

MINUTES OF MEETING
 GEORGIA HIGHWAY USERS CONFERENCE
 MARRIOTT MOTOR HOTEL, ATLANTA, GEORGIA

June 8, 1966

Those present were:

copy *Map Allen*
Jim Bondy

O. C. Hubert, Chairman	Georgia Motor Club (AAA)
William Dalton, Vice Chairman	Georgia Rural Letter Carriers Assn.
Charles Skinner, Vice Chairman	Georgia Motor Trucking Assn.
Stephen Styron, Vice Chairman	Georgia Hotel-Motel Assn.
Harold Budreau	Turner Advertising Company
A. R. Brickler	Portland Cement Assn.
W. B. Bryan	Southern Bell Tel. & Tel. Co.
Charles Clynick	Automobile Manufacturers Assn., Detroit
Tom Duncan	Atlanta Journal
George L. Evoy	Georgia Motor Club (AAA)
Harry Fox	Georgia Branch, Asso. General Contractors
Elmer George	Georgia Municipal Assn.
Billy George	Visitor (son of member)
Ed McGill	Georgia Mobile Homes Assn. and Georgia Oilmen's Assn.
James Golden	Ford Motor Company
Otis Hathcock	Travelers Protective Assn.
Jack Houston	Georgia Assn. of Petroleum Retailers
George H. Jones	Georgia Tire Dealers Assn.
Iverson H. Lord, Jr.	National Highway Users Conference
Tom Patton	Georgia Oilmen's Assn.
Walter Phillips, Jr.	Georgia Automobile Dealers Assn.
H. Eston Reagan	Atlanta Automobile Assn.
M. F. Smith	Travelers Protective Assn.
Andy Springer	Atlanta Traffic & Safety Council
H. C. Thompson	Georgia Assn. of Petroleum Retailers
W. M. (Bill) Williams	State Representative, Hall County

Introductions:

The meeting was called to order by Chairman Hubert, who introduced Iverson Lord, Regional Representative of the National Highway Users Conference.

Eleventh Highway Transportation Congress:

Reports of committee recommendations during the Eleventh Highway Transportation Congress in Washington, D. C., held in April, were made by members who attended.

Rapid Transit:

Charles Skinner, Chairman of the Legislative Committee, explained a resolution passed by the last Georgia General Assembly that proposed a constitutional amendment to allow the state to help finance rapid transit. The proposed amendment, to be voted upon in the next general election, declares public transportation of passengers for hire to be an essential governmental function. It limits the state's participation to not more than 10% of the total cost. The resolution, as written, does not threaten gasoline tax funds, which by constitutional amendment must be used for highway purposes.

FEDERAL SAFETY STANDARDS

Governor's Safety Committee's Testimony:

State Representative W. M. (Bill) Williams, Chairman of the Governor's Committee on Traffic Safety, reported on his committee's testimony before a U. S. House Committee hearing on proposed federal automobile safety legislation.

The committee hearing was told, Williams said, that a federal agency to lead the way for traffic safety is necessary for uniformity. However, Williams added, Georgians do not want federal control; just federal leadership. The federal legislators, Williams reported, were told that a bill submitted by Georgia Congressman James Mackay is superior to the administration measure. Williams added, however, that there are portions of the President's bill that the Georgia panel agrees with.

Industry's Position on Safety Bills:

James Golden of Ford Motor Company, in Atlanta, predicted that compromise legislation would come out of U. S. Congressional proceedings on federal safety standards for automobiles allowing the states to participate in setting the standards. Golden said industry wants the states to utilize their know-how in the field of safety when standards are set and that federal authorities should supervise.

Golden predicted, however, that the Vehicle Equipment Safety Commission, which already has been setting standards, will not be utilized by the federal government.

It is wrong to conclude that the states have done nothing in the field of auto safety, Golden said. Then he enumerated many safety features now on automobiles that came about through states actions.

It is also wrong to conclude that the industry has done nothing, Golden said. There would be many more deaths on the highways if industry had not been attacking the problem, he said.

Other business:

Chairman Hubert declared that construction of perimeter roads would be a good alternative to rapid transit. They would keep through traffic off downtown stretches, he said, and allow local traffic to flow more smoothly. He urged the conference to consider three points for future programs. They are (1) finish perimeter roads, (2) start planning more outer perimeter roads, and (3) plan for additional traffic now on freeways, including overbuilding in downtown areas and extra lanes for other portions.

The Atlanta Automobile Association was approved for membership by the Conference.