

million of the \$167 million authorized for fiscal 1967 and 1968 will have been obligated by the end of this June. We must also recall that the Secretary also said that it was partly because of the limit of \$25 million that was placed on this year's budget.

In spite of the circumstances we are happy to be able to report that many Governors and their department heads and legislatures have not retreated. Substantial increases in non-Federal funding have been provided, although the amounts are still seriously inadequate.

Several States, including North Carolina, Massachusetts, New Mexico, Arkansas, Rhode Island, West Virginia, and California are up to their "obligational limitations" as provided under the reduced budget for fiscal 1968 and asked for more.

Many States are known to be holding up projects which they feel need urgent implementation, but they are reluctant to undertake them without more assurance that the available matching funds will help to underwrite the costs.

What makes this delay especially regrettable is the fact that it curtails the very improvement programs the Congress was so determined to stimulate by way of the Highway Safety Act of 1966.

Actually, we are so encouraged by the signs of progress that have been in evidence since the passage of the act, and so sure of the progress that can and must be made from here on, we can't resist an admittedly critical impatience with the extent to which we believe the work of the National Highway Safety Bureau is under wraps.

With respect to the Bureau's program objectives—section 402 of the Highway Safety Act of 1966 mandated the promulgation of uniform standards in a series of areas that are irrevocably associated with traffic safety. Some of them are highly controversial. No matter, the Congress has acted. On the basis of the best available scientific and empirical evidence we believe the Congress acted wisely and that the resultant uniform standards issued by the Bureau are sound. We believe that universal compliance with these standards and others that are yet to be promulgated will produce major reductions in highway accident losses.

As for the National Safety Bureau itself, its leadership and personnel were handed extremely difficult assignments and crushing deadlines. Even so, a great deal has been accomplished.

While we have not always agreed with everything the Bureau has done, we couldn't possibly have a higher regard for the personal dedication of its Director, Dr. William Haddon, Jr. Given a full staff of the caliber of men and women he has recruited, and which his mission demands—and such people are in very short supply—plus the freedom to commit the financial resources he needs, the results would in due time be very convincing.

One thing is abundantly clear—without the full confidence and support of the Congress, the National Highway Safety Bureau will not succeed and we will all suffer the consequences. At this point we owe you our best judgment as to the status of what has happened in important areas of action.

1. *Planning and Administration.*—Prior to the Federal act very few States had good coordination of various programs—rather, each department tended to run its own show, and it was seldom that the