

Mr. BLATNIK. And also I would like to know the nature of the deaths and their location, whether Interstate, primary or secondary or on city and urban streets.

Mr. KOPECKY. That is what I will discuss in a few minutes; yes, sir.

Mr. BLATNIK. All right.

Mr. CLEVELAND. Mr. Chairman.

Mr. BLATNIK. Mr. Cleveland.

Mr. CLEVELAND. I would also like to inquire of Mr. Kopecky if he is going to study the rather sharp decline in deaths that occurred in 1938, 1939, and 1940. There was a sharp decline during the war period, and that is understandable, I suppose, because of people protecting their tires, et cetera. But in that 1938, 1939, and 1940 period there was a rather noticeable decline.

Mr. KOPECKY. If you would like, we can inquire.

Mr. CLEVELAND. I think you should, just as you are going to inquire as to why it increased in the last 6 years. It might shed some light on the problem to find out why there was a sharp decrease in the 1938, 1939, and 1940 period. If any member of the panel has any ideas on that subject, I think the committee would appreciate it.

Mr. BLATNIK. Mr. Johnson?

Mr. A. E. JOHNSON. Mr. Chairman, I would like to make an observation at this time, that you are confronted with one of the problems that we have had over the years. That is the adequacy of the data and whether or not it is actually good.

For instance, in 1961 we know we had a fatality rate of 5.1 average, which was the lowest we have ever had. Since that time we have been in the neighborhood of 5.6 and 5.5.

So for that reason I can't see the disparity in these two lines on this chart. I cannot find it at all. I notice that they show 53,000 deaths. I think the National Safety Council does as good a job as they can; but I think they also use lots of round figures at the National Safety Council.

I checked with the Bureau of Public Roads yesterday on what was the fatality total in the United States in 1966, and it was their feeling that it was something over 51,000.

Now you have got 51,000 there shown for a certain number of States. It was their estimate yesterday that it was something less than 52,000 killed in the United States on highways. We got this information, too, and that is that 54 percent of the fatalities occur on our State highway systems compared to 68 percent of the travel—total travel that occurs in the United States on the State highway systems—68 percent is on the State highway systems.

I would think that you are faced here with almost an impossible task of being able to correlate these two curves because of the inadequacy of the data that we have had in the past.

In 1941, I remember that period very well. That was when we first began to have quite a step-up in highway use. In fact, we started on another big highway program; and World War II then terminated that. We did have a pretty decided growth in traffic, and we did have an increase in the traffic fatalities.

But, as I remember, I cannot remember it being to the degree that is shown on this dotted line. I know that many of the States were getting revenues on an increasing, an almost uniform increasing amount,