

On the question of money: First, is that going to affect the alcohol research, the \$1.5 million you are requesting?

Dr. HADDON. I believe we would have to cut back the amount that we intended to spend.

Mr. CRAMER. By how much? You wanted \$1.5 million. How much do you think it will be cut, assuming the Senate sustains the House position?

Dr. HADDON. I might note first that the reduction from \$100 million to \$20 million does not involve the research moneys, that these are under another cut, which was also passed by the House.

Mr. CRAMER. What cut was that, how much?

Dr. HADDON. This was a cut in our research moneys to carry out the purposes of both acts.

Mr. CRAMER. How much did you ask for and how much was allowed?

Dr. HADDON. We asked for approximately \$31 million to cover several things, including a relatively small percentage for the driver register. We are getting about \$21 million, reduction of about a third.

Mr. BRIDWELL. In the specific item of research, Mr. Cramer, the committee by its report language indicated that it wanted to reduce research funds by what we requested, a little under \$22 million. So the report language would limit the total research effort for both the Highway Safety Act and the Traffic Safety Act to \$15 million.

Mr. CRAMER. All right; \$15 million is for both, is that correct?

Mr. BRIDWELL. Yes, sir. That would apply to all of the research to carry out the provisions of the Highway Safety Act as well as the other act dealing with motor vehicle standards.

Mr. CRAMER. I see. Now, a statement on page 12, "In so doing, however, we must always keep at the forefront of our emphasis these items which produce the largest measure of benefit for the effort and dollars which are available to us." The dollars available are going to be a little less than one-fifth of those authorized, so far as the safety program is concerned, not talking about construction; right?

Mr. BRIDWELL. Yes, sir. Actually, it is even greater than that, Mr. Cramer, because the authorization carries over 1967 funds, whereas the section 401 limits a total authorization of almost \$165 million, limits it to \$19 million.

Mr. CRAMER. Therefore you cannot use the carryover of unexpended appropriations?

Mr. BRIDWELL. Unobligated authorizations, yes, sir.

Mr. CRAMER. Right. My own comment is, and you do not necessarily have to comment on it unless you wish to do so, is that we have a highway beauty program, also, for which the administration is asking for full authorization, \$160 million in 1968, \$220 million in 1969. In view of the cut of some four-fifths of the safety money, it would seem to me the chances of funding that are rather bleak; it being my view that certainly safety has a higher priority than beauty.

Mr. BRIDWELL. The Appropriations Committee, as I expect you are aware, Mr. Cramer, also cut the beauty money down to \$1.2 million.

Mr. CRAMER. That is for administration.

Mr. BRIDWELL. Yes, sir.

Mr. CRAMER. Not for the funding of the program itself.

Mr. BRIDWELL. No, sir.

Mr. CRAMER. There is no money for funding itself?