

aid programs. More than \$3 billion of this sum is being expended for work on the Interstate System and the remaining \$1 billion for the primary, secondary, and urban construction.

In the past decade more than \$45 billion has been committed to these programs, the Federal share alone of this \$45 billion being in excess of \$33 billion.

Without question tremendous progress has been made since 1956. The Federal Government, the States and industry have, acting in concert, made great strides from a small beginning. There is much at which we may point with pride.

Nevertheless, in a program so vast, it could be expected that the way would not always be smooth, nor free from human error or occasional failure. Our hearings in the past have shown that such is, in fact, the case.

However, as our hearings have identified various deficiencies and weaknesses which were affecting the program, the response of the Bureau of Public Roads, the American Association of State Highway Officials, individual State highway departments, and other interested organizations, has been prompt and effective. This willingness to act and the corrective measures taken have been most gratifying to the committee.

While I don't normally care to anticipate the substance of public testimony we are going to hear, this time I feel compelled to do so to some degree because the matters concern the safety and well-being of our citizens.

We need not dwell here on the deaths, the suffering, and the economic costs involved in this Nation's automobile accident toll. The Federal legislation passed last year and the programs underway are designed to attack this tragic problem.

Without question, in time there will be success. However, I am concerned about the time element particularly, because I am certain that significant results can be accomplished right now.

Material developed by the staff has convinced me that there is more that can be accomplished in the design of our highways from a safety standpoint. If unnecessary hazardous features continue to be designed and built into our new highways, we must take steps to identify and eliminate them.

It is late. This is 1967 and more than one-half of the Interstate System has been completed and opened to traffic. In a program where Federal funds alone are being spent at the rate of over \$10 million a day and where certain built-in mistakes may be suffered for decades, great urgency must attach to required changes.

This subcommittee again expects the responsible officials of the Federal and State Governments and other organizations associated with the highway fraternity to give attention to these hearings and, working cooperatively, expedite needed improvements.

That concludes my statement. Now I will be pleased to recognize the gentleman from Florida, Mr. Cramer.

Mr. CRAMER. Thank you very much, Mr. Chairman, and of course I join you in your remarks and would like to add a few comments of my own. It is interesting to reflect on the fact much has been said in Congress, particularly in recent years, with regard to automobile safety, and Congress has passed legislation to provide for safety features to