

the end of fiscal year 1971. By June 30, we will have obligated only \$27 million, largely because of a limitation of \$25 million placed by the last session of the Congress on that authority for this fiscal year. Therefore, \$240 million is still available for obligation at the beginning of fiscal year 1969. Of this amount, we plan to obligate \$140 million during fiscal year 1969, leaving a balance of \$100 million available for use in fiscal year 1970.

The \$100 million carryover, together with the request to the Congress to add \$50 million in fiscal year 1970 and another \$75 million in fiscal year 1971, or a total of \$225 million, will be available for obligation in fiscal year 1970. Added to the carryover of existing authorizations, therefore, we expect to have the authority to obligate a total of \$225 million in fiscal year 1970.

In all parts of the country, State and local highway safety programs now being planned, developed, or expanded under the Highway Safety Act will lead to greatly accelerated requests for Federal-aid funds. With the resources available up to this point, States and communities, as well as the National Highway Safety Bureau, have only been able to get started in the direction of developing required programs. We received 87 project applications in the first quarter of fiscal year 1968, 94 in the second quarter, and 165 in the third. This acceleration continues: by April 30, we had received some 474 applications. As of the same date, grant applications had been approved with total costs of \$77.2 million, of which \$13.3 million is from Federal funds.

Our current projections indicate that applications in fiscal year 1968 will request \$32 million, and that we therefore will completely obligate the \$25 million available in the year. The acceleration of applications, as well as their increase in scope, indicates that the planned application level of \$140 million for fiscal year 1969 is very realistic and, in fact, conservative.

Under the \$25 million available in fiscal year 1968, the allocation to each State was too small to cover more important, and often more expensive, projects. These projects—such as driver education, police services, and traffic records improvement—have for the most part been delayed by States and communities until fiscal year 1969 in anticipation that sufficient funds will then be available.

We anticipate recommending an apportionment formula to you before January 1, 1969, as required in Section 402. This formula is now in the process of preparation.

#### RESEARCH AND DEVELOPMENT

An authorization was also included in the Highway Safety Act of 1966 for the highway safety research and development programs provided in Section 307(a) and Section 403 of Title 23. The Act authorized appropriations of \$10 million for fiscal year 1967, \$20 million for fiscal year 1968, and \$25 million for fiscal year 1969. Section 7 of the bill would authorize appropriations for 307(a) and Section 403 of \$30 million for fiscal year 1970 and \$40 million for fiscal year 1971.

In order to increase the effectiveness of our and highway safety programs, we must continue to invest in research. This R&D program has three major objectives—

An improved understanding of how and why highway crashes occur, and how and why people are killed and injured in them;

The development of effective measures to avert crashes and minimize deaths and injuries;

Improvement of State and community safety programs on the basis of these results.

The authorized funds for fiscal years 1967, 1968, and 1969 are being used in contracts with universities, foundations, private industry groups, and other governmental agencies, for work in four key areas: accident and injury analysis; research, development, and testing; demonstration projects; and manpower development. This program must be accelerated, as provided in the bill, in order to support effective highway safety programs at national, State, and local levels, and to provide the far more specific scientific information we all need to reduce our present highway casualties of 10,000 injured each day in the nation.

#### HIGHWAY BEAUTIFICATION

Section 8 of H.R. 17134 (omitted from H.R. 16994) would authorize appropriations from the general fund of the Treasury for the highway beautification program for fiscal years 1969, 1970, and 1971, thus putting these authorizations