

the fiscal years 1970 and 1971. Annual authorizations for the ABC highways were increased considerably under the expanded highway program inaugurated in 1956, and reached a \$1 billion level beginning with the fiscal year 1966. This authorization level was continued for the fiscal years 1967 through 1969, and is further proposed for the fiscal years 1970 and 1971, when the major effort under the Federal-aid highway program will still be directed toward completion of the Interstate System. The sums authorized would continue to be available on the basis of 45 percent for projects on the Federal-aid primary system, 30 percent for projects on the Federal-aid secondary system, and 25 percent for projects on the Federal-aid primary and secondary systems in urban areas. Apportionment factors for the ABC funds continue to be based on area, population, and post road mileage, in accord with present law.

Section 5(2) would authorize the appropriation of funds from the Highway Trust Fund for traffic operation improvement projects in urban areas (the so-called TOPICS program), in the amount of \$250 million for each of the five fiscal years 1970 through 1974. Our comments concerning this item will be offered later under the discussion of Section 12 of the bill.

Sections 5(3) and (4) would authorize the appropriation for the fiscal years 1970 and 1971 of funds for forest highways and public lands highways in the annual amounts of \$33 million and \$16 million, respectively, as was authorized for prior fiscal years. It is proposed to transfer the financing of the forest and public lands highway programs from the general fund to the Highway Trust Fund, since the highways are similar in character and use to Federal-aid highways and logically should be financed in the same manner as the regular Federal-aid program.

About 88 percent of the Forest Highway System mileage is located on Federal-aid systems, and the remainder may be placed on the Federal-aid systems as desired. The Public Lands Highway projects also are located on the Federal-aid systems or on routes that could be added to the Federal-aid systems.

A separate bill, "The Highway User Act of 1968" has been submitted to the Congress which would provide additional revenues to the Highway Trust Fund and extend the duration of that fund by 28 months to January 31, 1975. Estimated revenues accruing to the Highway Trust Fund from existing sources over the extended period of time, together with the additional revenues from the so-called "equalization" taxes proposed in the bill, will be adequate to support the Interstate authorization schedule proposed in Section 2, the ABC authorizations proposed in Section 5(1), the TOPICS authorizations proposed in Section 5(2) and the forest highways and public lands highways authorizations proposed in Sections 5(3) and (4).

Sections 5 (5) through (9) would authorize appropriations of funds from the general fund of the Treasury for certain other highways in Federal domain areas. These programs are administered by other Federal agencies.

STATE AND COMMUNITY HIGHWAY SAFETY PROGRAMS

The Highway Safety Act of 1966 (Section 402) authorized to be appropriated for Federal aid to State and community highway safety programs the sum of \$67 million for fiscal year 1967, and \$100 million for each of the fiscal years 1968 and 1969. Section 6 of the bill would continue the programs under Section 402 by authorizing the appropriation of \$50 million for fiscal year 1970 and \$75 million for fiscal year 1971. A cost estimate for the highway safety program has been developed in cooperation with the States and will be submitted shortly.

Mr. Chairman, this is a new activity and there has been some misunderstanding as to its operation. May I therefore provide the Committee with some of the essential background. This is the activity under which, as directed by statute, we have established standards covering driver education, vehicle inspection, alcohol, highway design, and other areas in which States and communities are being assisted in creating or expanding their highway safety programs. Under Section 402, each State is required to be implementing an approved highway safety program under the standards by December 31, 1968. The authorization requests in Section 6, which provides Federal assistance for the State and local programs, should not be viewed as representing a reduction in such assistance. As I said, Congress has already authorized, in the Act itself, a total of \$267 million for fiscal years 1967, 1968, and 1969. These funds are available for one year in advance of, and two years following, the year for which they are authorized—so that we now have authorization under the Act to obligate these funds through