 75 questionnaires, the committee presented the bus company with route and schedule requirements of the future Mantua bus. WVMA was cooperative and enthusiastic about the idea and after a couple of months of negotiations agreed to provide Mantua with a bus and driver at a per-trip cost of \$31 (\$1,300 monthly) — payable at the end of each month's service.

The cooperative attitude of the company was further evidenced by their agreeing to provide at first a small bus, and if ridership demand proved to be greater, WVMA would then supply a larger bus at no additional cost.

In part, the amiable attitude of the company can be attributed to the success that the Reston project had enjoyed; a project for which WVMA also provided the buses. And, of course, the company would be bringing in a guaranteed monthly gross income of \$1,300 on one bus.

During the interval in which negotiations were being completed, the committee checked contracts WVMA had written with Reston to ensure that Mantua was going to be charged an equitable sum.

They also looked into any possible affinity requirements imposed by ICC that would restrict ridership of the Mantua bus to association members only and found that there were none. Although the committee itself decided to restrict use to association members, they quickly dropped this requirement.

In addition, they checked ICC regulations for any possible restrictions on points slated for passenger pick-up and discharge. The committee found that within Mantua itself, any point could be designated a bus stop. However, once



the bus went out of the community and ran along routes where commercial transit already existed, the bus would be prohibited from picking up or discharging passengers. These restrictions did not pertain, however, to final destination areas — Washington, D.C., the Pentagon, and the suburban Virginia business district of Rosslyn.

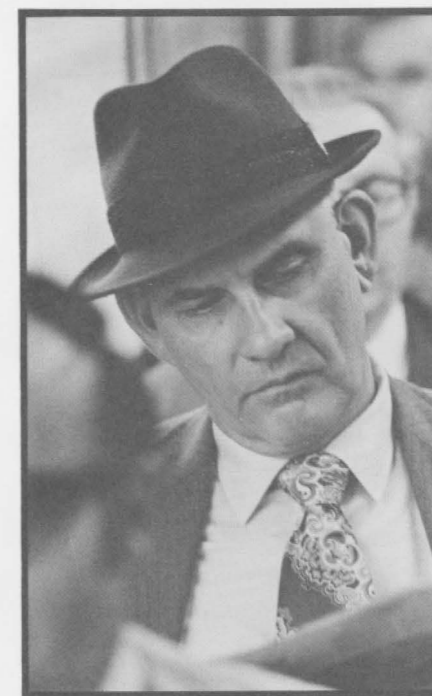
Finally, the committee investigated liability and found that the bus company was liable for any accidents involving the bus.

Financing the project provided the next hurdle. Although WVMA had agreed to post-payment of the monthly fee — and certainly the project would have been stillborn if the company had been opposed to this — the committee needed a cash reserve to fall back on in the event of poor rider turnout in the first months of service.

The committee decided to solicit the association for a \$500 subsidy. Although the majority of members were favorably disposed toward providing this loan, some objections were lodged.

Principally, objectors felt it inequitable to tap association coffers for a bus that would be used by only a "handful of riders" when the bulk of association members would never avail themselves of the service.

Others voiced apprehension over the increased noise in the neighborhood that would result from a bus lumbering along the streets. And, interestingly enough, one of those who voiced this objection happened to be the owner of the local service station — hardly a person without a logical economic concern before the energy crunch had materialized.



The committee countered the charges by asserting that the bus service would actually help to increase the property value of homes in the community because the availability of good, convenient transportation was often an important point in a real estate sales presentation.

In 1969, environmental considerations, fuel conservation, and traffic congestion were not as critical as they are today, but certainly the argument that bus transit can help address these issues should aid other communities in dimming the drone of objections.

Still, after receiving the majority of association members' blessings and \$500, the committee quickly discovered that the hardest part was yet to come — that of getting people to give up the single-occupant car syndrome and try the bus.

The service was advertised regularly in the association's newsletter — which was distributed by neighborhood youngsters to every home in Mantua.

Special editions of the newsletter played up the fact that the bus would not be an ordinary bus — rather it would be an extension of the social life of the community, providing an opportunity for neighbors to get together and converse or simply enjoy an express ride to work in a friendly atmosphere where people wouldn't have to fight each other for seats or elbow room.

The committee also used the neighborhood children to advertise the bus by placing them near major community intersections during rush hours with signs urging drivers to kick the car solo habit and ride the bus.

In the January, 1970 issue of the newsletter, the committee stated that they needed firm commitments from those who would ride the bus before they could complete arrangements with WVMA.

The committee developed three fare structures which they advertised as "subject to modification after experience." Rates were \$32 for a monthly pass for any number of trips, \$9 for a 10-trip coupon and \$1 per single trip coupon.

Fares were competitive with the commercial transit which at the time was \$.80 for a non-express bus restricted to routes missing most Mantua homes by at least a mile.

3

With a March, 1970 handshake agreement between the bus committee and WVMA, the Mantua bus was born and service began that month.

4 Only the monthly pass had an expiration date and the committee later realized that it would have been wiser to have had expiration dates on all coupons so they could have relied on those coupons being used within a set time period.

Future bus riders were asked to send the committee a check for either the \$9 or \$32 pass as a form of "earnest" money. If inadequate support was engendered in this manner, the committee advised that they would later return the checks.

Unfortunately, not much "earnest" money was raised, but the committee couped what it did get with the \$500 subsidy from the association and elected to proceed with the project.

With a March, 1970 handshake agreement between the bus committee and WVMA, the Mantua bus was born and service began that month.

It was a month of economic disaster. The committee fell nearly \$400 short of the needed \$1,300 monthly payment and there was fear that the project would fold. But, they still had a \$100 reserve from the Mantua Citizens' Association.

Tenaciously, the bus committee decided to go ahead with the service for another month. In an attempt to increase their rapidly shrinking treasury, they appealed directly to the bus riders to make a \$20-25 donation. Contributors, called "bus boosters," would be given certificates, refundable when the project was operating in the black. However, if the project went under, the donors understood that they would simply lose their money.



About \$250 was raised in this fashion and by the end of April the project was in a slightly better but by no means secure financial position. With only \$27 in the treasury, the committee again went soliciting funds.

This time they approached local developers who were still building in the community and asked them for contributions. The committee was unable to raise any funds from the developers so they next solicited the local realtors' association.

The committee argued that the bus service would be a plus in selling homes in Mantua and the head of the realtors' association, who appreciated the community's need for better public transportation, was able to round up nearly \$300.

The committee went ahead with May service, but with growing apprehension that the project was doomed shortly because of an anticipated decrease in ridership as people began taking summer vacations.

Fortunately, however, the ridership actually increased as a new category of workers — students who had found summer jobs in the city — began riding the bus.

From the summer of 1970 on, the project steadily stabilized economically.

It took almost a year from the start of the operation for the bus to become solvent, but by March, 1971 the committee was able to repay both the association and the bus boosters.

During the next two years, as ridership increased and routing and scheduling were refined, the committee accrued a handsome \$2,000 cash reserve in the treasury. Fares which had been raised to \$1.25 after the beginning months of service, were lowered to \$1.00 per trip.

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By 1973, the patronage had become so large that the committee considered adding another bus to the service on an earlier schedule that would provide service to the Pentagon, Rosslyn and Southwest Washington.

This also would allow them to streamline the route of the original bus — which had been making the Pentagon and Rosslyn stops — to express service to downtown Washington only.

Although the bus committee had \$2,000 in its treasury, the Mantua Citizens' Association again agreed to underwrite the new bus for \$500, if needed.

While the original bus certainly had abundant riders, the committee was aware that the number was not great enough to fill both buses.

To circumvent this possibility, the committee decided to expand the bus service by inviting a community contiguous to Mantua to participate.

The bus committee went directly to the citizens' association of the neighboring Camelot subdivision and asked if they would poll residents to determine if any were interested in using the commuter buses.

The Mantua committee found they would pick up a number of riders from Camelot, so in March, 1973 the second bus was officially added.

Again, the committee went through the growing pains of economic uncertainty — the new bus lost nearly \$1,000 the first month. By the end of May the treasury was reduced to \$600 and the committee began to seriously consider cancelling the second bus.

In a last-ditch effort to save the early bus, the committee indicated to users, through the medium of the community newsletters, the financial condition of the bus, advising that more riders and cash donations would surely be accepted.

5 And, indeed, they received both — including donations from non-users. By the end of 1973, once again, the treasury had a healthy \$1,000 cushion and the association's second \$500 subsidy had been repaid. Even this achievement paled in the face of successes of the first three months of 1974. Patronage had swelled the bus treasury to \$5,000.

The early bus had then almost as many riders as the original, and the committee was reviewing schedules and routes for a third bus it had on order from Washington's Metro bus fleet.

For many reasons — from the gasoline shortage to the fact that both buses had provided economic, convenient, and pleasant transportation to congested Washington — which does not boast an abundance of inexpensive parking — the committee anticipated an influx of riders sufficient to populate a third bus comfortably.





THE SOCIAL EXPERIENCE

6

The Mantua bus system is not simply a project that affords an admirably efficient and economical means of transportation to and from work. It is, in a very real sense, a social experience for most of the 400 passengers who ride it at one time or another.

And the unique atmosphere is sensed as soon as one boards.

The bus driver knows most of his passengers on a first-name basis and greets each with a broad smile and pleasant remark.

Passengers pay no fare as they board the bus. Rather, an appointed "Busmeister" collects from each rider after all have boarded and the bus is enroute. Thus, the impersonality of the fare box is avoided.



Passengers wishing to read or indulge in neighborly chit-chat most often choose to sit in the front and middle sections of the bus, while in the back a fraternity of card players assembles each day to play hearts.

On some days as many as three groups of four players each juggle cards and brief-cases-turned-cardtables as the bus rolls along. One rider regularly keeps score for all the games and compiles a weekly crib-sheet on each player's performance.

After the original bus had been in operation for one year, several riders organized a toast to the bus to mark the event, a fete liberally publicized by Washington news media. Out of that grew occasional coffee and donut sessions, provided by riders volunteering to make insulated jugs full of coffee and pick up pastries ahead of time.

When a young woman rider became engaged, a group of bus riders got together and planned a surprise engagement party for her, held on the last evening she rode with the bus gang before being married. The affair was "catered" by one of the bus regulars who purchased several trays of hors d'oeuvres.

Many friendships have been made while riding the bus — a bowling team was formed among male riders and several female riders regularly go out to dinner together.

Most of the regular passengers vow they would never go back to driving alone to work. Aside from the obvious advantage of not having to fight their way through the rush-hour traffic, they say they enjoy the unexpected comradeship that has developed.

It is in a very real sense, a social experience for most of the 400 passengers who ride it at one time or another.

The once-dreaded commute to and from work for them has been transformed into a relaxing hour spent in the company of neighbors and friends.

The bus provides virtual door-to-door service which conventional bus operations cannot in communities as spread out as Mantua.

And because the service is so highly individualized, routing and scheduling of the buses can easily be modified to fit the changing needs of the riders.

For example, as more riders are gained on a particular street, the bus will accommodate them by making a swing down that street.



Another encouraging note: Fares in 1974 were the same as in 1971 — \$1.00 per trip and discount fares had been incorporated for family groups and those not traveling the entire way to Washington. At the same time, the commercial bus lines had boosted their fares by \$.10, still offering far less service and comfort.

Moreover, the bus once enroute to Washington, is not tied to any particular route. If one major highway seems too congested, the driver and Busmeister will simply choose an alternate one. For aside from collecting fares and banking the bus funds, the Busmeister serves as trail blazer in traffic and as "commander of the ship."

Another encouraging note: Fares in 1974 were the same as in 1971 — \$1.00 per trip and discount fares had been incorporated for family groups and those not traveling the entire way to Washington. At the same time, the commercial bus lines had boosted their fares by \$.10, still offering far less service and comfort.

But perhaps the Mantua Experience can best be summed up in the words of an enthusiastic rider:

"What a shock. I was expecting the regular type bus ride . . . people buried in newspapers, others asleep or gazing out windows, a driver who got insulted if you asked him a question, and certainly I did not expect a seat.

"Well, not only did I get a seat, but a bus load of new friends and two hours of each work day that I can now really look forward to."



7



HOW YOUR COMMUNITY CAN DO IT

Can your community start a commuter bus?

The Mantua Experience proves that almost any community — no matter what its size — can initiate and successfully operate a commuter bus service for its residents.

Here is a step-by-step guide to starting your own "Experience."

1 *The first thing you must do is determine if a commuter bus is practical.* Are there, for example, enough people in your community who work in the same general area to generate enough passengers to make the bus pay for itself?

The important thing to remember here is that the route has to be convenient. If some passengers have to be taken far out of their way to drop off or pick up others, the bus will not be convenient for them.

This does not mean that all passengers have to work within a two or three block area. It does mean that you cannot try to serve two, three or more employment centers with only one bus.

2 *An element crucial to the success of your project is leadership.* Select a strong leader and conscientious person to be chairman of the bus committee. This individual should be a prominent and respected member of the community and sincerely determined to "make a go" of the operation.

Likewise, members of the committee should be enthusiastic about the project and willing to dedicate wholeheartedly their time and energy in getting it off the ground.

3 *The next step is to get the community interested in the bus project.* It helps if your community has a functioning organization to work through, such as a civic, citizens or homeowners' association. Arrange to present the idea at one of the meetings using the information contained in this booklet and relating it to the needs and situation of your own community.

Do not seek a commitment at this first meeting.

Once you have made the basic presentation, distribute a questionnaire to the households in the community. Mention the presentation, give a few basic facts, and ask for an indication of interest.

Make it clear that this is an indication of interest only — not a firm commitment.

The questionnaire should include space for name and address; phone number; time leaving for work in the morning and time leaving work for home in the evening; and, most importantly, the exact destination of the prospective rider.

Do not be disappointed if the response to the initial survey is not exactly overwhelming. Remember, to successfully operate one bus you need from 30-50 passengers on each trip depending on the size of the bus and the cost.

You should get an indication of interest from at least 75 to 100 people. This amount is necessary because you will find that at times, as many as half of your regular riders may not be on the bus for a particular day or even week, as they take their vacations, become sick or go out of town on business trips.

4 *At this point it is time to begin serious discussions with local bus companies.* Check regulations and find out which companies can serve your area and if they are permitted to offer charter service. The bus companies themselves or your local regulatory agency can tell you this.



When you begin your discussions with the bus company, be prepared to give them tentative specific routing and scheduling information. It will be tentative because it will be based on expressions of interest gathered through your questionnaires, but it must be specific enough so that the bus company will have a good idea of the cost of the service.

There are some things you should look for in a contract:

- be sure that the bus company retains liability in insurance matters.
- check public tariff information to see that the price the company is quoting you is comparable to its other charter operations.
- check for any affinity requirements which may limit ridership.
- check to see that the bus company can make pick-ups in the entire area your service will cover.
- try to avoid having to pre-pay the company for a guaranteed time of service. This could amount to a large sum of money and could stop your project before it even gets off the ground.

One of the distinct advantages of the Mantua service is the fact that the bus will stop for passengers anywhere along the route within Mantua — this means riders not having to walk long distances to be at a specific street corner.

When dealing with the bus company, stress that the service will have to be as flexible as possible, especially concerning routes and pick-ups. This will be very important to your future success. One of the distinct advantages of the Mantua service is the fact that the bus will stop for passengers anywhere along the route within Mantua — this means riders not having to walk long distances to be at a specific street corner.

It also means that the bus will have some of the flexibility of the private auto; that it will not be wed to traveling one specific route once outside the community regardless of traffic conditions.

5 *Once you have negotiated with the company and have contract terms agreed to, you must go back to the community and begin the sometimes laborious experience of getting definite ridership commitments from your neighbors.*

Start the process by going back to the group you started with and reporting to them on the progress to date. Stress the positive aspects of the services, the benefits to the individual and to the community. Enlist the support of everyone in building ridership and start right then to get commitments.

Then distribute leaflets through the community with information on the service — date it will begin, cost, schedules, routes. The leaflet should include a return form seeking ridership commitments.

About a week after the leaflet has gone out, start a telephone campaign into every household in the neighborhood — making sure you begin with those who originally expressed an interest in the service, but have yet to give a definite commitment.

Promoting ridership is limited only by your imagination. If you have enough volunteers, you might try sending them door-to-door with information on the service.

6 *The contract terms with the bus company will determine what fares you will have to set for your riders, but there are some things you can do within that fare structure.*

First and foremost — have your fares determined when you start soliciting riders. It will be difficult, if not impossible, to get potential riders to commit themselves to ride the bus if they do not know the fares.

Payment for ridership should be as painless as possible. For a small service, cash payable on boarding is preferable. But do not have the riders put the fare in the bus fare box. Have someone designated on the bus — a Busmeister — to collect fares after the last community rider pick-up has been made. This will further emphasize that this service is different from regular bus services.

There are other ways to price the service — by selling tickets, for example, or by giving discounts for purchasing a certain number of rides — but the best and simplest way to operate at the beginning is cash for each ride.



... Inexpensive, reliable public transportation with a friendly flavor.

7 *Once you have enough commitments to start the bus, you will have to determine routes and schedules.* Remember flexibility. But remember, also, that your service must be convenient and time-saving or you will lose riders.

Take the information on time and destinations provided by the potential riders and chart your route schedule. In the community you should be able to pick up people anywhere along the route, but in the business areas you will have to designate certain stops as pick-up points for the return trip.

As your service grows, you may have to make modifications in your original route plan, but this is relatively easy and the adaptability of such service to changing needs is indeed one of its chief assets.

Unlike most transit operations existing today a community-based "do-it-yourself" operation such as Mantua's can ultimately be designed to provide inexpensive, reliable public transportation with a friendly flavor.

At the same time, this service can be achieved without the enormous taxpayer-subsidized conventional public transit is normally nursed on if a community uses the "pay-as-you-go" method proved by The Mantua Experience.



**American
Automobile
Association**

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22042

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POLICIES

AND

RESOLUTIONS

***COMPILATION OF POLICY AND RESOLUTION
DECLARATIONS IN EFFECT
FOR THE YEAR ENDING SEPTEMBER, 1975
SUPERSEDES PREVIOUS EDITIONS***

American Automobile Association
Falls Church, Va.

POLICIES AND RESOLUTIONS

Policy statements reflect long-range basic position on matters of importance to the AAA member. Resolutions also position the AAA on matters of importance to the member but are more in the nature of short term specific objectives.

Where the word "state" is used in the text of AAA Policies and Resolutions the reference should be interpreted to include the District of Columbia.



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FOREWORD

Since 1902, the American Automobile Association and affiliated state associations and motor clubs have been the spokesmen for the motor car owner. They have fought his legislative battles; they have protected him against unduly restrictive legislation and against harsh and unjust prosecutions; they have been in the forefront of the movement for adequate roads, and the safe use of these roads; they have fought for equitable taxation; and they have stood constant watch and ward over the rights and prerogatives of the motorists of America.

The activities of the American Automobile Association in the public interest and in behalf of the nation's passenger car owners and operators have always been conducted under policies formulated through democratic processes. In general, policy proposals are first carefully considered by AAA committees on highways, safety, travel, etc. These committees represent our members in the various sections of the country.

Those policy proposals which the committees approve are next considered by a large and representative Policy Committee. Policy proposals are sent to members of that Committee well in advance of its meeting on the day before each Annual Convention. The Policy Committee gives each proposal careful consideration and frequently modifies or disapproves proposals. Finally, those proposals approved by the Policy Committee come before the Annual Convention for consideration by the delegates representing the affiliated clubs. Under certain circumstances, the Bylaws of the Association provide that the Executive Committee may, by special action, modify policies adopted by the delegates or adopt policies on subjects concerning which the delegates have not acted. In all such special cases, the Executive Committee's action must be and is presented to the delegates subsequently for their ratification.

AAA policies remain in effect until modified or repealed by formal action of the delegates at an Annual Convention. Hence, it becomes necessary from time to time to review policy declarations and to make necessary modifications. The policies set forth herein are the current policies of the AAA, having been approved by the delegates to the 1974 Annual Convention of the Association. As additions to or changes in AAA policies are made, they are reflected in revised editions of this compilation.

CHARLES F. BULOTTI, JR.
President

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POLICIES

of the

American Automobile Association

GROUP A

HIGHWAYS AND MOTORIST TAXATION

A-1. STREET AND HIGHWAY PROGRAMS

(a) AAA Emphasis on Modern Street and Highway Program

A modern toll-free highway system, properly designed to serve existing and prospective future highway traffic needs, is of the utmost importance to our expanding economy and to national and civil defense.

(b) Highway Functions Assigned to Proper Levels of Govern-

ment—Basic to providing needed highways, roads, and streets is the recognition of an exceedingly important principle of government. Government at the different levels—municipal, county, state, and Federal—all have their appropriate responsibilities. Local affairs should be handled by local government. Broadened scope makes other measures properly the responsibility of the state, while the Federal Government properly should deal with matters of national significance. Hence, as to participation, the Federal Government should concern itself solely with roads of national significance in rural and urban areas. State government should give major emphasis to roads of state-wide significance, while counties and cities should be responsible for the remaining roads and streets. Regardless of any Highway Trust Fund allocations for highways, the control of planning, design, construction, and maintenance of their roads and streets should remain with state and local governments.

(c) Tax Protection for Motor Car Owners—Of the utmost importance is the fact that the passenger car owner is by far the most over-taxed user of the highways and should not be forced to bear tax burdens that are discriminatory.

A-2. HIGHWAY TRUST FUND FINANCING OF HIGHWAYS

(a) Support for Highway Trust Fund Financing—The American Automobile Association supports the principle of Federal Highway Trust Fund assistance to the states for their highway building programs.

Major emphasis must be placed on the improvement of those highways of the highest national significance, particularly in metropolitan areas. Such highways should include, but need not be limited to, the National System of Interstate and Defense Highways which should be the backbone of our highway system. All such highways should constitute an integrated system clearly defined and strictly limited as to mileage.

Highways selected for major emphasis should provide the highest levels of traffic service, should be functionally classified as principal arterials, and should be subject to control of access.

The AAA is opposed to Highway Trust Funds being expended on local service roads in rural and urban areas.

(b) Federal Share of Costs — Except for the traditional formula for public land states, Highway Trust Funds should be made available only for facilities on Federally approved systems in the following percentages: Interstate System—90 percent; principal arterials in rural areas—70 percent; freeways, expressways and other principal arterials in urban areas—70 percent.

Highway Trust Funds provided to all the above systems should be made available to pay the costs of rights-of-way and construction but should not be made available for maintenance expenses.

(c) Apportionment Formulas—Formulas for apportionment of the Highway Trust Funds should give emphasis to traffic volume, intensity of land development and all other factors which result in increased highway costs in order to insure the most equitable apportionment possible of such funds.

In the authorization of Highway Trust Fund revenues, special financial provisions should be made as heretofore for the public land states.

(d) Protection of Highway Trust Fund — The AAA urges that Congress protect the Highway Trust Fund against use for inappropriate administrative expenses of any department or agencies of the Federal Government and against use of money from the Trust Fund for any purpose other than the acquisition of rights-of-way and the construction of highways. Funds for construction and maintenance of forest highways, forest development roads and trails, public lands development roads and trails, park roads and trails, parkways, Indian reservation roads and bridges, public lands highways and defense access roads should continue to be a charge against general revenues of Government, except for those forest highways and public lands roads which are located on principal arterials financed by the Highway Trust Fund.

(e) Improper Use of Highway Funds—The American Automobile Association opposes the use of Highway Trust Funds to coerce or influence states to adopt policies or courses of action having little or no relationship to the primary purpose of the highways, namely, the safe, efficient and economical transportation of people and goods.

The AAA opposes the use of any part of the Highway Trust Fund for payments to any state as an incentive to enact or amend state laws or regulations in any manner to conform to Federal recommendation.

A-3. RESPONSIBILITY FOR STANDARDS

The states, through the American Association of State Highway and Transportation Officials, in cooperation with the Federal Highway Administration, should have the responsibility for determining the standards of construction for all Federally approved systems. The Federal Highway Administration should have final authority for maintaining adherence to such standards. The states, with the participation of their local subdivisions, should have responsibility for the preparation of plans, construction, and maintenance.

A-4. THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

(a) Distribution of Cost Responsibilities — With the passage of the Federal-Aid Highway Act of 1956, the Congress recognized and dealt with the emergency need which existed as regards the National System of Interstate and Defense Highways, which is essential to the military and civilian defense needs and the economic welfare of the nation.

The American Automobile Association protests against the policy that the entire cost of construction of the National System of Interstate and Defense Highways be borne by the highway user. Highway users constitute important beneficiaries and should pay their fair share, but only their fair share, of the entire cost.

Studies by the Bureau of Public Roads, made under Section 210 of the Federal Highway Revenue Act of 1956, clearly revealed the benefits which accrue to nonusers from the construction of the Interstate System. Therefore, the AAA calls upon the Congress in the interest of fairness and equity to recognize these benefits and provide an equitable tax base for both highway users and non-highway user beneficiaries. The non-highway users' share should be appropriated from general tax funds for deposit in the Highway Trust Fund.

(b) Importance of Interstate System— Because of the importance of the National System of Interstate and Defense Highways to the nation's economic welfare, to the national defense and to interstate commerce and safe travel, the AAA urges high priority should be given toward achieving the completion of this system in all the States.

(c) Highway Trust Fund Share of Interstate System Cost The Highway Trust Fund share of costs of right-of-way and construction of the Interstate System should be 90 percent except in those states where the share varies because of Federal obligations with regard to public land.

(d) Apportionment Formula for Interstate System—Apportionment of the Highway Trust Fund among the states should continue to be based on the ratio which the estimated cost of completing the System in each state bears to the estimated total cost of completing the System in all of the states.

(e) Opposition to Reimbursement—The AAA opposes reimbursement from the Highway Trust Fund to any state for public roads or toll roads which become a part of the Interstate System.

(f) Limitation of Interstate System Mileage—The AAA believes that the National System of Interstate and Defense Highways should be completed to adequate standards before expansion beyond the presently designated 42,500 miles. Any further addition to this system should meet the criteria of demonstrated need at least equal to or in excess of the criteria and needs required for inclusion in the original system. No state should qualify for additional Interstate mileage until it has completed, opened to traffic, and provided for the maintenance of at least 98 percent of the previously designated Interstate mileage within that state.

(g) Control of Access—The AAA urges that suitable standards, including control of access, be strictly adhered to in the program for the Interstate System provided for in the Act of 1956. (See A-3)

A-5. USE OF HIGHWAY TRUST FUNDS

(a) Trust Funds for Highway Purposes—Federal Highway Trust Fund revenues should be expended for highway purposes only.

(b) Utilities—Neither Highway Trust Funds nor state highway user funds should be used for repayment of the cost of relocating utilities on public highway rights-of-way, whether such utilities are privately or publicly owned. Where private or public utilities are permitted to occupy highway rights-of-way, an agreement should be signed as a condition of their occupancy that any future relocation of utilities occasioned by changing highway needs will not be at the expense of highway funds.

A-6. FEDERAL EXCISE TAXES

The American Automobile Association opposes Federal excise taxes on private passenger cars, their accessories and parts.

A-7. BASIC HIGHWAY PROGRAM IN THE SEVERAL STATES

The following three basic steps should be taken in each state to provide the basis for a sound and equitable highway program:

(a) Evaluation of Total Street and Highway System—Each state should evaluate its highway and street needs. The evaluation should include a complete classification of the total highway and street system for the purpose of assigning highway and street mileages to those units of government that should be logically charged with responsibility therefor.

Highway needs should be determined on the basis of modern design standards approved by the American Association of State Highway and Transportation Officials. Highway and street improvements of all levels of government should be programmed in conformity with priority of needs.

Evaluation data, when compiled, should be used to develop a comprehensive long-range highway construction and reconstruction program that will meet the future development needs of the state.

(b) Evaluation of Tax Equity and Fiscal Practices—Each state should carefully evaluate the several studies conducted by the Department of Commerce and AASHO as directed by provisions of the Federal-Aid Highway Act of 1956. Such evaluation should include a careful review of current tax and fiscal policies in each state to the end that there be determined as to each class of state and local road the equitable share which each group of beneficiaries should bear as its part of a comprehensive highway improvement program. Such an evaluation should include consideration of the recovery of any diversions or dispersions of present revenues and of increasing the efficiency of the use of present revenues by all levels of government before plans are made to impose additional taxes on highway users.

A-8. STATE HIGHWAY USER TAXES, AND HIGHWAY AND STREET FINANCING

(a) Utilization of State Highway User Taxes—Special state highway user taxes should be expended principally on routes of state-wide importance. Such special highway user tax funds as are allocated or apportioned to cities and counties should be used primarily on the more important arteries selected by appropriate local authorities.

Insofar as possible, the practice of applying highway user taxes to the support of large mileages of strictly local roads and streets should be discontinued, thus permitting badly needed increased expenditures on streets and highways of general use, programmed in accordance with traffic and economic needs.

In the main, the needs of strictly local roads and streets should be met from property taxes, assessments based on benefits, and from other non-highway-user sources.

All states should specifically program portions of highway user taxes for construction and reconstruction of a strictly limited priority

network of state trunk highways, including the state's portion of the National System of Interstate and Defense Highways.

(b) State Highway Financing—The American Automobile Association favors financing of highway improvements from available tax revenues whenever it is feasible to do so with these taxes assessed equitably among the several beneficiaries. The AAA recognizes that carefully controlled credit financing of needed highway improvements is appropriate whenever such improvements cannot feasibly be financed from available tax revenues. All highway financing should always be based on sound transportation economics.

(c) Diversion—Every state is strongly urged to eliminate diversion of any highway user taxes to non-highway purposes through adoption of an appropriate amendment to its constitution.

The expenditure for general purposes of personal property taxes, however levied, on all types of personal property, including motor vehicles, should not be regarded as diversion.

(d) Special State Taxes for Heavy Trucks—In the interest of equity, the AAA urges a special form of tax on heavier commercial vehicles. This tax should give proper consideration to weight and distance factors. It should be required that all such special tax receipts be used only for highway purposes.

(e) Local Accounting of Road Funds—States should have legal authority to require, and should require, strict and uniform accounting of all funds made available to subordinate units of government for road purposes.

(f) Exemptions and Refunds—Steps should be taken by states to prevent evasion of highway fuel taxes through improper refunds or exemptions.

(g) Financing Highway Patrols—The AAA recognizes the logic of financing highway patrols through highway user tax revenues, but only in proportion to which such patrols are used exclusively for highway and traffic purposes.

A-9. TOLL FINANCING OF HIGHWAY FACILITIES

(a) Toll Financing of Highway Facilities—The American Automobile Association believes that all highway facilities should be toll-free.

The AAA opposes states buying out the Federal interest in toll-free highway facilities in order to impose tolls on such facilities, and also

opposes imposition of tolls on any existing toll-free bridge, tunnel or highway facility.

The AAA opposes the construction or maintenance of "toll traps," which are normally short segments of Federally approved highways leading directly into toll roads or which are an integral part of such toll roads.

All tolls received for use of a bridge, tunnel or highway facility, less the actual cost of operation and maintenance, should be applied solely to the repayment of the costs of construction, reconstruction or acquisition of such respective facility. When existing indebtedness incurred for construction or reconstruction is retired, such respective facility should be operated free of tolls. Where retirement of outstanding obligations before maturity is not feasible and where surpluses develop in the accounts of turnpike authorities, periodic reevaluation of toll rates should be made to the end that the rates charged toll facility users are consistent with the cost of operation and debt service requirements.

States should enact legislation to prohibit any increase in user charges on toll facilities unless the agency having jurisdiction has first made full public disclosure of its financial status including an explanation of the need for the increase, and held a public hearing on its proposal to raise toll rates.

The AAA opposes the use of tolls from existing toll facilities as security for extension of bonded debts or creation of new indebtedness for additional facilities.

The AAA condemns the pledging of highway user tax revenues to guarantee the payment of principal or interest on toll road revenue bonds.

(b) Toll Facilities and Parallel Toll-Free Facilities—The AAA believes that the section of the Federal-Aid Highway Act of 1956 pertaining to toll facilities should be amended so as to permit construction of additional highway facilities whenever engineering traffic studies indicate their need even though they may parallel an existing toll facility.

Any toll-free facility paralleling a toll facility should be adequately constructed and maintained in accordance with traffic needs, notwithstanding that such facilities may offer economic competition to such toll facility.

Such amendment should contain a provision which would prohibit the relocation of presently designated portions of the National System of Interstate and Defense Highways so as to permit connections with proposed toll facilities for the primary purpose of providing economic advantage to toll facilities.

A-10. HIGHWAY PLANNING AND DESIGN

(a) Design Standards—The American Automobile Association advocates highway design standards which will prove adequate for future traffic needs. The AAA urges close cooperation between the state and

local units of government and among like units of local government in the development of uniform design standards for various classes of roads and streets.

The AAA supports the establishment of an effective liaison between highway departments, cities, counties, utilities, and all other agencies concerned, based upon cooperative advance planning, and coordination in the location, design and construction of all highway facilities.

(b) Acquisition of Rights-of-Way—The AAA advocates acquisition of rights-of-way or development rights to meet the needs of the foreseeable future amply in advance of construction. The operation of a state revolving fund for advance purchase of rights-of-way can provide substantial savings and aid in more orderly construction scheduling. State highway departments should be authorized to acquire land in excess of actual highway needs whenever such action is deemed practicable, necessary, and economically sound. Where necessary, condemnation laws and procedures should be modernized to minimize delays or unreasonably increased road costs.

Principal arterial highways reconstructed or constructed on new locations should include limited control of access with provisions in design and right-of-way acquisitions for full control of access when traffic volumes and land development dictate the need for such control.

(c) Expressways, Freeways, Controlled Access — Where warranted, the AAA favors express highways, grade separations, and freeways with controlled access.

(d) Divided Highways—All rural highways of four lanes or more, and all urban highways with complete or partial control of access should have opposing traffic streams separated by an adequate median strip or barrier.

(e) Highway Shoulders—All highway design, including arterial bridges and urban freeways, should provide for a width and type of construction of highway shoulder consistent with traffic and safety requirements, embracing provision for the safe rendition of assistance to disabled vehicles.

(f) Design Features Relating to Roadsides and Medians — The AAA urges continuing active research on highway design features which will be the most effective in reducing accidents.

(g) Additional Lane or Turnouts on Upgrades—Where needed on long upgrades, an additional traffic lane should be provided for slow-moving vehicles. When such an additional lane is not immediately feasible, turnouts or passing bays should be provided. Failure of slow-moving vehicles which are impeding traffic to use such lanes or turnouts should be punishable by law.

(h) Anti-Skid Features in Pavements—The AAA calls upon the Federal Highway Administration and the American Association of State Highway and Transportation Officials to develop minimum standards for anti-skid qualities of pavements on the Interstate System and other Federally approved roads. The AAA urges intensified research on skid causes and prevention for new highways.

(i) Detours and Alternate Routes During Highway Construction—Modern street and highway construction often necessitates extensive use of detours and alternate routes.

The AAA urges state and local highway authorities to use the greatest possible care in selecting detours and alternate routes in order that such routes will have smooth and dust-free surfaces, sufficient widths, and adequate route markers and warning signs.

(j) Dislocation of People and Businesses — In the location of new highways or in the reconstruction of existing highways every practical and feasible effort should be made to minimize dislocation of people and businesses.

A-11. RELOCATION HOUSING

The American Automobile Association supports the principle that those displaced by public works construction activities should be treated fairly, humanely, and equitably in compensation for property taken for public good. Displaced persons should be subjected to the least possible disruption and should be satisfactorily relocated in permanent quarters before being required to vacate property because of construction activity.

The AAA supports the view that highway departments should exercise major responsibility, if necessary, to assure satisfactory relocation arrangements for those displaced by highway construction.

The AAA suggests that greater coordination between those responsible for highways and those responsible for housing should bring about programming, financing, and scheduling improvements in both areas.

A-12. COMPREHENSIVE STUDY OF FUTURE HIGHWAY NEEDS

The American Automobile Association is in favor of continuing comprehensive studies of future highway needs throughout the nation.

The AAA believes that the Federal Highway Administration and state highway departments, working in cooperation with local units of government having road and street responsibilities, are the proper agencies to make such studies.

The AAA believes that in these studies an analysis of efficiency and cost information on the basis of the character of traffic service provided (functional classification) is of primary importance, since only through such an analysis can a program be identified which will provide optimum return to the highway-user taxpayer.

A-13. HIGHWAY ENGINEERING

The American Automobile Association recommends that states, counties, cities, and other local jurisdictions take appropriate action to insure that adequate engineering direction is provided for all highway work.

A-14. ROADSIDE PROTECTION

The American Automobile Association urges state and local governments to protect the roadside from uncontrolled commercial development, through the enactment of zoning laws or the application of other methods of controlling the use of land adjacent to highway rights-of-way. The AAA warns that "ribbon development" along the highway constitutes a hazard to safety, reduces traffic capacity, and results in highway blight.

A-15. ROADSIDE ADVERTISING

Adequate protection of roadsides requires the exclusion of outdoor advertising signs, displays and devices from the highway rights-of-way and control in areas adjacent to the rights-of-way.

With respect to the Interstate System, the American Automobile Association supports legislation by the states prohibiting all roadside advertising designed to be viewed from the highway, except in urban and zoned commercial areas where proper controls should be established.

Commercial roadside advertising must not be permitted to conflict with the basic safety and efficiency of the highway.

Obstructions to the drivers' view or distractions which prevent an early identification and understanding of official regulatory directional or informational signing and controls reduces the efficiency of the highway.

The American Automobile Association calls for the adequate regulation and control of all roadside advertising either by local ordinance or state law.

A-16. BRIDGES ON INLAND WATERWAYS

Navigational clearances and decisions concerning moveable spans for highway bridges should be based upon recognition of the equal rights of all forms of surface transportation. Economic effects on

highway transportation should be given equal consideration with the economic effect of such decisions on waterborne transportation.

A-17. IMPACT OF HEAVY VEHICLES ON HIGHWAYS

(a) Size and Weight Limits—The American Automobile Association urges denial by state legislatures and governors of requests to increase single axle load limits above 18,000 pounds or properly-spaced tandem axle load limits above 32,000 pounds. The AAA approves a height limit of 13½ feet, a width limit of 8 feet, a single vehicle length limit of 35 feet (except in case of three-axle buses, 40 feet), a 50-foot length limit for all combinations of vehicles, and the setting forth of maximum loads permissible on any group of axles in tabular form as set forth in Section 14-109 of the 1972 Supplement of the Uniform Vehicle Code.

The AAA urges strict, vigorous, and continuing enforcement of existing motor vehicle laws relating to maximum sizes and weights. The AAA favors adequate mandatory penalties for overloading of commercial vehicles. It urges requiring excess load to be removed from overloaded trucks or the proper redistribution of cargo where axle load limits only are exceeded before they are allowed to proceed.

The AAA opposes any legislation providing for any numerical tolerance in permissible size, weight, or load of any commercial vehicle.

The AAA also opposes any other legislative exceptions of any nature regarding size, weight, or load limits.

(b) Heavy Vehicle and Truck Damage to Highway Surfaces and Subgrades

—The AAA favors enactment of legislation which would give highway departments the authority to reduce load limits during those seasons of the year when pavements, particularly flexible pavements, are weakened by alternate freezing and thawing or any other seasonal variation which has the effect of reducing the road's ability to carry the normal legal load.

A-18. INTER-AMERICAN HIGHWAY

The Inter-American Highway should be completed as far as the Panama Canal at the earliest feasible date, with continuation of existing protective provisions. The Federal Highway Administration should administer this country's part in the Inter-American Highway construction program.

The AAA urges the U. S. Government to take reasonable measures to help advance completion of the Pan American Highway south of the Panama Canal.

A-19. ALASKA HIGHWAY

In view of increasing motor travel to the State of Alaska and other national considerations, the AAA urges expeditious completion of the paving of the Alaska Highway as a joint endeavor on the parts of the Governments of the United States and Canada.

GROUP B

URBAN TRANSPORTATION

B-1. URBAN TRANSPORTATION PLANNING

The American Automobile Association supports sound transportation planning which recognizes the desires and needs of all segments of our urban populations.

A transportation system capable of serving the travel demands of people and the movement of goods is fundamental to the development and prosperity of any urban community.

The planning of appropriate transportation facilities to meet these demands must be related to land use patterns as they exist and as they are developing.

B-2. URBAN HIGHWAY TRANSPORTATION

The American Automobile Association stresses the urgent need for an urban highway system to meet the current and future transportation requirements resulting from existing and projected land use trends in metropolitan areas.

Such an urban highway system should include freeways, limited access expressways, primary and arterial roads, and local collector and feeder streets. Such systems are indispensable to the mobility of everyone.

B-3. URBAN PUBLIC TRANSPORTATION

The American Automobile Association recognizes the desirability of adequate public transportation systems and urges the early and continuing identification of the potential requirements for the movement of commuter passenger traffic and other passenger movements which could be served by public transportation.

As a prerequisite for any public transportation project the American Automobile Association advocates a comprehensive planning process which identifies immediate and long range public transportation needs.

The AAA is opposed to any urban transportation program which would compel the public to use any one means of transportation, through unreasonable restrictions or the imposition of tolls upon another form. The objective should be to provide transportation facilities in the form or forms most suitable to meet the requirements of the various types and characteristics of movement determined by sound transportation planning techniques, to the extent required by public demand and within the limits of economic feasibility.

Utilization of highway facilities by bus transportation is an efficient

and flexible means of serving the changing passenger movement requirements of urban areas. The AAA urges the effective coordination of the planning and operation of highway facilities to the end that public transportation systems can operate with maximum efficiency, provided, however, that the capacity of the highway facility to move persons and goods shall not be impaired.

B-4. FINANCING URBAN PUBLIC TRANSPORTATION

The American Automobile Association opposes the use of any highway user taxes or tolls to subsidize public transportation.

If a determination is made that public transportation requires a subsidy, the AAA believes that the subsidy should be recognized as the obligation of all citizens and, therefore, should come from the general funds of government rather than from taxes on highway users.

GROUP C

TRAFFIC OPERATIONS

C-1. TRAFFIC SAFETY PROGRAMS

Traffic safety is one of the principal objectives of the American Automobile Association. Since its founding, emphasis has always been placed on long-range programs of assistance. Examples of AAA pioneering of this type have been elementary school traffic safety education, School Safety Patrols, high school driver education, pedestrian safety, comprehensive alcohol-driver rehabilitation programs, and the building of safety elements into highways. These programs have dealt effectively with the four basic traffic elements—the driver, the pedestrian, the vehicle and the highways.

All of these programs have achieved splendid results in reduction of accidents, injuries, and deaths because they provided a balanced type of program without undue emphasis on any one important element.

To achieve a balanced traffic safety program in each state requires the partnership of all interested persons and responsible officials at the Federal, state, city and county levels, working together with civic, industrial, and business organizations.

The AAA believes that to achieve greatest accident reduction, all government entities must work toward a broad, balanced program, recognizing that "temporary drives," and similar campaigns are of questionable value and should not receive major emphasis.

C-2. RESEARCH

The American Automobile Association believes that well-planned, careful research is the key to effective traffic accident reduction and better traffic management.

Therefore, the AAA urges that greater emphasis be given to a comprehensive research program, avoiding unnecessary duplication and looking to future needs which would include:

1. studies of basic underlying factors in traffic accidents which to a great extent are not now known;
2. driver and pedestrian responsibilities and attitudes as major traffic accident factors;
3. continuing studies of vehicular design, equipment and component parts of vehicles with the objective of safer packaging of drivers and passengers and elimination of external design features which are hazardous to pedestrians;
4. giving attention to safer design of highways and improved road surfaces;

5. determine the most effective deterrents and rehabilitation programs for use with drug and/or alcohol using motorists; and
6. ways of applying research knowledge to improving high school driver education programs.

The AAA also urges that research and development data be coordinated by the Department of Transportation and be made available for implementation wherever applicable.

C-3. TRAFFIC COURTESY

The American Automobile Association emphasizes the importance of traffic courtesy as one of the basic fundamentals of traffic safety and efficiency. The acceptance of personal responsibility by motorists and pedestrians to be courteous in traffic will materially improve traffic conditions everywhere.

C-4. PASSENGER PROTECTION SYSTEMS

The American Automobile Association recommends the use of safety belts by all motorists and passengers at all times. Safety belts have proved to be an effective means of reducing deaths and severity of injuries in accidents.

Until such time as safety belt systems are redesigned to provide more comfortable, convenient, and standardized designs of safety belt systems in cars, AAA opposes legislation or regulations which would mandate use of safety belt systems by passenger car occupants.

The AAA recognizes the need for more effective passenger protection systems and recommends that the federal government and the automobile industry expedite research to provide a convenient, safe, effective and fully tested passive restraint system for automobiles as soon as possible.

C-5. TECHNOLOGICAL ADVANCEMENTS IN HIGHWAY SAFETY

Evidence indicates that electronic equipment installed in association with the highway, in the motor vehicle, or both, has a high potential for reducing traffic accidents and congestion. Electronic devices should receive special consideration in relation to controlled access freeways and solutions for certain city traffic problems. Legal problems related to electronic aids and controls also deserve increased attention.

The American Automobile Association recommends that the Department of Transportation develop an effective, organized effort to give emphasis to implementation of modern technological advancements in our highway system such as highway surveillance for improved traffic flow, driver communication, route guidance systems, etc.

C-6. HIGHWAY TRAFFIC MANAGEMENT

Effective highway traffic management is essential to the safe and efficient movement of persons and goods upon the public streets and highways. Recognition of the highway network as an operating system requiring the application of proven management techniques should be manifested by adoption of appropriate legislation to create a highway traffic management organization with adequate legal status, provisions for competent staff, and budget sufficient to perform meaningful service. The American Automobile Association urges each governmental unit to review periodically and to maintain adequately its administrative organization for highway traffic management.

Traffic engineering is closely allied to management activity since the primary mission of the traffic engineer is the safe and economical movement of persons and goods. Traffic control regulations and traffic improvement measures adopted at all levels of government should be based upon the principles of traffic engineering.

AAA urges that all states, all counties with heavy traffic and all cities with a population of 50,000 or more provide an adequate full-time traffic engineering staff to complement the highway traffic management organization.

AAA urges smaller communities and counties to engage traffic engineering consultants for special problems and to investigate the possibilities of financial assistance available from private or governmental sources.

C-7. UNIFORM TRAFFIC CONTROL DEVICES

The American Automobile Association supports uniform standards for traffic control signs, signals and markings as set forth in the Manual on Uniform Traffic Control Devices for Streets and Highways.

C-8. DIRECTIONAL AND INFORMATION SIGNS

The American Automobile Association urges all governmental jurisdictions to take appropriate action for improving directional and information signs on all classes of highways. The AAA emphasizes that improvements are urgently needed in routing and destination signs on freeways as well as on other highways. Special attention needs to be given to guiding strangers much more effectively through urban areas.

C-9. FREEWAY TRAFFIC CONTROL

A centralized freeway operating authority in metropolitan areas where freeway systems span many jurisdictions is desirable to insure uniform law enforcement, overall surveillance of the traffic conditions, prompt response to emergency situations and uniform presentation of traffic information to the motorist.

C-10. PROHIBITION OF UNDESIRABLE FREEWAY USES

The American Automobile Association believes that the optimum value of freeways, particularly in urban areas, can be secured only by prohibiting those types of traffic which seriously interfere with freeway safety and effectiveness. Types which warrant exclusion are vehicles which travel at unreasonably slow speeds, pedestrians, bicycles, motor scooters, animal-drawn and non-highway vehicles.

C-11. MOTORIST SERVICE AND INFORMATION ALONG CONTROLLED ACCESS HIGHWAYS

The American Automobile Association urges highway authorities to give adequate consideration and continued research to the important problems which relate to the providing of motorist services and informational areas along controlled access highways.

The Association urges that consideration be given to the establishment and improvement of safety-rest areas at appropriate points along controlled access highways. Such areas should be so designed, equipped, and maintained as to attract motorists to use them regularly for their own safety as an antidote to driving fatigue.

There is also a separate need in some places for information sites which will provide a telephone facility, or other means of communication, and directory-type information on location of, distance to, and route to nearby service facilities, accommodations, and attractions.

AAA supports the provision of service areas along controlled access highways which should, whenever desirable and feasible, include information, communication, rest areas including toilet facilities, and emergency facilities.

C-12. TRAFFIC ACCIDENT RECORDS SYSTEM

The American Automobile Association recommends that states adopt a traffic accident records system in conformity with the National Highway Safety Program Standard developed by the National Highway Traffic Safety Administration.

AAA also recommends that increased emphasis be given to development of accident investigation training programs to improve police accident records.

C-13. POLICIES AND PRACTICES FOR SCHOOL SAFETY PATROLS

The American Automobile Association calls for the extension of School Safety Patrols throughout the country, operated in accordance with established standard rules: "Policies and Practices for School Safety Patrols," and urges adequate attention to measures for giving proper support for and recognition of Patrols.

C-14. HIGH SCHOOL DRIVER EDUCATION

The American Automobile Association supports a continuing vigorous program for advancement of driver education courses in high school, including high-quality credit classroom activities and driver instruction for all high school youths. Both driving and classroom instruction should be given only by properly certified secondary school teachers who meet minimum requirements outlined in the Highway Safety Program Standard on Driver Education.

In driver education, greatly increased emphasis must be placed on driver and pedestrian responsibilities, sportsmanlike attitudes, emergency procedures, and alcohol and drugs.

Driver education in high schools should be financed in the same manner as other educational activities.

C-15. COMMERCIAL DRIVING SCHOOLS

High standards should be established for adult commercial driving school courses and instructor qualifications. These requirements should be enforced by the proper state licensing agency.

Where high school-age youth are trained in commercial schools, the same teacher certification requirements and course standards established for high school programs must also apply to commercial schools.

C-16. INCENTIVES FOR TRAINED DRIVERS

The American Automobile Association urges insurance companies to recognize and support high school driver education courses meeting state or nationally approved standards. When underwriting experience supports such action, the AAA urges the granting of reduced premiums to drivers who successfully complete approved courses suitable to their age group and driving experience.

The AAA recommends that each state carefully consider driver licensing procedures which give recognition and incentive for successful completion of approved driver education courses in high schools.

The strongest such incentive, both for a young driver and for the advancement of driver education generally, is the granting of a driver license to the trained driver at an earlier age than to his untrained counterpart.

C-17. DRIVER IMPROVEMENT PROGRAMS

The American Automobile Association recommends adoption in each state of an effective driver improvement program, designed to make the driver licensing system much more effective and to improve driving practices after the issuance of the original license.

AAA also urges increased attention at local levels to adult driver education courses, refresher courses, and driver improvement clinics.

C-18. LICENSING OF MOTOR VEHICLE OPERATORS

Driver Examination and Licensing Standards—The American Automobile Association urges continuing studies to develop driver examination and licensing standards which will most effectively and efficiently select those persons qualified to drive.

Classification of Driver Licenses — AAA recommends that driver licenses be issued for special class vehicles and driver examinations be appropriate for that class vehicle.

Lowering of Licensing Age — AAA strongly opposes making any special exceptions to the minimum licensing age for operation of any special class of motor vehicle.

C-19. RE-EXAMINATION OF DRIVERS

The American Automobile Association supports the re-examination of drivers whose accident and violation records indicate poor driving performance and of those drivers with mental or physical disabilities which would reduce driving capabilities. Every effort should be made to develop and use tests which measure characteristics related to safe driving, to avoid the use of tests which are unrelated to future driving performance, and to take into account the nature and extent of any mental or physical disability and the capacity of the individual to adequately compensate for such disabilities.

AAA opposes the use of chronological age alone as a determining factor in the selection of drivers for re-examination.

C-20. DRIVER AGE

The American Automobile Association holds that advanced age should not be the sole criterion for appraising driver competence and is opposed to any effort to establish mandatory requirements based on this factor.

Public policy should be based on helping all drivers continue to drive enjoyably and safely.

C-21. DRIVING UNDER THE INFLUENCE OF INTOXICANTS AND NARCOTICS

The American Automobile Association condemns driving under the influence of any intoxicant, including alcohol and narcotic or hypnotic drugs. AAA urges strict and effective enforcement against these evils including the use of scientifically accurate tests for intoxication within permissible constitutional limits.

AAA urges attention be given to social as well as problem drinkers in the development of effective driver educational and rehabilitational programs.

C-22. IMPROVING NIGHT DRIVING CONDITIONS

The American Automobile Association supports the development of improved night driving conditions through better headlighting, improved street and highway lighting, and more readily visible roadway delineation.

AAA recommends that the Federal Highway Administration require highway lighting at Federal-aid urban freeway entrance and exit ramps.

C-23. ANTI-SKID TIRES AND ANTI-SKID TESTS

The American Automobile Association urges intensified research on skid causes and prevention to determine the most effective corrective treatment.

An approved system for testing anti-skid qualities of tires and an approved anti-skid rating plan for tires, which can be readily understood, should be developed. The tire industry should take necessary measures to protect the public through the development of tires with high anti-skid ratings and should show on each tire its anti-skid rating.

C-24. VEHICLE INSPECTION

Periodic motor vehicle inspection by either: (1) state-owned and operated inspection stations, or (2) state-appointed private garages or service stations operating under close state supervision, provides an effective way of checking the motor vehicle in accordance with safety equipment regulations.

As an alternative to such regular periodic inspection, a continuing program of on-the-road inspection by authorized police having reason to believe that safety equipment of vehicles is illegally defective, may serve as an effective means of keeping motor vehicles up to desired standards. This shall not be construed to permit indiscriminate stopping of motorists on highways without reasonable cause.

C-25. PARKING

The American Automobile Association urges that local governments analyze their parking problems and parking needs, determine basic parking policies, centralize administrative responsibility, and develop comprehensive and continuing parking programs for their communities.

(a) State Enabling Legislation — The AAA urges enactment of state legislation to enable communities to deal more effectively with their parking problems, including delegations of power to create local parking authorities or other appropriate governmental agencies with necessary financing and other powers.

(b) Parking Meters—Parking meters should be used only where the demand for limited-time parking greatly exceeds the supply of such parking space at the curb. Meters should be used only where other traffic needs do not warrant the elimination of parking, and they should be removed when space is needed for traffic movement or loading.

Meters should be used only where the time limit specified will be properly enforced.

(c) Use of Parking Meter Revenues—Revenues accruing from parking meters above the cost of parking meter purchase, installation, service and maintenance, should be used only for parking enforcement, parking studies and creation of permanent off-street parking facilities and should not be used to support general police enforcement or other general fund purposes.

(d) Responsibility of Parking Lot and Garage Operators—The AAA recommends enactment of appropriate legislation to assure that parking lot and garage owners and operators are financially responsible to pay for losses or damages to vehicles left in their care or to personal property left in such vehicles.

C-26. PEDESTRIAN PROTECTION

The American Automobile Association urges cities and states to increase greatly their emphasis on the safety and convenience of persons afoot, who constitute the majority of traffic fatalities in the larger cities. State legislatures should permit municipalities to enact an ordinance for the regulation and control of pedestrian traffic. All jurisdictions should adopt regulations which will place upon the pedestrian his appropriate responsibility as part of the traffic system. Following a limited period of education, these regulations should be enforced.

C-27. HITCHHIKING AND GUEST RIDER LEGISLATION

The American Automobile Association favors:

1. enactment of legislation declaring that "no persons shall stand in a roadway for the purpose of soliciting a ride from the driver of any vehicle";
2. enactment of a guest rider law in states which do not have such legislation.

C-28. SCHOOL CROSSING PROTECTION

Effective provision for protection of children as they travel en route to or from school is a basic responsibility of all local governments. The American Automobile Association urges uniform application of school crossing protection measures.

Protection measures utilized should be based upon studies of pedestrian, vehicle and traffic conditions in the vicinity of schools, including attention to the increasing trend of year-round use of school plants for summer and evening programs. Appropriate measures used for effective crossing protection include: school safety patrols, adult crossing guards, police, and traffic control signs, signals, and markings.

C-29. SCHOOL BUS TRANSPORTATION STANDARDS FOR DESIGN AND OPERATIONAL PRACTICES

The American Automobile Association urges, for the safety and welfare of school children and motorists alike, universal adoption of standards for school bus design, operational practices, and construction, as recommended in the Highway Safety Program Standard on Pupil Transportation.

(a) School Bus Design—AAA calls upon the Department of Transportation to give high priority to the development of safety standards for safer school bus design to provide a less hostile interior through such measures as adequately padded seat backs, stanchions and guardrails. AAA also calls for the development of suitable emergency evacuation devices for school buses to prevent student injuries.

(b) School Bus Identification and Lighting—Uniform lighting and marking standards should be required for any school bus used for the sole purpose of transporting children to and from school.

(c) Operation and Inspection—School buses should be kept in proper and safe condition and be required to pass periodic inspection to remain in service.

The AAA urges the provision of safe methods, such as use of areas of regular travel lanes, for the loading and unloading of school children from school buses and cars.

School districts should give consideration to the use of school bus patrols to assist in the safe and orderly transportation of pupils.

(d) Instructional Programs—All pupils should be instructed in safe riding procedures and participate in emergency evacuation drills.

School bus drivers should be selected, trained, and periodically reexamined in accordance with standards established by the state agency responsible for pupil transportation.

C-30. UNIFORMITY OF SCHOOL BUS LAWS

Lack of uniformity in school bus stop laws among states creates hazards to school children and motorists. The American Automobile Association calls for the adoption of uniform state laws and practices relating to a motorist's responsibility when approaching or overtaking a school bus which is loading or unloading children.

C-31. BICYCLING

Sensible regulations are needed governing the use of bicycles, including requirements that bicyclists obey those rules of the road applicable to vehicle drivers, which by their nature should also apply to bicyclists.

States should adopt requirements of the Uniform Vehicle Code as to lights, brakes, warning and reflective devices applicable to bicycle equipment and operation.

The American Automobile Association recommends communities make available suitable safe areas for bicycling, such as bikeways and bike paths, removed from public streets and highways. Accident experience in this country and abroad has shown that mixing incompatible classes of vehicles within the same roadway increases accident frequency.

AAA urges states to include bicycle safety instruction in school and public information programs.

C-32. ROAD RACING

The American Automobile Association opposes the closing of public highways to provide areas for automobile racing events, and opposes conducting speed racing events on the public highways.

C-33. VEHICLE TAILLIGHTS, STOPLIGHTS AND TURN SIGNALS

The American Automobile Association calls for the development and adoption of revised specifications for vehicle taillights, stoplights, turn signals, and rear reflectorization of vehicles to more adequately warn other road users of vehicle identification, presence and movement.

C-34. PROTECTION AGAINST WHEEL-THROWN MATERIALS

The American Automobile Association recommends that all motor vehicles using public highways be equipped with suitable fenders, or guards to prevent as far as practicable the wheels from throwing to the rear or sides rocks, dirt, water, mud, or other substances as may be picked up by such wheels.

C-35. DROPPING OF INJURIOUS MATERIAL ONTO THE HIGHWAY

The American Automobile Association supports enactment and strict enforcement of laws prohibiting the spilling, dropping, sifting or leaking onto highways of parts of vehicle loads which may be in-

jurious to tires, windshields, and other vehicle parts or which may constitute a traffic hazard.

Laws should require vehicles hauling dirt, sand, gravel, trash, garbage or any other material which can fall or blow from the vehicle to be covered or secured.

C-36. TWO-WHEELED MOTOR VEHICLES

The American Automobile Association supports the National Highway Safety Program Standard on Motorcycle Safety to insure that only persons qualified upon special examination will be licensed to operate a motorcycle, the motorcycle meets standards for safety equipment, and that states enact legislation that will regulate the movement and operation of these vehicles, especially in relation to other vehicles on the highway. The AAA also urges the use of protective safety equipment for drivers and passengers of these two-wheeled vehicles.

C-37. TRAILER BRAKES, HITCHES, SAFETY CHAINS, AND TIRES

The rapid increase in the number of boat, camping, and house trailers being towed by passenger cars on the public highways demands that much greater emphasis be given to the adequacy and safety of trailer brakes, hitches, safety chains, and tires. The American Automobile Association urges adoption of suitable safety standards for the design, construction, installation, and use of such devices.

C-38. MOTOR VEHICLE EQUIPMENT SAFETY STANDARDS

The American Automobile Association advocates legislation at either the state or Federal level, which would establish minimum standards for safety equipment in motor vehicles, provided that any Federal legislation on this subject should be limited in its application to the manufacture and initial sale thereof.

No safety devices should be required by law until there is clear evidence supported by adequate research as to their need and value and that their costs are commensurate to the benefits derived.

C-39. HIGHWAY TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS MATERIALS

The American Automobile Association recommends that the Department of Transportation enact regulations for the identification and labeling of hazardous material cargos transported on our highways. These regulations should enable all road users and emergency rescue teams at the scene of an accident to more readily identify cargos of hazardous materials by providing for placards and labels bearing in-

formation on the potential hazards of the materials and the recommended action for the handling of the material.

AAA advocates limitation and strict control of the movement of such materials and calls for the strengthening of the provisions of the Uniform Vehicle Code relating to these movements. The supervisory activities of the Department of Transportation's Bureau of Motor Carrier Safety over this form of transportation should be strengthened.

C-40. TRAILER TRUCK JACKKNIFING HAZARD

The American Automobile Association recommends that the Bureau of Motor Carrier Safety of the Department of Transportation develop and require use of safety devices which will eliminate the jackknifing of tractor-truck semitrailers on the highways.

C-41. TRUCK SAFETY AND CHANGES IN SIZE AND WEIGHT LIMITATIONS

The American Automobile Association deplors the repeated efforts made in Congress and state legislatures to increase the size and weight limits of trucks without scientific studies to measure the effect of such changes on traffic safety, highway and street costs, and the efficient movement of traffic.

AAA urges members of Congress and state legislatures to oppose any increase in size and weight limits until it is definitely established that such increases will not have an adverse effect on traffic safety.

C-42. TRUCK SPEED LIMITS

The American Automobile Association recommends that until such time as truck braking systems can generally produce a stopping capability equal to that of automobiles, lower truck speed limits should be established for trucks where traffic engineering studies indicate that safety considerations warrant such lower speed limits.

C-43. COMMERCIAL VEHICLE PERFORMANCE ABILITY STANDARDS

Measures should be taken through design and specification of load limits which will permit substantially improving the performance abilities of commercial vehicles and commercial vehicle combinations to maintain proper speeds on grades. State legislatures should adopt laws prohibiting loading any motor vehicle or vehicle combination above its specified load limit and providing effective penalties for violations.

Braking systems on most commercial vehicles do not permit stopping such vehicles when loaded in as short stopping distances as automobile

braking systems permit—and this disparity is serious for the heavier vehicles and for combinations of vehicles. Federal standards should be established for greatly reducing this disparity.

C-44. DEVELOPING AND MAINTAINING A SAFE HIGHWAY ENVIRONMENT

The American Automobile Association urges that all federal, state and local agencies responsible for road construction and/or maintenance require that highways be developed and maintained in such a manner as to eliminate highway crashes and reduce the severity of injuries from accidents when they do occur.

Highway safety design, operations, and roadside hazards were the subject of a special report by the AASHO that dealt with operational practices relating to highway safety.

Despite attention given this important area of concern much remains to be done because of a hesitancy by some state highway departments to give these safety related items the attention and emphasis they need.

To prevent accidents and develop a more "forgiving" highway environment, AAA urges the implementation of Federal Highway Safety Programs to eliminate roadside hazards which would include utilization of such devices and techniques as breakaway signs, median barriers, crash cushioning devices, etc.

C-45. RAILROAD-HIGHWAY GRADE CROSSINGS

The American Automobile Association advocates greater use of automatic train approach warning systems at railroad-highway grade crossings when studies indicate the need to provide protection to highway traffic without unnecessary delay.

C-46. COMMERCIAL VEHICLE OPERATORS

The American Automobile Association urges implementation and strict enforcement of the revised safety regulations developed by the Department of Transportation's Bureau of Motor Carrier Safety for the qualification of commercial vehicle operators to insure that only qualified drivers will be permitted to operate commercial vehicles.

AAA also urges states to adopt similar regulations for commercial vehicle operators.

GROUP D

VEHICLE OPERATING PROBLEMS

D-1. AUTOMOBILE DESIGN AND DEVELOPMENT

The American Automobile Association calls upon the automobile industry to pay greater attention to reducing car operating costs by reducing the frequency of external or internal cosmetic changes that add to the cost of purchase and repairs without improvement in serviceability or safety; increasing the ease of servicing; lowering vehicle maintenance and replacement costs; and improving safety features.

D-2. BRAKE FLUID

The American Automobile Association favors adoption by state legislatures of effective measures to prohibit the sale of hydraulic brake fluids which do not meet Federal standards.

D-3. MOTORIST SERVICES ON TOLL ROADS

(a) Toll Road Service Concessions — The American Automobile Association urges all toll road agencies to fix and control the quality of services and goods sold by concessionaires serving the travel needs of motorists on toll facilities. The AAA believes that all concessionaire contracts should provide that prices charged for services and goods be comparable to prices prevailing in the area for similar services and goods. The AAA urges all toll agencies to make frequent inspections and checks to assure compliance with such contracts.

(b) Emergency Service for Motorists on Toll Roads — The AAA believes that two factors are to be considered in regard to emergency road service on toll roads, thruways, turnpikes and toll bridges:

1. availability of service—that is the providing of truck equipment, either on patrol or stand-by duty, equipped to provide service on the turnpike when it is called for and required—should be provided and paid for by the turnpike commission; and
2. the individual receiving service should pay only the actual cost of the service received.

If service on the turnpike cannot be rendered to the motorist at a rate comparable to the surrounding area, the turnpike should be obligated to subsidize the service to make the cost of service to the motorist compare to the surrounding area.

GROUP E

TRAVEL

E-1. CONSERVATION AND EXPANSION OF RECREATIONAL RESOURCES

Conservation and the development of recreation, and vacation and camping areas have not kept pace with the requirements of the American people, nor can these present recreation regions continue to meet the needs of an expanding population. The American Automobile Association believes that government—local, state and Federal—must place increasing emphasis on conservation of existing facilities and the creation of new recreational travel resources throughout the country. The AAA supports the use of moneys from the Land and Water Conservation Fund to plan, acquire and develop new Federal, state and local recreational areas.

As part of the AAA's continuing policy to promote the protection, conservation and wise use of our natural resources for recreational purposes, the AAA pledges its support to continuing efforts to protect our streams, rivers, lakes and waterways from pollution.

E-2. WORLD DRIVING AGREEMENT

In the strong belief that freedom of travel by automobile over international boundaries will bring economic advantages to all concerned and will promote that understanding among peoples on which alone a lasting peace can have a firm foundation, the American Automobile Association urges that all nations not having exclusion of foreigners as a national policy ratify the agreement known as the United Nations Convention on Road Traffic (Geneva 1949).

E-3. INTERNATIONAL DRIVING AIDS

The American Automobile Association recognizes the desirability of gradual evolution toward international standards of traffic signs, signals and markings.

The AAA favors the amendment of the United Nations Convention on Road Traffic (Geneva 1949) which facilitates the wider acceptance of international driving permits by more universal agreement on standards for certifying *proof of competence*. In proving competence—that is demonstrating driving ability, passing an examination on knowledge of traffic laws, and giving evidence of satisfactory vision and general good health—the AAA urges that the present practice of reciprocal recognition of current state standards be continued. The AAA would not favor any requirement for a general physical examination as a prerequisite for driving permits.

E-4. ROADSIDE PICNIC AND REST AREAS

The American Automobile Association urges establishment of additional picnic and rest areas along highways in the interest of promoting added safety, and to further the fullest recreational enjoyment of our highway facilities.

E-5. CLEANLINESS OF ROADSIDE FACILITIES

(a) Service Station Restrooms—The American Automobile Association calls upon the petroleum products industry to promulgate and enforce appropriate regulations requiring service stations to provide adequate restroom facilities for their customers and to maintain such facilities at a high standard of cleanliness and sanitation. Such facilities are essential to the comfort and welfare of the motoring public. The AAA pledges a continuing campaign of education to impress upon motorists the importance of their cooperation in maintaining such facilities at high standards.

(b) Eating Establishments—The AAA strongly urges early enactment of appropriate state and municipal laws to prohibit and penalize unsanitary conditions in eating establishments and to encourage the highest standards of cleanliness in such places.

E-6. HIGHWAY CLEANLINESS

The American Automobile Association urges that state laws prohibiting defacement of national and state shrines and other points of interest, and the throwing of litter from cars be more effectively enforced. The AAA further urges that states which do not have adequate laws on this subject enact such legislation, incorporating therein provisions for adequate signposting.

The AAA also urges that state, county and municipal highway departments provide adequately maintained suitable containers for litter at reasonable intervals along highways and at points, such as those of scenic or historic interest, where motorists frequently stop.

E-7. GUEST SECURITY

The American Automobile Association is greatly concerned about the number of travellers who report they have been the victims of personal assault, of having encountered theft of personal property from their guest-rooms in lodging establishments or from their automobiles in hotel, motel, restaurant, and tourist attraction parking lots.

The AAA calls upon the accommodations industry to employ all reasonable measures to ensure the safety of its guests and their property. To this end, all segments of the industry should maintain close liaison with law enforcement officials at all levels in order to keep informed about the varying aspects of the problem as well as recommended solutions.

E-8. HEATING DEVICES IN SLEEPING ACCOMMODATIONS

Failure properly to vent heaters presents a serious danger of asphyxiation, and the American Automobile Association urges that those accommodation operators who have not already done so take prompt steps to make sure that this danger is eliminated. The AAA will not list or approve establishments that fail to provide for proper venting of heater units.

E-9. PRESERVATION OF HISTORIC POINTS OF INTEREST

The American Automobile Association supports the efforts of Federal, state, and local governments in preserving important national shrines and historic points of interest. It is felt that greater emphasis should be placed on expanding this program to provide more historic travel objectives that acknowledge the growing awareness of America's heritage.

GROUP F

MOTOR VEHICLE LAWS, LAW ENFORCEMENT, AND ADMINISTRATION

F-1. CONSTITUTIONAL RIGHTS

The American Automobile Association declares that no unit of government should adopt laws relating to the use of motor vehicles which impair the rights and personal liberties which motorists enjoy as citizens and individuals under the Constitution and laws of the United States and the several states. Equally important, no unit of government should permit its public officers to enforce the laws relating to the use of motor vehicles in a manner which endangers constitutionally guaranteed rights and liberties, or permit its judiciary to modify traditional court procedures in ways that may abridge the basic principles of equal justice for all.

The AAA strongly urges that efforts to impose new restrictions on the use of motor vehicles or to streamline traditional methods of enforcement and administration be examined with the utmost care to determine before enactment and use—whether they should be rejected because they offend constitutional doctrines or sound public policy.

The AAA condemns all practices in which police indiscriminately stop law-abiding motorists for interrogation, thereby arresting them "for investigation" as being in violation of the broad, distinctively American, constitutional guarantees which insure the right to travel from place to place, from state to state and city to city, across the nation, without interference so long as no criminal offenses are committed.

The AAA points out that the constitutional limits stated by the United States Supreme Court in 1966* include recognition of basic human rights of dignity and freedom from arbitrary official invasion of privacy, and that effective enforcement will not be hampered by adherence to these constitutional principles. The AAA urges that every state prohibit any imposition of physical force in the administration of chemical tests for intoxication and that any state legislation relating to such tests, embody such constitutional limits by requiring that:

1. no such test may be required before the person is arrested and charged with the offense of operating under the influence of an intoxicant by a law enforcement officer having reasonable grounds to make such charge;
2. such tests may be made only by specially trained competent personnel with adequate medical or technical background; and

*(Note: *Schmerber v. California*, decided June 20, 1966, involving blood test for alcohol intoxication.)

3. such tests may be made only in accordance with specific sanitary standards devised to protect health and to insure the accuracy of the test results.

The AAA opposes the singling out of the motorist as a class for compulsory fingerprinting.

The use of the public highways by law-abiding motorists should be recognized as a right and not a mere privilege; and such right should not be subject to restriction or interference except by due process of law.

F-2. AUTOMOBILE INSURANCE AND ACCIDENT COMPENSATION

The American Automobile Association has a profound and continuing interest in the general availability of auto insurance that provides fair and equitable protection against economic loss and suffering resulting from motor vehicle accidents.

The AAA analysis of the study findings of the Department of Transportation confirms the immediate need for positive action to correct the present automobile accident compensation system.

The AAA believes that private enterprise in a competitive market can best provide the quality of insurance protection required by the public. The AAA also supports continued state regulation of auto insurance to insure maintenance of a system which is responsive to local needs.

The AAA advocates and calls upon the state legislatures to enact an auto insurance compensation system which embraces the following principles:

1. Basic benefits, within limits prescribed, should be payable to the injured person by his own insurance company without regard to fault.
2. Such basic benefits should provide coverage for the insured, resident, relatives of his household, his guest passengers, and pedestrians struck by the insured automobile.
3. Such basic benefits should provide compensation for economic loss without regard to fault, subject to reasonable deductibles and limits, including the costs of medical care, hospitalization and wage losses. Insurance companies making such payments should be entitled to reimbursement by the responsible party or his insurer, with the requirement of inter-company arbitration between insurers in appropriate cases.
4. The owner or registrant of a motor vehicle required to be registered shall maintain insurance or other acceptable security for basic benefits which shall be in effect continuously during the period of registration of the motor vehicle.
5. An assigned claims plan should be available to provide basic benefits for persons who otherwise would not be covered.
6. Limitations should be placed on the rights of individuals with

minor injuries to pursue damages in excess of their actual economic losses. An individual incurring medical expenses below a specified level should be limited to recovery of basic benefits to compensate him for his actual economic losses. This limitation should not apply in the case of the death of the victim or in the event of his serious and permanent disfigurement or disability.

7. Auto insurance should be the primary source of basic benefits with the exception of Workmen's Compensation and other government mandated indemnity programs.
8. To prevent duplicate premium costs and loss payments, benefits other than Workmen's Compensation and other government mandated indemnity payments should be excess over the automobile insurance basic benefits.
9. Insurance companies paying basic benefits for economic loss should be required to do so promptly, with specific penalties for failure of prompt payment except where the claim can be demonstrated to be unreasonable or without merit. In such cases of controversy, provision should be made for arbitration at no cost to the consumer.

F-3. FINANCIAL AND SAFETY-RESPONSIBILITY LAWS

The American Automobile Association favors as public policy that all operators of motor vehicles should be financially responsible and condemns driving while financially irresponsible.

The AAA endorses a law of the type exemplified by the AAA Model Safety Responsibility Law. It also endorses laws which embrace the principles enunciated in Policy F-2.

Recognizing that no law can eliminate entirely all financially irresponsible drivers from the highway, the AAA favors supplementation of the AAA Model Safety-Responsibility Law by statutes providing for the inclusion of Uninsured Motorist Coverage in all motor vehicle liability policies, with or without optional rejection by the insured. Such statutes are designed to increase the number of persons protected against bodily injury losses caused by financially irresponsible drivers.

F-4. STATE RESPONSIBILITY FOR DRIVER LICENSING AND TRAFFIC REGULATION

Driver licensing and regulation of private passenger car traffic on the highways is properly a function of the state government. The American Automobile Association is opposed to any legislation that would shift this function to the Federal Government.

F-5. UNIFORM MOTOR VEHICLE LAWS

The American Automobile Association urges adoption by all states and local authorities of motor vehicle laws and ordinances which are uniform to the greatest extent practicable.

F-6. BAIL BOND REFORM

State laws relating to the release of a motorist on bond should be modernized to avoid unnecessary delay to a motorist being held on account of a traffic law violation and required to post bail bond. All fees charged the motorist for services of public officials who handle the details of the posting of a bail bond should be eliminated.

F-7. TRAFFIC LAW ENFORCEMENT PRINCIPLES

Proper enforcement of traffic laws is of the highest importance in the promotion of traffic safety. Every enforcement program should be selective in its approach, concentrating on the worst violations, places and drivers, and thus making the most valuable use of limited personnel. Investigations by specially-trained accident investigation squads are strongly recommended, but arrests should be made only when warranted by the facts. Also, where warranted by driving records, there should be the power to suspend and revoke drivers' licenses.

The American Automobile Association condemns all practices by whatever name or description whereby any law enforcement agency rates the efficiency of its officers or measures their right to advancement or promotion based upon the number of arrests made or citations issued.

Principles as to mandatory suspension or revocation of drivers' licenses should be determined by the legislature. The AAA opposes mandatory suspension or revocation on the basis of orders issued by the executive branch of state government.

The AAA urges the establishment of fair and equitable penalties for traffic law violations, and it also advocates that legislation be enacted, where needed, for all purpose of removing as far as possible from political influence all traffic courts and traffic law enforcement agencies.

F-8. TRAFFIC COURT ADMINISTRATION

The American Automobile Association is convinced that the motoring public is decent and law-abiding by nature, and regards the nation's traffic law enforcement agencies and courts with respect. The AAA declares that public officials and other agencies concerned with traffic law enforcement owe a reciprocal obligation of decent treatment and fair play to the public. In no area of official contact is this principle more important than in connection with the regulation of the use of motor vehicles.

The AAA condemns all cases where local police and magistrates prey upon motorists and treat them as a source of revenue for governmental subdivisions entitled by law to receive portions of fines and forfeitures collected for arrests or convictions. All states and municipalities should eliminate these evils where they are found to exist.

The determination and assessment of fines and costs for convictions and bail forfeitures in traffic arrest cases have been, and should continue to be, the function of our courts, with the amount and degree of such fines and penalties governed by the nature and seriousness of the offense committed.

Proposals, which would require a court to assess a fixed fee over and above fines and penalties normally assessed by such court in traffic violation cases, represent an improper infringement upon the judicial process. Such fees represent a tax-collecting function which should not be imposed upon the judicial branch of government.

The AAA is opposed to any such proposals regardless of the worthiness of the purpose or purposes for which such fees would be expended.

For the realization of the principles outlined above, the AAA suggests that the following reforms are of fundamental importance:

1. Traffic cases should be handled apart from other court business by impartial judicial personnel, and minor traffic violators should not be treated as criminals.
2. Speedier handling of cases should be provided for by establishment of violations bureaus when minor infractions are too numerous to be handled through regular court procedure. Special recognition should be given to the problems of defendants in minor cases who live at considerable distances from the courts and procedures developed to permit the handling and disposition of their cases by mail.
3. Judicial business should be conducted in surroundings which inspire respect for the law, and specifically, courtrooms should be dignified in appearance, clean, conveniently arranged, and adequately equipped with facilities for carrying on the business of the court.
4. Judges presiding over traffic cases should be professionally trained in law.
5. Proper records of court proceedings, and high standards of decorum and courtroom procedure should be maintained in traffic court.
6. Primary aim of the traffic court should be to impress defendants with the need for law observance rather than to penalize. The participation of some traffic courts in wholesale convictions for technical violations and in the imposition of heavy monetary penalties solely for the purpose of swelling the public coffers rather than meting out just and reasonable penalties, is degrading to our courts and repugnant to our whole judicial system.

F-9. PROTECTION OF MOTORISTS' RIGHTS IN TRAFFIC COURT

The American Automobile Association urges support of programs designed to inform the defendant of his rights and procedure in traffic violation cases.

F-10. USE OF WARNING NOTICES IN TRAFFIC LAW ENFORCEMENT

The American Automobile Association urges use of warning notices for marginal violations instead of customary arrest notices or tickets. Authorities having such warning systems are commended, and those which do not have them are urged to consider instituting a warning system which would involve a written record of the alleged violation. In cases where the person has a serious violations record, provision should be made for this warning to become the basis for further corrective action.

F-11. USE OF SPEED MEASURING DEVICES

The American Automobile Association recommends that:

1. Radar and other speed determining devices be used in making scientific studies for a nationwide re-determination of speed limits, and the re-zoning of highways where present conditions warrant such action.
2. Model legislation be formulated restricting the use of radar and other speed determining devices:
 - a. unless and until such devices have been thoroughly tested and approved before use by appropriate state or local agencies and certified as accurate and effective speed measuring instruments;
 - b. unless periodic re-checking of such approved devices to insure continuing accuracy is required including testing on each occasion of use at the roadside site where they are to be used; and
 - c. unless uniform distinctive warning signs indicating the speed limit and use of radar are placed in the highway area where such devices are being used to alert motorists and discourage excessive speeds.
3. Until such model legislation is formulated and adopted, such devices should be used primarily in speed and traffic studies aimed at the establishment of more scientific and reasonable speed limits. If employed for the enforcement of speed limits in the absence of legislation authorizing and limiting their use, they should be used only when the conditions set forth in (2) of this policy are met.

F-12. TRAFFIC TRAPS

The American Automobile Association condemns traffic traps and other arbitrary and unwarranted enforcement measures whose sole or principal purpose is for revenue from traffic, or harassment of the motorist, rather than for accident prevention.

F-13. FEE SYSTEM

The American Automobile Association strongly opposes the "fee system" under which fees are paid to judicial officials and arresting officers when traffic cases result in convictions. Enforcement of the law for personal or governmental revenue, rather than for the promotion of highway safety or facilitating traffic movement, has no place in the American system of jurisprudence.

F-14. "FRIGHT CAMPAIGNS" IN TRAFFIC LAW ENFORCEMENT

The American Automobile Association opposes the practice of promoting "fright campaigns" brought about by a hysterical approach to the traffic accident problem, rather than a sound, intelligent and consistent, day-to-day promotion of traffic safety. These fright campaigns have encouraged the adoption of such improper practices as the use of patrol cars not adequately marked, the employment of officers not in uniform, road blocks, "ambush" methods, and other undesirable or unlawful practices in traffic law enforcement.

F-15. MARKING OF TRAFFIC PATROL CARS

Uniformed police officers and plainly marked police cars easily recognizable as such, both day and night, are highly effective in reminding drivers of their obligation to observe sound driving practices. Much more can be accomplished for traffic efficiency and safety by clearly identifiable traffic patrol vehicles than by unidentifiable police and inconspicuously marked cars.

F-16. USE OF HIGHWAY PATROLS

The American Automobile Association deems it absolutely essential that the states maintain adequate highway patrols which devote full time to enforcement of motor vehicle laws and regulations, facilitating the movement of traffic, protecting the highways from overloading, and preventing accidents. The AAA urgently requests state authorities to avoid the practice of assigning highway patrol officers to other activities.

F-17. OFFICER TRAINING COURSES

The American Automobile Association urges that a continual emphasis be placed on traffic training for police officers, including both new and existing personnel, in well-planned and well-directed training courses.

All officers who are to be engaged in traffic law enforcement should first successfully pass appropriate training courses established by a recognized agency.

F-18. REGULATION OF SPEED

(a) Basic Speed Rule—The American Automobile Association believes that the public interest in facilitating the flow of traffic under conditions of highway safety will be best served by the use of a basic rule that motor vehicles should be driven at speeds which are reasonable and prudent under existing operating conditions.

(b) Flexible Speed Limits—For the guidance of the public, the courts and law enforcement agencies, statutory presumptions (prima facie limits) as to reasonable speed limits under varying conditions should be established. Efforts to substitute absolute limits for flexible or prima facie limits should be opposed. States now using absolute maximum speed limits are urged to convert their laws to flexible or prima facie limits.

(c) Re-evaluation of Speed Limits—The AAA urges states and local communities to re-evaluate speed limits, using modern scientific methods to ascertain what the proper speed limits should be.

(d) Minimum Speed Limits—The AAA urges adoption by all states of the provisions of the Uniform Vehicle Code providing for the determination and regulation of reasonable minimum speed limits for highways where there is need for such regulation.

(e) Speed Zoning—The AAA recommends adoption and more widespread use by all states of provisions of the Uniform Vehicle Code authorizing establishment of speed zones.

(f) Lower Night Speeds—The AAA endorses the principle that nighttime speed limits should be lower than daytime limits.

F-19. MOTOR VEHICLE LAW ADMINISTRATION

(a) Effective Driver Licensing—If driver licensing is to be fully effective, it is essential not only that the procedure be proper but that the licensing examinations be conducted by thoroughly trained and qualified examiners.

(b) Tenure for Competent Administrators—The American Automobile Association believes that there will be more rapid progress in dealing with traffic problems if the various states provide long tenure in office for competent and experienced motor vehicle law administrators.

(c) Limitation on Discretionary Power to Suspend Licenses—In states where "point systems" are used, the detail of such systems should be well publicized, and appropriate provision should be made

for notice to motorists who become involved with "point system" suspension procedure. Such notice should be given well in advance of the time when suspension would normally become effective. Administration of "point systems" should emphasize driver improvement rather than penalization.

Since enforcement, administration and interpretation of driver license suspension and revocation laws vary greatly among the states, statutory provisions should be enacted which set forth minimum requirements (as, for example, specification of the number of convictions within a certain period of time) which must exist before the state which issued the license can exercise its discretionary power of license suspension or revocation under "point systems." The effect of a conviction or accumulation of points in a foreign state should not be mandatory in the application of a "point system" or the suspension of a driver's license by the state which issued the license.

F-20. ADMINISTRATIVE PROCEDURE ACT

The American Automobile Association urges state legislatures to adopt an administrative procedure act to protect against the possible abuses of administrative discretion in the suspension and revocation of driver licenses, or in the rule-making power relating to suspension and revocation of driver licenses.

F-21. TICKET FIXING

The American Automobile Association vigorously opposes and condemns the practice of "fixing" tickets for traffic law violations.

F-22. RECIPROCAL AGREEMENTS BETWEEN STATES FOR THE EXCHANGE OF INFORMATION CONCERNING MOTOR VEHICLE LAW VIOLATIONS

The American Automobile Association favors enactment of state laws authorizing interstate reciprocal agreements which have as their objective the exchange of information on driver licensing and moving traffic violation convictions among the various states.

The AAA opposes compacts which do not preserve and protect the fundamental rights of motorists, the sovereignty of the individual states and the flexibility so essential in dealing with out-of-state convictions because of the present variation in traffic laws, their interpretation, and enforcement.

GROUP G

ENERGY AND THE ENVIRONMENT

G-1. AUTOMOTIVE EMISSIONS CONTROL MEASURES

The American Automobile Association reiterates its continuing concern over the automobile's contribution to air pollution and urges that all reasonable steps should be taken to reduce this contribution.

However, requirements as to the control of automotive emissions must be considered in relation with plans to reduce the contribution of all other sources.

Further, any measure to mandate controls should be supported by clear evidence of adequate research as to their need and value, and that their costs to the consumer-motorist are commensurate to the benefits derived.

The AAA believes that industry should give a higher priority to the development of a more efficient, cleaner engine rather than depending on tack-on devices which result in higher maintenance and operating costs to the motorist.

In addition to the responsibility of government and industry in this field, the AAA recognizes the duty of individual motor vehicle owners to maintain their vehicles in proper operating condition and to keep the emission control systems functioning in an efficient manner. To that end, the AAA emphasizes the duty and responsibility of each motor vehicle owner to do his part to reduce harmful automotive exhaust emissions.

GROUP H

NATIONAL AND CIVIL DEFENSE

H-1. AAA COOPERATION

The American Automobile Association pledges cooperation with the nation's civil defense program and offers its facilities and resources for any appropriate national and civil defense activities it may be called upon to perform. All affiliated clubs are urged to provide full cooperation in their respective states and communities. This does not mean that the AAA endorses all recommendations of the civil defense authorities.

RESOLUTIONS

of the

American Automobile Association

GROUP RA

HIGHWAYS AND MOTORIST TAXATION

RA-1. DISTRIBUTION OF TAXES AMONG HIGHWAY USERS

Congress has received reports from the Federal Highway Administration concerning highway costs occasioned by vehicles of different sizes and weights. These reports show that the largest vehicles are not paying their proportionate share of the costs of the nation's highways.

Therefore, the American Automobile Association urges the Congress to enact legislation to bring about adjustments in total Federal highway user tax payment so as to assure that payments made by different classes of users more equitably reflect their proportionate cost responsibility.

RA-2. DISCRIMINATORY GASOLINE TAXES

The American Automobile Association opposes the singling out of gasoline, as a commodity, for imposition of special discriminatory taxes as a method to either discourage the use of the auto or as a scheme to fight inflation because such excessive taxation penalizes the estimated 78 per cent of all workers in the United States who reach their jobs by private passenger car, the great majority of whom have no alternate means of transportation. The added cost to the highway user would in fact harm the entire economy.

RA-3. INCREASED TRUCK TAXES

Information contained in the Department of Commerce Report "Maximum Desirable Dimensions and Weights of Vehicles Operated on the Federal-Aid Systems" reveals that the 10-year resurfacing costs of Federal-aid highways would be increased 20 percent if the single axle weight limit is increased to 20,000 pounds in states then permitting a maximum 18,000-pound limit.

The American Automobile Association calls upon state legislatures to increase heavy truck user fees wherever axle load limits are increased. Such increases should be sufficient to fully pay for estimated increases in construction, resurfacing, and other maintenance costs occasioned by increased axle loadings.

RA-4. DUAL STANDARDS FOR TRUCK SIZES AND WEIGHTS

The American Automobile Association opposes the establishment

of one set of truck sizes and weights standards for the Interstate System and another set of standards for other highways.

Because of pressures which will be brought to bear upon state legislatures to increase sizes and weights on Interstate connectors, and the myriad of enforcement problems which the AAA feels are not susceptible of practical solutions, the AAA considers adoption of any such system of dual standards a serious threat to the continued service life of the nation's existing ABC system of highways.

RA-5. DIESEL FUEL TAX RATE DIFFERENTIAL

The major justification for the motor fuel tax as a highway user tax is that it provides the best practical measurement of extent of highway use.

Since diesel powered vehicles are capable of substantially greater miles per gallon ratios than gasoline powered vehicles with the same general weight class and operational characteristics, the American Automobile Association calls upon the Congress and state legislatures to adjust the tax on motor fuel so as to provide an appropriate differential whereby fuel tax payments of diesel powered vehicles will more nearly approximate the highway cost responsibility of such vehicles.

The AAA rejects the theory that a tax rate differential as between gasoline and diesel fuel constitutes a tax on efficiency. Such a claim is inapplicable to the basic theory and justification for motor fuel taxation, i.e., consumption as a measure of use.

RA-6. APPLICATION OF AASHO ROAD TEST FINDINGS IN DETERMINING STATE HIGHWAY USER TAX SCHEDULES

One of the basic purposes of the AASHO Road Test was to provide a basis for each state to evaluate its highway user taxes for the purpose of determining whether such taxes were being levied in an equitable manner on the several categories of highway users.

The American Automobile Association urges each state highway department to make maximum use of AASHO Road Test results to the end that state highway user tax schedules be adjusted so as to provide an equitable distribution of the state highway user tax load.

RA-7. FINANCING TRAFFIC SAFETY

The safety of motorists and pedestrians on the nation's streets and highways is of primary concern to the American Automobile Association.

The mounting traffic casualty toll indicates the clear need for greater attention to traffic accident research and appropriate pre-

ventive measures in traffic engineering, traffic education, and traffic enforcement directed toward basic causes of accidents.

Since the expeditious and early completion of the Interstate System is of paramount importance to the safe and efficient handling of the tremendous increases in highway transportation, the Highway Trust Fund should not be charged with additional purposes.

Those clearly defined financial requirements for traffic safety expenditures, not historically charged to highway planning, construction, and operation should be supported by contributions of the Federal Government through funds other than Highway Trust Fund revenues.

If the Trust Fund concept is considered appropriate to the financing of Federal expenditures for traffic safety, a separate trust fund should be established for these activities.

Since traffic safety activities embrace functions of educational institutions and governmental agencies, including but not limited to those agencies specifically created to administer motor vehicle problems, the financing of Federal aid to traffic safety should include an appropriate charge to general funds.

RA-8. UNIFORM REPORTING SYSTEM FOR MAINTENANCE AND OPERATING EXPENDITURES

To more fully and accurately appraise actual costs of maintenance and operation in the various states, a uniform reporting system should be adopted by the state highway departments consistent with the recommended practice of the American Association of State Highway and Transportation Officials.

RA-9. FEDERAL AUTOMOBILE INCOME TAX DEDUCTIONS

Current income tax law does not allow auto registration fees and driver license fees as legal deductions for Federal income tax purposes.

The American Automobile Association believes that this is an unwarranted singling out of the nation's motorists as targets for unjustified additional taxation. The AAA therefore urges the Congress to reinstate driver license fees and registration fees as allowable deductions for income tax purposes.

Although the term "fees" is used in referring to these charges on the motorist, they are in fact taxes and failure to allow their deduction constitutes a tax on a tax.

RA-10. INTERCHANGE DESIGN

As segments of the Interstate System reach completion, it is becoming increasingly obvious that interchanges on some freeways,

expressways, as well as on some sections of Interstate highways have been inadequately designed to safely accommodate existing traffic volumes. Short turning radii, inadequate exit and entry ramps, and other design deficiencies breed congestion and lead to unsafe operating practices upon the part of motorists using these interchanges.

The American Automobile Association calls upon the American Association of State Highway and Transportation Officials and the Federal Highway Administration to review current interchange design standards to the end that planned future interchanges will be designed to handle adequately and safely anticipated future traffic needs. Presently deficient interchanges or those anticipated to be deficient by new design standards should be reconstructed. Land acquisition costs as a decision factor in interchange design should bear less weight than safety factors and such other factors as relate to free flow of traffic.

Notwithstanding the requirement to serve local as well as Interstate System needs, careful attention should be given to the spacing of interchanges so that safety of operation and the free flow of traffic are not subordinated to desire for local service. Minor or secondary interchanges should not be permitted within major interchange areas.

RA-11. IDENTIFICATION OF INTERCHANGES

The American Automobile Association urges the Federal Highway Administration to reconsider its announced decision to renumber interchanges of the Interstate System by milepost number rather than by consecutive numbering heretofore used.

The AAA believes that the change mandated by the Federal Highway Administration will be confusing to drivers and will occasion changeover costs which might not be commensurate with the benefits achieved.

The AAA calls upon the Federal Highway Administration and the American Association of State Highway and Transportation Officials to conduct a cooperative study of the psychological and economic effects of changing interchange identifications from the customary consecutive system to the milepost system. In the interim, the AAA recommends that the compliance date of December 31, 1974, established for implementation of the new numbering system, be suspended pending the finding of the cooperative study.

RA-12. INADEQUATE RURAL CONTROLLED ACCESS ROADS

The American Automobile Association opposes the construction of controlled access highways in rural areas which provide only a single lane of traffic in each direction without adequate median and shoulders as failing to meet acceptable safety standards.

RA-13. LANDSCAPING AND SCENIC ENHANCEMENT OF HIGHWAYS

The American Automobile Association endorses the goals of providing more beautiful highways throughout America; of proper landscaping and protection of roadsides against blight and unsightliness; and of adding to the safety and comfort of travelers by providing such amenities as rest and informational stops. It urges that highway departments display and protect scenic resources of their state through extra care in general route location, final alignment and design.

Acquisition of land and rights in land and costs of improvements for aesthetics, for park or recreational use, outside the normal highway right-of-way, should be financed with funds other than revenues derived from highway user taxes.

RA-14. CUTBACK OF HIGHWAY AUTHORIZATIONS

The American Automobile Association is greatly concerned and disturbed by the unilateral action of the Executive branch of the Federal Government in withholding previously authorized highway funds from the states.

The legality of withholding funds from the Highway Trust Fund, which is made up solely of special taxes paid by highway users, is highly questionable.

The disruption of construction planning and programming will cause many states to further delay completion of the National System of Interstate and Defense Highways. Such a delay will have a direct effect on our efforts to save lives and increase highway safety. Costs will increase more rapidly, resulting in fewer highway improvements from the highway tax dollar. On-again-off-again support for our highway program gives impetus to toll road financing as means of building critically needed modern highways.

Equally serious is the damage done to the Federal-State partnership of joint responsibility for building highways.

The AAA calls upon the Executive Branch to implement the original concept of the Highway Trust Fund by expending promptly all of the Trust Fund revenues authorized and appropriated by Congress.

RA-15. FEDERAL PARTICIPATION IN HIGHWAY PROGRAM DEVELOPMENT

The Federal-Aid Highway Act of 1973 has significantly extended the liability of the Highway Trust Fund for a broad array of transportation activities far beyond that envisioned when the Trust Fund was established. The American Automobile Association calls for a halt in expenditures for such programs.

The American Automobile Association also calls for restrictions in the areas of Federal responsibility in state and local highway programs to the completion and updating of the Interstate System and the improvement of Federal-aid urban and rural principal arterials.

The American Automobile Association supports only those Federal highway user taxes which are used for these intended Highway Trust Fund programs.

RA-16. TOLL ROADS

The American Automobile Association calls upon its members and state legislators to vigorously resist toll road financing because:

1. Financing highways through tolls is the most expensive method. Frequently the interest and toll collection costs greatly exceed construction cost.
2. Toll charges collected commonly represent the equivalent of a gas tax of over 25c per gallon over and above existing Federal and state gas taxes.
3. Toll financing for highway improvements destroys the responsive relationship of highway planning to local needs and desires.
4. Toll roads do not service the needs of local communities unless connections to those communities improve the financial resources of the toll road.
5. Toll roads in the same traffic corridors as toll-free roads characteristically prevent the improvement and construction of competitive toll-free roads. The welfare of the bondholders is placed ahead of the needs, safety and convenience of motorists who do not or cannot use the toll road.
6. Failure to improve, maintain or upgrade toll-free highways because of competition to toll roads jeopardizes the functional value of our toll-free highway network made possible by the multi-billion dollar investment of highway user funds.
7. Toll roads are self-perpetuating and seldom become toll-free. Reconstruction frequently is necessary long before bonded debt is retired, forcing new bond issues and the extension of tolls.
8. Toll road financing breeds diversion of highway user funds and toll revenues.

RA-17. FEDERAL AND STATE AGREEMENTS ON BILLBOARDS

The American Automobile Association calls upon the Congress to study the relative effects of the great variations as to the provisions of

individual agreements between the Federal Highway Administration and the states signed in compliance with the Highway Beautification Act of 1965.

RA-18. ROADSIDE ADVERTISING—SAFETY STUDY

The American Automobile Association urges the Federal Highway Administration to conduct further study and research as to the use of roadside advertising and its effects on the safety and efficiency of the highway.

RA-19. AMENDMENTS TO THE HIGHWAY BEAUTIFICATION ACT OF 1965

The American Automobile Association calls upon the Congress to repeal the penalty features of the Highway Beautification Act of 1965. Methods of accomplishment of agreed-upon performance standards should be determined by the states.

The AAA recommends further amendment of the Highway Beautification Act so as to provide control of off-site advertising on limited access freeways and primary roads, all highways built on new locations, and scenic corridors established by the states. Such control should be extended to structures and buildings using air rights over or under Federal-aid highways. Exceptions for zoned industrial and commercial areas should be controlled and regulated through local zoning powers.

RA-20. INCREASED EMPHASIS ON SAFETY REST AREAS

The American Automobile Association calls upon the state legislatures and state highway departments to give increased emphasis to the provision of safe, modern, comfort facilities which will add to the pleasure and enjoyment of motorists and encourage drivers to seek adequate rest so as to enhance their driving efficiency and safety.

The AAA recognizes the provision of such facilities within the highway rights-of-way as a legitimate highway user cost responsibility and calls upon state highway departments to secure sufficient highway rights-of-way so as to permit safely designed facilities, in adequate numbers, to satisfy this public need.

RA-21. COORDINATION OF HIGHWAY PLANNING

The American Automobile Association urges the enactment of state legislation to better coordinate the various planning authorities within each state to assure against any one such authority acting arbitrarily on land use plans without adequate planning for highways to serve the expanded land use thus adding traffic congestion problems detrimental to the motoring public.

RA-22. ELIMINATION OF DELAYS IN IMPLEMENTATION OF HIGHWAY PROGRAMS

The American Automobile Association appreciates the complex problems and grave responsibilities of the U. S. Department of Transportation in giving effect to the several acts of Congress which comprise the federal law on highways. However, the AAA is becoming increasingly concerned with delays which are forever stretching the time between local approval of such projects and their final completion.

The AAA recognizes that the Secretary of Transportation must meet the requirements of Section 4(f) of the Department of Transportation Act of 1966 as amended in order to provide adequate safeguards from undesirable ecological or economical consequences. The AAA urges, however, that after local and state authorities have determined that highway projects will not have any detrimental effects as contained in Section 4(f) that the projects be approved by the Secretary of the Department of Transportation without further delay.

The AAA calls upon the Congress to remove administrative and legal roadblocks which have resulted in serious delays in the implementation of highway programs to the end that the responsible local and state officials may proceed with expeditious completion of agreed upon projects. The AAA urges that Congress specify a reasonable and fair period during which judicial challenge may be brought so that projects will not be held up indefinitely in the courts.

RA-23. STATE DEPARTMENTS OF TRANSPORTATION

The American Automobile Association, while recognizing the merits of coordinating all modes of transportation within one department, as accomplished or proposed in several states, vigorously opposes the use of highway user tax revenues by departments of transportation for nonhighway purposes.

RA-24. NATIONAL ENVIRONMENTAL POLICY ACT

Anti-highway groups, purporting to speak for the community on environmental and ecological issues, are invoking the National Environmental Policy Act to block construction of vital highway projects. Some of these groups have never been challenged as to whether they represent a sizeable or responsible segment of the population.

Since the courts have ruled that the law applies retroactively, many highway projects authorized before the N.E.P.A. was signed into law are being delayed pending the filing of the environmental impact statements required by this Act. As a result, the safety and mobility of highway links planned, designed and approved by responsible officials are being withheld from the motoring public. The community is also being denied the economic benefit of improved transportation facilities.

The American Automobile Association shares the concern for productive and enjoyable harmony between man and the environment which Congress expressed in the Act. However, where impact statement requirements of the law are so stringent that vitally needed highway projects cannot be built, the AAA believes that the provisions of the law have become irreconcilable with the best interests of the country as a whole.

The AAA calls on Congress to amend the N.E.P.A. so as to make it less sweeping in scope, provide a more clear-cut guide for authorizing highway projects, and exempt from challenge those projects which have been approved prior to July 1, 1970.

RA-25. MOBILE HOMES

Width and length of mobile homes have increased in recent years and the movement of these vehicles on the highways has increased the hazards to other road users.

The American Automobile Association urges the U.S. Department of Transportation to develop safety standards for overdimensioned mobile homes.

The AAA urges that no state issue a special permit for movement of mobile homes that are wider than the traffic lanes on any highway except for short distances, with proper safeguards, or if the movement is essential in the case of disaster or national defense.

RA-26. EXECUTIVE REORGANIZATION AND THE DEPARTMENT OF COMMUNITY DEVELOPMENT

The American Automobile Association believes that coordinated planning of transportation facilities, air, land and water, is vital to the continued development of this country.

Administrative changes proposed in the suggested Department of Community Development will fragment responsibility for the several modes of transportation and by so doing hamper the development of a unified transportation system designed to serve the movement requirements of persons and goods in rural as well as urban areas.

Highway transportation serves as the connecting link between all other transportation modes and will continue to be of nationwide importance and the dominant transportation mode in this country. The AAA believes that it would be detrimental to the public interest and the cause of highway safety to downgrade the role of the Federal Highway Administration at a time in history when there is a greater need than ever for coordinated planning of our transportation systems.

Therefore, the AAA believes that the Federal Highway Administration, as well as other Department of Transportation programs and activities such as the Urban Mass Transportation Administration now scheduled for transfer to the proposed Department of Community Development, should continue as integral parts of the Department of Transportation.

GROUP RB

URBAN TRANSPORTATION

RB-1. DEVELOPMENT OF EFFECTIVE SOLUTIONS TO URBAN TRANSPORTATION PROBLEMS

The American Automobile Association calls attention to the following matters which it considers basic to a broad understanding of fundamental factors involved in the development of effective solutions to problems in urban transportation brought about by rapidly changing patterns of urban land use:

1. The population shift in this country is taking place almost exclusively in metropolitan areas. Studies show that these areas will absorb all of the 70 million population growth expected by 1980, with five out of seven new inhabitants residing in suburban areas outside of central cities.
2. As suburban areas become increasingly self-contained, trips serving working, shopping, and social-recreational needs are oriented to suburban rather than central city destinations. National employment growth trends indicate employment within the suburbs will soon exceed that in central cities.
3. As important as is the home-to-work trip, nonwork trips currently account for more than two-thirds of urban trips. As disposable family income and leisure time increase, so also does the number of such nonwork trips.
4. Ninety-eight percent of all trips in urban areas are made by means of passenger cars and other highway modes. Thus adequate highway systems, comprising limited access expressways, primary and arterial roads and local collector and feeder streets, are indispensable to the mobility of all urban dwellers, businesses, institutions and services.
5. As urban regions grow in population, a rising proportion of total passenger trips (by all forms of transportation) are trips made to and from urban locations other than the central business district. In metropolitan areas of 250,000 population, more than three-quarters of all passenger trips and more than 80 percent of automobile trips generally are made to or from locations having no relation to the central business district.

Traffic movement requirements to serve our new patterns of urban land use definitely indicate dependence upon highway transportation

facilities. Plans must be promptly developed and implemented to provide for the 50 percent increase in urban motor vehicle travel predicted for 1980.

These changing patterns of urban land use, with their resultant changes in traffic movement requirements, impose complex demands upon agencies responsible for transportation planning and the provision of street and highway facilities in the multiple political jurisdictions in metropolitan areas. The AAA calls upon all such agencies to establish effective liaison and coordination among the local governmental agencies and their respective state highway departments to bring about a coordinated and prompt approach to the solution of these problems.

RB-2. ENVIRONMENTAL HIGHWAY DESIGN

The American Automobile Association recognizes that urban highways are inseparable from the urban environment within which the majority of the nation's population live, work and play. With proper design including social and environmental considerations of the needs of various urban neighborhoods and units, urban highways enhance as well as protect the orderly functioning of all aspects of the urban life.

The AAA, therefore, recognizes the need of employing innovative approaches in designing urban highways where justification has been demonstrated as the result of competent urban planning studies. Such studies should be conducted as a part of the community's responsibility in planning its physical environs and should be in close coordination with highway development plans for the area.

The AAA points out that in the application of these new concepts to urban highway development, all participants from public and private sectors have a responsibility to work jointly in coordinating plans for area development.

In implementation of such plans, the AAA reiterates its position that highway user funds should be used only for projects directly related to highway use.

GROUP RC

TRAFFIC OPERATIONS

RC-1. STATE AND LOCAL TRAFFIC SAFETY PROGRAMS

The National Highway Safety Act of 1966 requires all states to have a comprehensive highway safety program.

The American Automobile Association believes that the objectives of the highway safety program standards issued by the National Highway Traffic Safety Administration are commendable and should be used as guides for developing state programs.

AAA calls upon the National Highway Traffic Safety Administration to stimulate accelerated research designed to provide solid, substantive information to evaluate those programs and vehicle safety standards already adopted and that research and evaluation be required prior to adoption of all future safety standards.

AAA recognizes that much of the responsibility for alleviating the traffic accident problem rests at the local level and calls upon state governments to encourage all municipalities to institute comprehensive traffic safety programs. AAA also urges states to provide municipalities with the assistance necessary to accomplish these programs.

RC-2. MOTOR VEHICLE EQUIPMENT SAFETY STANDARDS

The American Automobile Association calls upon the Federal Government to continue to strengthen and broaden equipment safety standards based upon reliable and conclusive research. Realistic deadlines should be set and should be strictly enforced so that consumers will be provided with automobiles that are as safe as modern technology and industry resources can produce.

RC-3. STUDY OF TRUCK SAFETY AND PERFORMANCE ABILITY STANDARDS

Greater safety can be achieved when all vehicles on the highways are compatible with respect to acceleration, hill climbing ability, speed and braking ability.

The incompatibility of braking systems between passenger cars and trucks is a serious factor in highway accidents as pointed out by the recent special study released by the National Transportation Safety Board.

The American Automobile Association calls upon the National Highway Traffic Safety Administration to conduct studies of safety characteristics and performance ability of trucks. Based upon findings of such studies it should issue safety performance standards which would make truck performance more compatible with other vehicles using the highway.

AAA urges states to study the possibility of greater use of the practice now in some states of restricting truck traffic to specific lanes under specific conditions on multi-laned highways in order to increase highway capacity and safety by thus segregating vehicles of similar operational characteristics.

RC-4. HIGHWAY EMERGENCY PROGRAM

The American Automobile Association urges the Department of Transportation to continue to study ways and means to implement standards for highway emergency programs designed for response to highway accidents and other conditions that may result in highway emergency situations.

Such programs should include the development of effective emergency detection and communication systems as well as debris removal procedures which will restore normal traffic movement as promptly as possible.

RC-5. DRIVING AFTER TAKING MEDICATION

The American Automobile Association urges the appropriate Federal agency to require effective labeling of prescription and certain proprietary medicines to warn drivers of the possibility of danger in driving after taking certain prescribed medications and/or combinations of medicines and urges that all such labelling be supplemented by warnings from doctors and pharmacists.

RC-6. THE NATIONAL 55-MILE PER HOUR SPEED LIMIT

The American Automobile Association urges that no further federal or other legislative action be taken either to extend, increase, or make permanent the 55 mile per hour national speed limit pending completion of current investigations of the role which this reduced speed limit has played in the reduction of traffic fatalities and injuries.

RC-7. DRIVER AND TRAFFIC SAFETY EDUCATION

The American Automobile Association reaffirms its strong support for quality traffic safety education instruction as a part of the regular high school curriculum.

AAA strongly urges educators and administrators to strive continually to upgrade traffic safety education programs by utilizing modern educational techniques, methods, and materials.

AAA urges the general public to demand and support quality driver and traffic safety education for all high school students of licensing age.

AAA calls upon the National Highway Traffic Safety Administration to continue its financial and technical assistance to states and local municipalities in establishing effective high school driver and traffic safety education programs and to foster and promote the development of practical and realistic driving simulation and training devices which will permit low cost, effective driver training under safe off-street conditions.

RC-8. RE-EXAMINATION OF DRIVERS

The American Automobile Association calls upon the National Highway Traffic Safety Administration to carry out pilot studies to determine the need for periodic re-examination of all drivers, the types of tests to be administered at re-examination and the efficacy of such tests, the age of the driver, as well as the optimum, practical intervals of such re-examination so that states can have more definitive information upon which to base re-examination programs.

RC-9. FIRES RESULTING FROM MOTOR VEHICLE ACCIDENTS

The American Automobile Association urges more attention be given by industry and the National Highway Traffic Safety Administration to minimizing the possibility of fires in motor vehicle collisions. Less flammable materials should be utilized for interiors of vehicles.

AAA urges greater attention to upgrading present standards on fuel tank design to consider the placement and construction of vehicle fuel tanks which would help prevent spillage of fuel in accidents which could contribute to spreading of fires and thus increasing possibilities of severe injuries to vehicle occupants.

RC-10. BUMPER STANDARDS

The American Automobile Association urges the adoption of Federal standards for energy-absorbing bumpers at standard heights which could substantially reduce personal injuries and car damage at all speeds.

Bumpers should be required on the rear of all commercial vehicles to prevent underride by passenger cars in rear-end collisions.

AAA urges the National Highway Traffic Safety Administration to

reverse its decision not to take action upon its proposed standard to require underride protection on trucks and trailers.

RC-11. REHABILITATION OF DRINKING DRIVERS

Additional means must be found to deal with the drinking driver in view of the fact that every competent investigation shows that use of alcohol is a major contributor to traffic accidents.

The American Automobile Association recognizes that traditional deterrents against driving after drinking are not accomplishing their objectives. There is ample evidence that revoking the driver's license of a person convicted of driving while under the influence of alcohol and drugs does not necessarily remove him from the road. A report issued by the U. S. Department of Health, Education, and Welfare cited the need for "a whole new approach," if the problem of alcohol-related accidents is to be attacked successfully.

In view of these findings, AAA recommends that states and local jurisdictions develop comprehensive alcohol-driver rehabilitation programs to treat effectively with the drinking driver.

RC-12. WRONG-WAY ACCIDENTS

The American Automobile Association urges the Federal Highway Administration to give consideration to the National Transportation Safety Board's recommendations to review all current operational and experimental procedures, continue to stimulate and support state demonstration projects, and urge implementation of those found to be most effective in preventing wrong-way traffic movements on multi-lane, divided highways.

RC-13. CAMPERS, MOTOR HOMES AND SIMILAR RECREATIONAL VEHICLES SAFETY

The American Automobile Association urges the Department of Transportation to establish standards for equipment, structural adequacy of passenger compartments, and performance characteristics such as braking, handling, acceleration, stability, and attachment devices for new and converted recreational vehicles such as camper-trucks, motor homes, etc., in order to prevent selling and operation of unsafe vehicles that cannot perform or maneuver as required by traffic flows on our nation's highways.

RC-14. REDESIGN OF SAFETY BELTS FOR GREATER COMFORT AND CONVENIENCE

Although most automobiles are now equipped with safety belts and there is general agreement that the use of safety belts is bene-

ficial in reducing injuries and fatalities in automobile accidents, surveys indicate that many persons do not use this equipment.

The Highway Safety Act of 1973, approved August 13, 1973, authorizes the Secretary of Transportation to make incentive grants to those states which adopt legislation requiring the use of seat belts in accordance with criteria to be established by the Secretary.

In June of 1973, the Department of Transportation contracted for a one-year study of "Sources of Remedies for Restraint System Discomfort and Inconvenience" which is currently being conducted but has not yet been completed.

In view of these developments, the American Automobile Association calls upon the National Highway Traffic Safety Administration and the automobile manufacturers, upon completion of such study contracted for by the DOT, to give top priority to the redesign of a safety belt system in order that the safety belts required by the DOT to be installed by automobile manufacturers will be safe, comfortable and convenient, thus to encourage as far as possible the active cooperation of the public in the voluntary use of such safety belts.

RC-15. PASSENGER RESTRAINTS FOR COMMERCIAL AND RECREATIONAL VEHICLES

The American Automobile Association recognizes that many commercial and recreational vehicles are in increasingly greater use on our highways. AAA calls upon the National Highway Traffic Safety Administration to apply passenger restraint motor vehicle safety standards to all vehicles, including recreational and commercial vehicles.

RC-16. CHILD RESTRAINT SYSTEMS

The American Automobile Association calls upon the Department of Transportation to upgrade its standards for child restraint systems. Such upgrading should include provision for dynamic crash testing and the expansion of the standards to include car beds and infant carriers.

The Department of Transportation should endeavor to carry out its own dynamic crash testing to insure that the requirements of the standards are met.

RC-17. EVALUATION OF MOTOR VEHICLE INSPECTION SYSTEMS

The American Automobile Association calls upon the Department of Transportation to conduct studies to evaluate the need for, adequacy, and cost effectiveness of emission control and motor vehicle safety inspection programs.

RC-18. MAINTAINING ADEQUATE POLICE TRAFFIC SAFETY SERVICES

The American Automobile Association urges state and local authorities to maintain a proper balance between crime prevention and traffic safety activities in the overall police service program. While recognizing that increased emphasis on funding and programing for improved law enforcement and crime prevention programs is necessary and important, AAA stresses that adequately staffed police traffic divisions play a major role in reducing traffic congestion and helping maintain an efficient and smooth traffic flow.

AAA views with increasing concern the current trend towards elimination or drastic reduction of police traffic services in communities throughout the country.

RC-19. INCREASING THE EFFICIENCY OF URBAN ROADWAYS

The American Automobile Association urges state and local authorities to utilize innovative and proven techniques to maximize the operating efficiency of urban roadways.

To meet the needs of our increasing motor vehicle population, greater attention must be given to methods for improving flows, such as preferential traffic lanes, reversible lanes, staggered work hours, encouragement of car pools, segregation of truck and passenger car traffic, special bus lanes, and other proven techniques.

RC-20. OFF-ROAD RECREATIONAL VEHICLES

The American Automobile Association urges states to adopt and enforce regulations that would control the crossing and prohibit the use of public highways by off-road recreational vehicles not equipped or licensed for normal roadway use such as snowmobiles, go-carts, dune buggies, mini bikes, and golf carts.

In recent years there has been a great increase in the use of vehicles designed for off-road use. These vehicles when used on public streets and highways become traffic hazards.

RC-21. IMPROVED HEADLIGHTING SYSTEMS

Headlighting systems, as presently regulated and designed for use in the United States, do not provide sufficient forward visibility for today's higher vehicle speeds and complex traffic patterns to permit a driver to perceive a potential hazard and to react in time to avoid it.

The American Automobile Association supports the objectives of the proposed amendment by the National Highway Traffic Safety

Administration, to the Federal Motor Vehicle Safety Standard on vehicle lighting which would require improved headlighting systems on all cars after September 1, 1974.

AAA calls upon motor vehicle manufacturers to utilize existing technology to improve headlighting systems design and effectiveness, regardless of whether the proposed amendment is implemented.

RC-22. DAYTIME USE OF HEADLIGHTS BY MOTORCYCLISTS

In order to increase their visibility to other road users, many motorcyclists use their headlights in daytime driving. Several states now require daytime use of headlamps by all two-wheeled motor vehicles operating on a public highway.

The American Automobile Association urges states to enact similar legislation and encourages motorcyclists to take this precaution to increase their visibility.

RC-23. UNIFORM WARNING SIGNALS FOR EMERGENCY VEHICLES

Many different visual and audible warning signals are used by police, fire and other authorized emergency vehicles. This variety of signalization causes confusion and apprehension for motorists by not enabling them to respond uniformly to a given signal.

The American Automobile Association urges states to adopt Section 12-218 of the Uniform Vehicle Code which provides for the use of alternately flashing red lights for police and other authorized emergency vehicles.

Uniformity of audible warning signals is also necessary for safety and the AAA urges adoption of uniform audible warning signals for emergency vehicles.

RC-24. EMERGENCY VEHICLE DRIVER TRAINING

The American Automobile Association recommends that states require all drivers of emergency vehicles to pass a comprehensive test to demonstrate their skill in emergency driving techniques. Such emergency vehicles should include police, fire and ambulance vehicles.

RC-25. PROPER SHIELDING OF VEHICLE WHEELS

The American Automobile Association is concerned about the problem of wheel thrown materials resulting from lack of proper

shielding of vehicle wheels. Some examples of improper shielding include new vehicle designs where wheels extend beyond limits of fenders, greater exposed wheels resulting from raised rear shackles, use of flaps or the lack of any protection on commercial vehicles, etc.

The AAA recommends that the Department of Transportation develop vehicle design standards to resolve this problem.

RC-26. REHABILITATION OF REPEATER TRAFFIC LAW VIOLATORS

In many states existing legislation is inadequate to deal with drivers who amass a large number of violations and drive in disregard of the law and the safety of others. The American Automobile Association recommends that states adopt laws which provide for rehabilitation programs to give more attention to this group of drivers.

RC-27. SPECIAL MARKERS IDENTIFYING SLOW-MOVING VEHICLES

The American Automobile Association urges state and local traffic safety groups to promote the use of the slow-moving-vehicle identification emblem recommended by the American Society of Agricultural Engineers and to educate motorists regarding the meaning of this emblem.

GROUP RD

VEHICLE OPERATING PROBLEMS

RD-1. MECHANIC TRAINING

Due to the increasing complexity of automobiles, components and accessories and to the specialized work necessary to keep cars operating, it is imperative that an adequate number of competently trained mechanics be available to keep our motor transportation system rolling. It is generally recognized in the automotive repair business that there is a scarcity of good qualified mechanics.

The American Automobile Association calls upon all segments of the automotive industry to increase their mechanic training programs and expand their training schools. AAA also urges high schools, vocational schools and colleges not now having such courses to inaugurate mechanic training programs so as to qualify trainees for the performance of high standard and quality workmanship. The AAA further urges the rapid development of mechanic training under the Federal Government's training programs with emphasis on training particularly in the area of maintenance of emission control systems.

RD-2. AUTOMOBILE DESIGN

Emphasis on appearance in the design of modern automobiles has created serious service and repair problems.

Consumer complaints include bumpers that do not adequately protect either the front or rear end of a vehicle even at low-speed impact, electrical equipment inadequate to start automobiles in cold or damp weather, and design features which escalate unnecessarily the costs of automotive repair and maintenance.

The American Automobile Association, therefore, calls upon automobile manufacturers to give priority to functional design and construction features which will greatly minimize the difficulties in repairing, starting, hoisting and towing their products, and will reduce the effects of collision impact.

RD-3. QUALITY CONTROL AND PREDELIVERY INSPECTIONS OF NEW CARS

The American Automobile Association recognizes and appreciates the progress made by the automobile manufacturers in recalling vehicles suspected of having a safety defect in order to protect the consumers.

However, AAA feels one of the important solutions to these problems lies in improved quality control and urges the automobile industry to upgrade quality control and predelivery inspections of new cars so that deficiencies are more effectively corrected at the manufacturing and dealer level.

RD-4. AUTOMOBILE WARRANTIES

Automobile purchasers have a right to expect that their newly manufactured vehicles will be free of defects.

The American Automobile Association urges Congress to establish minimum warranty standards which clearly impose upon the automobile manufacturer the responsibility to repair or replace defective parts within a prescribed time limit, at no cost to the purchaser, and to include towing costs occurring under warranty standards.

RD-5. TIRE STANDARDS

Existing performance standards for tires should be upgraded to assure motorists maximum safety protection. The public should be kept properly informed of such standards.

Tire manufacturers should clearly and specifically label all tires as to the grade, quality, and load capacity and the terminology used should be the same and mean the same (including advertising) for all tires so as to afford the purchaser a guide in making a selection and to assure him of the quality of the tire.

RD-6. REGROOVED AND RECUT TIRES

The American Automobile Association urges the enactment of state legislation to prohibit or regulate the sale of recut or regrooved tires for passenger cars since the use of certain recut or regrooved tires is a hazard to safe operation.

RD-7. SPECIFICATIONS FOR BRAKE LININGS

The American Automobile Association urges adoption by the state and Federal governments of effective measures that will require minimum standards to be established for brake linings, and will prohibit the sale of brake linings which do not meet such standards.

RD-8. AUTOMOTIVE PARTS

The American Automobile Association urges the automotive manufacturers to review their replacement part schedules, distribution and dealer systems to more adequately serve the needs of America's motoring public.

RD-9. ELECTRICAL SYSTEMS

The American Automobile Association urges the automobile manufacturing industry to recognize the fact that the electrical and starting systems in current use will not dependably start an automobile under certain conditions of dampness and cold and calls upon the industry to correct this deficiency through research and development and known available technology.

RD-10. SERVICE STATION CHARGE TICKETS

The increasing number of complaints from motorists who use credit cards indicate the petroleum industry should develop and implement procedures and controls that will protect motorists against the fraudulent and dishonest practices of some service station personnel in the use of such credit cards.

RD-11. GASOLINE AVAILABILITY

The American Automobile Association recognizes growing worldwide energy problems and views with particular concern their impact on gasoline availability for motorists.

AAA calls upon state and local governments and the oil industry to develop plans to assure that some gasoline stations always are operating and with ample supplies along every major travel route. Such a plan, which could involve the voluntary rotation of operating schedules by stations in a given area, would help to eliminate serious motorist inconveniences and to aid in emergency situations at all hours of the day.

The AAA also urges government and industry to make certain that sufficient supplies of unleaded and premium grades of gasoline are readily available to all motorists.

GROUP RE

TRAVEL

RE-1. ENCOURAGEMENT OF TRAVEL IN NORTH AMERICA

Improved travel conditions and facilities in North American countries have created a potential for increasing the volume of tourist travel in these countries. The AAA supports efforts of North American Governments and their travel industries to stimulate more tourist traffic from abroad.

RE-2. ESTABLISHMENT OF A U. S. TOURIST VISA

In order to assure the success of efforts to increase tourist traffic from other countries to the United States, we, as a nation, must develop an atmosphere of hospitality which begins the moment the prospective tourist arrives at the U. S. Embassy or Consulate abroad for his visa. Every means must be sought, consistent with our national security, to make it as simple and convenient as possible for foreign nationals to enter our country as temporary visitors. The AAA recommends amendment to the Immigration and Nationality Act, establishing a new "tourist visa" category for "an alien or a resident in a foreign country who desires to enter the U. S. A. as a tourist for a period not to exceed ninety days." The amendment should provide for reciprocal privileges from other countries and for summary deportation in the event of violations.

RE-3. MOTORING CONDITIONS ON THE INTER-AMERICAN HIGHWAY

Action to simplify and expedite travel along the Inter-American Highway is urgently needed. The present documentary requirements, varying for each of the Central American Republics, tend to discourage travel. The lack of uniformity in standards for signs, markings and traffic regulations likewise discourages motorists from outside the area. The American Automobile Association looks forward to the time when the full potential of this highway can be realized, with benefits both for the motoring public and the areas through which the highway passes. To the end that these benefits may be realized as soon as possible, the American Automobile Association urges that the appropriate governments cooperate in developing a single, simplified set of documents for travel on the Inter-American Highway, and that the United States offer any technical

assistance which may be desired in developing improvements in motoring conditions, including accommodations.

In this connection, implementation of the recommendations contained in the still valid report on "Tourist Facilities on the Inter-American Highway," issued by the U. S. International Cooperation Administration in 1961, is recommended.

RE-4. NATIONAL PARKS AND MONUMENTS

The American Automobile Association views with considerable concern the mounting problems of national parks and monuments, the country's most treasured scenic and historic sites which have come to be visited and enjoyed by nearly one-third of our population annually. This great volume of use accounts for a number of current national park problems.

The parks are frequently found to be overcrowded and understaffed. In some of the larger national parks where accommodations of the hotel or motel type are still provided, they are being permitted to deteriorate.

Although the AAA acknowledges and commends the improvement and expansion of campground facilities in national parks during the past several years, it has become apparent that the other types of accommodations have not kept pace. This has resulted in a rapidly growing imbalance between these two basically different types of accommodations.

The AAA calls upon the appropriate agencies of the U. S. Government to promptly improve and expand accommodations and visitor facilities within or conveniently adjacent to the entrances to our national parks, taking due care to protect the park environment from overdevelopment so as to preserve the heritage of the national parks system to meet the present and future needs and desires of the American public.

RE-5. UNETHICAL ADVERTISING OF HOTEL AND MOTEL RATES

Hotel and motel advertisements which mislead the public as to actual rate charges should be outlawed. Some states have passed legislation to regulate unethical advertising programs. Some states require the posting of rates in the guest room. The American Automobile Association recommends legislation that would require lodging establishments:

1. to post conspicuously in each room the basic rate, and any seasonal variation of it;
2. to list in advertisements both minimum and maximum rates in lieu of the statement "\$X and up";
3. to require that when minimum rates are quoted, there should be rooms that actually rent for those prices.

RE-6. AIRPLANE-SKYJACKING

"Skyjacking" or "hijacking" of airplanes is a national and international disgrace.

The traveling public has the right to proceed from one place to another without fear of interference or of bodily harm and without being a pawn in an extortion racket and other criminal activities.

The American Automobile Association calls on the President and on the Congress of the United States to intensify efforts to halt skyjacking and suggests that the U.S. Government:

1. Assume responsibility for security inspection of all passengers and luggage.
2. Demand immediate return of the ransom money and extradition of the skyjackers for prosecution.
3. Call upon the United Nations to support sanctions against any country refusing to return skyjackers.
4. Adopt tougher laws to make skyjacking unprofitable.

RE-7. PROTECTION OF THE TRAVELER

The American Automobile Association recognizes the need for protecting the international traveler and urges the appropriate Federal agencies to exercise the authority they now have to prevent stranding of travelers overseas by defaulting charter organizations and operators.

AAA is aware of and condemns the practice of "fly-by-night" air charter operations and believes a more vigorous policing of the advertising and the organization of such group charter flights and their membership lists would do much to overcome this problem and protect the traveling public.

It believes that well-meaning Federal and State legislation, which would license accredited travel agencies and/or their individual employees, will cause government control of an industry where no need has been demonstrated and without alleviating the condition which called it into being.

It points out that the Federal Trade Commission, the Civil Aeronautics Board, the Federal Maritime Commission, the Interstate Commerce Commission, the Post Office Department and the Department of Justice have sufficient authority under present law to deal with illegal, deceptive and unethical practices which adversely affect the traveling public's interest.

RE-8. PASSENGER CARRIER TERMINAL FACILITIES

The American Automobile Association recognizes the growing use of common carrier passenger terminal facilities by people of all

walks of life and physical condition and is aware that many of today's terminal buildings have not kept pace with the changing demands of the traveling public.

To provide greater pleasure, safety and convenience within and/or adjacent to common carrier passenger terminal buildings, AAA urges the development of adequate:

1. Sanitary conditions in terminals.
2. Facilities for the temporary storage of passenger hand luggage and outer wearing apparel.
3. Intra-terminal transportation devices for expediting the movement of pedestrian traffic.
4. Signs and floor markings to serve as directional aids for individual travelers; including the use of international pictorial symbols which can be easily interpreted by foreign visitors to the United States.
5. Automobile parking accommodations.

RE-9. TRAVEL AGENCY—IATA COMMUNICATIONS

In order to better serve the traveling public and achieve maximum understanding between international air carriers and the United States travel agency industry, the AAA recommends establishment of an informal consultative body for the purpose of exchanging views on timely subjects of mutual interest and concern.

To this end the AAA calls upon the International Air Transport Association to develop suitable machinery for a carrier/agent dialogue conference on a regularly scheduled basis similar to those presently in effect between member airlines of the Air Traffic Conference of America and recognized U.S. travel agency groups.

These conferences would give the IATA carrier and agents an opportunity to discuss such items as route changes, service needs, ticketing procedure, etc., prior to making decisions which effect both carriers and agents as well as the traveling public.

They should be designed to improve airline/travel agent relationships, engender a greater spirit of cooperation between the two parties and provide the opportunity for full discussion and examination of important industry issues as they affect the interests of the traveling public, the agents and the air carriers.

RE-10. IMPROVED FACILITIES FOR THE HANDICAPPED TRAVELER

The American Automobile Association is concerned about the small percentage of hotels, motels, resorts, restaurants and tourist attractions which provide adequate access for the increasing number of travelers with physical handicaps.

The AAA calls upon the accommodations industry to take all reasonable measures to improve access for these people, not only in new buildings, but also in existing buildings undergoing renovation. Architects and designers are urged to eliminate architectural barriers to insure accessibility and usability of the public facilities they design.

GROUP RF

MOTOR VEHICLE LAWS, LAW ENFORCEMENT AND ADMINISTRATION

RF-1. AUTO THEFTS

In 1973, 923,600 automobiles were stolen, an increase of 5 percent compared to 1972 when 881,000 were stolen. This means that more than 2,530 automobiles were stolen each day. From 1968 thru 1973 passenger car registrations increased 30.1 percent, while auto thefts in the same five-year period increased 13 percent. Auto thefts cost the citizens of this country over one billion dollars every year in insurance losses and costs for police, courts and correctional agencies involved in auto theft cases.

Auto thefts are one of the country's most serious crime problems. It is the third most frequently committed felony throughout the nation following only burglary and grand larceny. More than 74 percent of the persons arrested for auto theft are under 21 years of age.

About 42 percent of all cars stolen are those left unattended with the keys in the ignition or the ignition unlocked. In about 80 percent of the thefts, the doors have been left unlocked.

In order to reduce auto thefts AAA urges:

1. the enactment or improvement of motor vehicle title and registration laws;
2. enactment by the states of legislation prohibiting intra-state sales of motor vehicle master keys except to authorized persons;
3. automobile manufacturers to design motor vehicles so as to make them more theft-proof, such as improvements in door locks, ignition, hood latch, etc.;
4. the AAA National Headquarters and state and local affiliated clubs actively to participate with other interested organizations in a public information campaign educating motorists to the importance of removing keys from unattended vehicles and locking their vehicles.

AAA recommends that recovery procedures by state and local enforcement officials, in the various states, be studied and up-graded to provide an efficient recovery system.

RF-2. STATE MOTOR VEHICLE SALES TAXES— RECIPROCITY AGREEMENTS

In the absence of reciprocity agreements, individuals who purchase and register vehicles in one state and then move to another

may be subject to more than one assessment for state excise, sales or use taxes.

The AAA urges the states to adopt reciprocal sales and use tax agreements allowing taxes paid on motor vehicles in one state to be credited towards similar taxes imposed by another.

RF-3. ABANDONED MOTOR VEHICLES

AAA recognizes that the growing number of abandoned automobiles is causing serious environmental and safety hazards.

Therefore, AAA urges the cooperation of federal, state and local governments in devising effective programs to dispose of these vehicles.

State or local laws should be amended to facilitate prompt disposal of abandoned vehicles. Every effort should be made to speed up the recycling of old cars into usable materials.

GROUP RG

ENERGY AND THE ENVIRONMENT

RG-1. CLEAN AIR AMENDMENTS ACT OF 1970

Implementation of the Clean Air Amendments Act of 1970 has important consequences for the general public and motorists in particular.

Since passage of the Act, doubts have arisen as to the validity of the supporting data under which these standards were formulated. The advisability of proposed methods of implementation has also been questioned in view of their economic and social impact as well as their health benefits. AAA commends the Senate Public Works Committee for its efforts to obtain an objective study of the requirements of the Act by the National Academy of Sciences.

The September, 1974 report, "Air Quality and Automobile Emission Control" by the National Academy of Sciences has been interpreted by some as providing scientific and economic justification for present air quality and emission standards, but in fact it underlines and emphasizes the many basic uncertainties and inadequacies in both the analyses and the data.

The Academy admits that the standards for carbon monoxide and oxides of nitrogen emissions may be more stringent than necessary and points out that "the existing studies that provide a rationale for the present federal motor vehicle emission standards are believed to be inadequate."

Significantly, the Academy also expresses considerable doubt as to the acceptability, practicality, and desirability of restrictive control strategies aimed at automobiles as a means of achieving reduced emissions, pointing out that such policies "... might have surprising or perverse results."

The Academy also raises the issue of the huge cost (ranging to \$12 billion) involved in implementing the Clean Air Act, and with respect to "... the question of whether it is all worth it ..." states, "unfortunately, we really do not have the knowledge to answer that question with great precision."

In this connection the Academy observes that the cost of control could be significantly lowered by relaxing the oxides of nitrogen standards while the bulk of the benefits might still be realized.

Thus, contrary to early interpretations, the findings reached by the Academy are far from conclusive and the Academy calls for critically needed additional studies and analyses.

Accordingly, AAA calls upon Congress to reassess ambient air standards, emission control standards and devices, such as the catalytic converter, and to postpone the timetable established by

the Clean Air Act for implementation of transportation control plans until a sound factual basis has been established for their need.

RG-2. THE NATIONWIDE ENERGY EMERGENCY

The American Automobile Association urges that measures adopted to deal with the nationwide energy emergency be based on the following principles:

1. Officials at all levels of government should recognize the importance of the automobile both as an essential and primary component of transportation systems and as a mainstay of the economy. Recognition of the essential role of the automobile necessarily rules out the imposition of harsh restrictions on auto use which would make it extremely difficult or impossible for people to get to work, maintain a household and make other essential trips, including recreational trips necessary to the well-being of the individual and the economic health of the travel industry.
2. All agencies of government have a responsibility to keep the public fully and accurately informed as to the extent and duration of the fuel shortage and the need for any extraordinary measures, such as rationing, which may be found necessary to deal with this emergency.
3. To conserve energy, a fully and accurately informed public should cooperate voluntarily and to the fullest possible extent. Cooperation by the motoring public, for example, could take the form of increased use of car pools, speeds and driving practices which economize on fuel and proper automobile maintenance.
4. Government and the petroleum industry have a responsibility to exert every possible effort to increase petroleum supplies and to develop alternative energy sources which will conserve existing supplies.
5. Government officials should reject proposals that would impose excise taxes on automobiles or increase motor fuel taxes as a means of conserving fuel because these are regressive approaches which place the burden on those least able to afford it and penalize those who must rely on the automobile to get to work because no other adequate transportation is available.
6. Agencies responsible for the movement of traffic must make every possible effort to eliminate highway bottlenecks and slow-downs that increase fuel consumption.
7. Government agencies have a responsibility to assure that fuel allocations are administered as equitably as possible so as to assure the fairest possible distribution to all regions of the country.

8. Agencies and officials of federal, state and local government should review automotive air pollution controls and other environmental plans in the light of the energy crisis to assure that implementation of such plans do not magnify the current crisis.

9. To avoid the necessity of gasoline rationing, government, industry and the public should make a concerted effort, on a voluntary basis, to conserve limited supplies to the greatest extent possible. If gasoline rationing becomes unavoidable, steps should be taken to assure fairness and impartiality in distributing available supplies.

10. Automobile manufacturers should undertake immediate programs to develop engines that will provide high gas mileage economy and other operating efficiencies which a car owner has the right to expect.

11. Federal, state and local governments should thoroughly examine any proposed energy conservation measure for its potentially adverse effect on traffic safety. Such proposals must be carefully evaluated to give proper consideration to their "costs" in terms of resulting safety hazards, as well as to the significance of any projected "benefits" in terms of energy savings.

Where energy conservation measures are implemented, the appropriate transportation agency should carefully monitor and analyze their effects on traffic safety, to permit a continual evaluation of their effectiveness and need.

RG-3. ELIMINATION OF DELAYS IN IMPLEMENTATION OF ENERGY PROGRAMS

The American Automobile Association appreciates the complex problems and grave responsibilities of all levels of government in carrying out Federal and state legislation which relates to the production and use of energy. However, the American Automobile Association is concerned over lengthy delays in the completion of energy projects.

The AAA recognizes that consideration must be given to adequate safeguards to prevent undesirable ecological or economic consequences. The American Automobile Association urges, however, that equal consideration also be given to the energy needs of this Nation.

The AAA calls upon the Congress to remove administrative and legal roadblocks which have resulted in serious delays in the implementation of programs to develop new sources of energy and better utilize existing sources. The American Automobile Association urges that Congress specify a reasonable and fair period during which judicial challenge may be brought so that projects will not be held up indefinitely in the courts.

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wrong-way traffic movements . . . RC12



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