

the program, and obligations to date total \$120 million in Federal funds, as follows: \$31 million for landscaping; \$29 million for 5,400 scenic easements, and \$60 million for 510 roadside rest areas.

We are requesting an authorization of \$33 million for forest highways and \$16 million for public lands highways in each fiscal year 1970 and 1971. We are again recommending, however, that these programs be financed from the highway trust fund rather than the general funds since the highways are similar in character and use to Federal-aid highways and logically should be financed in the same manner.

Finally, on safety, we are asking for an increase in the budget for safety research and for a continuation of the automobile and highway safety programs.

These programs are beginning to save lives. But in order to maintain their effectiveness, we must continue to invest in research. For that reason, we are proposing a gradual increase in research funds to a level of \$40 million by 1971.

Under the highway safety program we have published standards covering driver education, vehicle inspection, alcohol, highway design, and other areas. If you just read the figures in section 6, you might get the impression that the program tapers off in 1971. What the figures actually mean is this: Congress has already authorized us to obligate a total of \$267 million—\$67 million of that authorized for fiscal 1967, and \$100 million each for fiscal 1968 and fiscal 1969. These authorizations extend for 2 years each, so we now have authorization to obligate funds through the end of fiscal 1971.

We will have obligated through June 1968 only \$27 million of that money—partly because of a limit of \$25 million that was placed on this year's budget. So we still have \$240 million.

We are asking the Congress to add \$50 million in fiscal year 1970 and another \$75 million in 1971. I emphasize this because the amounts requested in 1970 and 1971, if taken by themselves, would seem to indicate a tapering off of the program. Actually because of the carry-over of the authorization, we expect to have the authority to obligate a total of \$225 million in 1970.

To qualify for assistance under this program, each State is required to improve safety programs in conformance with national standards promulgated by the Department.

The Department has been pleased with the way the States have responded to the highway safety program. For example, 34 States have enacted enabling legislation implementing the motor vehicle inspection; nine States adopted legislation for emergency medical services; 10 States have enacted implied consent laws; 13 States have enacted special motorcycle licensing laws; 26 States and the District of Columbia have enacted laws to strengthen general driver licensing statutes; 13 States have enacted laws for licensing of commercial driver training schools and instructors; and 33 additional States have adopted motorcycle helmet laws.

Mr. Chairman, this completes my discussion of the provisions of the Federal-Aid Highway Act of 1968.

We believe the bill lays out a comprehensive program for attacking urban highway problems. It is not ours alone. It reflects months and years of study and thought by the Congress, by highway engineers, by