

Governor or his deputy took a strong hand in producing a coordinated effort. Thus much potential program effectiveness was dissipated and departments which were apathetic and ineffective were seldom called to account.

Now there has been great change. Every State is moving to strengthen and coordinate the State-level programs, and the important and almost totally new work of coordinating State efforts with those at county and city levels is beginning to move forward. However a great deal remains to be done particularly in strengthening city and county programs and welding them into a unified effort.

2. *Motor vehicle inspection.*—Great progress is underway in this essential traffic safety requirement. The Highway Safety Bureau is very wisely permitting experimentation with various methods of inspection, and its research program is looking into modern diagnostic facilities. We do need better inspection as well as more inspections.

3. *Motorcycle safety.*—Here Dr. Haddon and his associates have shown great leadership in moving to control a burgeoning problem. Motorcycle deaths soared from about 700 in 1961 to over 2,000 in 1966. Now, thanks to fast action by the States, as well as the Federal Government, the upward trend has been halted despite continued growth in the number of motorcycles. This is perhaps one of the smaller parts of the program, but shows very dramatically what can be done.

4. *Driver education.*—We have been very pleased to note that most of the Federal money is being used to improve driver education, rather than simply expand it. The very substantial cost of this program borne by the State and local governments is an investment which has not had the payoff which was indicated in its early years, and a greater effort must be made in areas of teacher training, curriculum improvement, more effective training aids, simulators, and other improvements.

If vast sums of Federal money were to be put into driver education as it now exists, the Congress could rightly question such a development. However, even the sums proposed in the President's budget for fiscal 1969 will constitute no more than badly needed improvement money, and as such offers great hope that substantial public investments in driver education can show a cost-benefit relationship which will justify their continuance.

It would certainly not be wise public policy to simultaneously call into question the efficacy of driver education, and drastically curtail the means whereby it can be made more effective.

5. *Driver licensing.*—We have been delighted with the dynamism which has been injected into driver license program which had shown considerable hardening of the arteries in many States. Reexamination procedures are being instituted, tests are being revised and improved, and the whole driver improvement effort—as distinguished from suspensions and revocations—is beginning to receive proper attention.

Suspensions and revocations of driver licenses have great impact on the lives of those affected—the Congress is extremely wise to fund improvement projects which can help errant drivers well before more drastic action is needed.