

past under other acts enacted prior to the Baldwin Amendment of 1965 and the Highway Safety Act of 1966, I am advised by counsel on our side that they go back some 20 years. The statutes authorizing research that I mentioned just a few moments ago. I ask that a summary of highway research provisions be inserted at this point in the record.

Mr. BLATNIK. Without objection, so ordered.

Federal funds for highway research and planning (including highway safety research) are available under four provisions of law.

1. Under section 307(c)(2) of title 23, United States Code, one and one-half percent of *all* Federal-aid highway apportionments are available only for research, investigations, studies, etc.

On the basis of the 1968 apportionment of \$4.4 billion, this would make about \$66 million available annually.

2. Under section 307(c)(3), one-half of 1 percent of funds apportioned for the ABC system are available for research, etc., upon the request of a State. On the basis of the 1968 ABC apportionment of \$1 billion, this would make about \$5 million available annually.

3. Under section 307(a), the Secretary may use administrative funds for research. Administrative funds are deducted from Federal-aid highway apportionments in an amount not exceeding $3\frac{3}{4}$ percent of sums authorized to be appropriated annually. For fiscal year 1967, \$60 million ($1\frac{1}{2}$ percent) was deducted for administrative costs. For the same fiscal year, \$11,073,000 of administrative funds was budgeted for research.

4. Section 105 of the Highway Safety Act of 1966 authorizes appropriation of \$10 million for fiscal year 1967, \$20 million for 1968 and \$25 million for 1969, for highway safety research and development.

Mr. W. MAY. Mr. Linko, proceed.

