end of April. total grants to states exceeded 13½ million dollars; and by the end of May, 20.1 million dollars of federal funds have been approved for obligation.

Federal funds available for obligation by states during the fiscal year 1968 were limited to $23,900,000. At the end of May, 1968, 21 states have fully obligated their apportionments and the remainder have filed requests with the National Highway Safety Bureau for full obligation. In addition, there are pending projects calling for $14,000,000 of federal funds that are not now available. This means that federal funds currently available are 14 million dollars short of fulfilling current state programs, and that these projects will have to be financed out of the appropriation made for 1969 in addition to those that states are contemplating for 1969.

Projection made by the National Highway Safety Bureau earlier in the year (April 18) indicate that projects on hand at that time would generate a potential need for $100,000,000 in federal funds.

In our own area we find that Indiana, Kentucky and Michigan have pending projects that call for $860,000 in federal funds in excess of the current apportionment.

We find that in a great many instances states are willing to bear more than half the cost of projects. Following are some examples:

	Total	State share	Percent of cost to State
Arkansas	$3,643,942	$3,284,846	90
Connecticut	1,449,266	1,274,921	87
Georgia	3,184,926	2,628,233	83
Illinois	4,565,662	3,815,337	83
Louisiana	754,487	722,732	96
Maryland	3,706,217	3,378,500	91
Massachusetts	3,249,000	1,945,000	86
New Hampshire	275,239	227,544	83
New Jersey	4,634,738	4,426,854	95
New York	40,372,741	38,722,044	96
Ohio	2,280,840	1,568,265	69
Texas	5,566,628	4,572,498	82
West Virginia	1,178,076	935,076	79

While much of the emphasis up to this point has been on state programs, we find that federal funds are reaching local communities. These vary in amounts ranging from a few hundred dollars to tens of thousands of dollars depending on the size of the community and the scope of the project. For example in Illinois, the Village of Homewood, population 17,000, has been authorized to conduct a pedestrian safety survey at a total cost of $900.00; while at the other end of the scale, Cook County has been authorized to establish a police driving school for $186,000. Federal funds are involved in both of these projects.

Commendable as these local programs may be, there is danger that without adequate control, communities may submit projects without adequate consideration of priorities. It is too much to expect the governor's coordinator to make decisions for each and every community. Therefore, it seems that it would be appropriate for communities in excess of 50,000 population, or some other appropriate level, be required to develop comprehensive highway safety programs and a means for periodic updating of these programs. This formula is currently being used by the Bureau of Public Roads. In order to maintain eligibility for federal road funds, communities of 50,000 population or more are required to develop a comprehensive transportation plan and a procedure for updating the plan.

COST-BENEFIT IMPLICATIONS OF NATIONAL HIGHWAY SAFETY BUREAU BUDGET

The National Safety Council estimate of the cost to the nation of motor vehicle accidents in 1967 is $10,700,000,000. This figure includes wage losses, medical expenses, insurance administrative costs, and property damage in motor vehicle accidents.

If the NHSB through the establishment of highway and motor vehicle safety standards, its help to the states in meeting highway standards, and its other programs could effect a one percent decrease in the U.S. motor vehicle accident experience, this would be equivalent to a waste reduction to the nation of $107,000,000 (at the 1967 level of costs).