





# AAA's Role

- Educate
- Participate
- Advocate







# Restore the Public's Trust

- Need clear program vision
- Well-defined national priorities
- Increased transparency and accountability
- Performance-driven
- Measurable results



# Motorists' Bill of Rights



## BILL OF RIGHTS FOR THE NATION'S MOTORISTS ON TRANSPORTATION FUNDING

1. The United States requires a new vision for transportation that addresses 21<sup>st</sup> century needs, ensures broad access, adequate funding, and equitably allocates benefits and payments among users.
2. A new transportation vision must ensure that the system significantly enhances safety, mobility, and reliability to provide an appropriate return on investment to motorists who will continue to pay most of the costs.
3. Transportation improvements should be based upon needs that are clearly identified, and outcomes that are supported by research and assured through application of performance standards.
4. Transportation taxes, fees and other revenue collected from motorists must be equitable and transparent. Transportation agencies must demonstrate to the public that transportation resources are managed wisely and efficiently.
5. Motorists must receive direct and recognizable improvements to their travel experience if they are asked to pay more.
6. Revenues generated from taxes, fees and other pricing mechanisms paid by motorists must be dedicated solely to meeting identified transportation needs and protected from diversion to other uses.
7. Funding alternatives to supplement or eventually replace motor vehicle fuel taxes must be carefully evaluated as to their ability to be efficiently implemented, accepted by the public, allocated fairly, fully dedicated to transportation needs, and be resistant to fraud and evasion.
8. Public-private partnerships to increase transportation investments must be carefully managed to ensure that motorist fees are fair and equitable, that motorist fees are not diverted to non-transportation purposes, and that the facility is consistently maintained and improved.
9. Publicly-owned transportation facilities should only be sold or leased to private interests if agreements require the maintenance of high levels of service and remain under public oversight. Revenues resulting from the sale or lease must be used only for transportation purposes and compensate the public for the value of the facility.
10. Transportation fees, taxes, and other revenue collected from motorists should fairly represent their use of the system, and all transportation system users should bear a proportionate share of financing the system.

© AAA 2007

- Determine level of funding *after* reforms and priorities are identified
- Alternatives to gas tax must be evaluated as to their ability to be efficiently implemented, accepted by the public, allocated fairly, fully dedicated to transportation needs, and be resistant to fraud and evasion



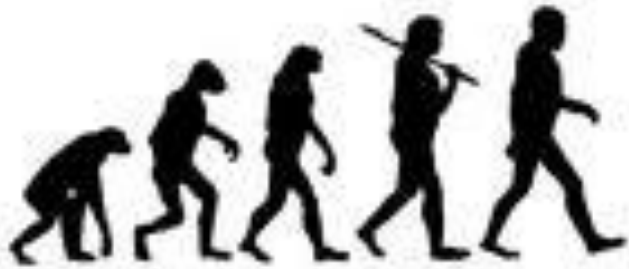
# Communication is Key

- Two different conversations:
  - Gas tax replacement
  - Pricing to accomplish other policy goals
- Purpose of pricing
- Explain individual impacts
- Costs and benefits
- Flow improvements
- Use of revenues
- Privacy





# Evolution vs. Revolution





**QUESTIONS?**

**[jingrassia@national.aaa.com](mailto:jingrassia@national.aaa.com)**

**202-942-2062**

