

Bureau of Motor Carriers.
 Federal Railroad Administration.
 Federal Aviation Agency.
 Coast Guard.
 National Transportation Safety Board.

The Department of Transportation is, as a whole, a "safety agency." We have been gratified for the attention that Secretary Boyd has given to all aspects of safety as he has brought together the many elements of his Department and built programs of great significance to the health and safety of the Nation.

The year 1969 will be the critical year in traffic safety.

Just a few of the deficiencies which we must undertake to correct at the State level:

Nineteen States are still without periodic motor vehicle inspection;

Twenty-three States still do not have implied-consent legislation;

Eleven States are without motorcycle safety legislation;

Fifteen States have made no provision for periodic reexamination for driver licenses.

We in the National Safety Council's family are going to mount the maximum public support effort of which we are capable. Our traffic conference has directed us to help public officials identify the critical needs at the earliest date possible.

This is what brings us here.

Having already appeared before the Subcommittee on the Department of Transportation of the House Committee on Appropriations, we are keenly aware of the budget-cutting pressures under which the Congress is now working.

We have a profound respect for the problems involved, but at the same time it would not be in the best interests of the Nation's economy if we failed to speak for those men, women, and children who will be virtually condemned to death and injury on our highways if the National Highway Safety Bureau is delayed in reaching its maximum capability for the want of adequate financing.

We wish the requests that have been made in behalf of the Bureau for the next 3 years could be at least doubled. It would be an investment in the conservation of human and economic resources that would pay for itself many times over.

The phrase "at least doubled" in the last paragraph is somewhat vague, because not until yesterday afternoon were we certain of the meaning of the proposed authorizations for State and community highway safety programs in section 6 of H.R. 16994 and H.R. 17134.

Secretary Boyd's April 22 statement had indicated that an authorization of \$50 million for fiscal 1970 would, with a carryover of previous years' authorizations, make \$225 million available for obligation in fiscal 1970. But the arithmetic seems to indicate that this sum would be available for the 2 years, fiscal years 1970 and 1971.

As the proposed legislation now reads, it appears that only \$150 million would be available in 1970, and if that were obligated, only \$75 million would be available in 1971.

The President's budget shows plans to obligate \$140 million in 1969. This would leave \$100 million carryover from past authorizations. We believe the authorization for 1970, including carryover, should be no