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PRESS

# california traffic safety program

Public Law 89-564  
89th Congress, S. 3052  
September 9, 1966

80 STAT. 723

## An Act

to provide a coordinated national highway safety program through financial aid to the States to accelerate highway traffic safety programs, and for other purposes.

Enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1—HIGHWAY SAFETY

Chapter 1 of the United States Code, is hereby amended by adding a new chapter:

CHAPTER 1—HIGHWAY SAFETY

Development  
Committee

to assist and cooperate  
State and local gov-  
ernments, to improve

Highway Safety  
Act of 1966.  
72 Stat. 885.

## Senate Bill No. 719

### CHAPTER 1492

An act to add Section 2402.5 to, and to add Chapter 5 (commencing with Section 2900) to Division 2 of, the Vehicle Code, relating to motor vehicle safety, declaring the urgency thereof, to take effect immediately.

Approved by Governor August 28, 1967. Filed with Secretary of State August 28, 1967.

The people of the State of California do enact as follows:

Section 1. Section 2402.5 is added to the Vehicle Code, to read:

2402.5. The commissioner shall, after he has adopted motor vehicle standards adopted pursuant to the National Traffic and Motor Vehicle Safety Act of 1966 (Sec. 1381 et seq.), adopt and enforce regulations identical to such standards with respect to any motor vehicle or item of equipment applicable to the same aspect of performance of such vehicle or item of equipment. In formulating such regulations, the commissioner shall review and consider test procedures or equipment does not conform to regulations of a motor vehicle or equipment. The commissioner shall not approve any State highway safety program within their jurisdiction which does not conform to the program of the National Traffic and Motor Vehicle Safety Act of 1966.

GOVERNOR'S OFFICE  
STATE OF CALIFORNIA



RONALD REAGAN  
GOVERNOR

State of California  
GOVERNOR'S OFFICE  
SACRAMENTO 95814



January 10, 1968

Hon. Robert H. Finch, President  
and Members of the Senate  
Hon. Jesse M. Unruh, Speaker,  
and Members of the Assembly

Pursuant to Section 2905 of the Vehicle Code,  
I have the honor to transmit this progress  
report on the California Traffic Safety Pro-  
gram as authorized by the Legislature at the  
1967 Regular Session.

Respectfully,

A handwritten signature in cursive script that reads "Ronald Reagan".

RONALD REAGAN  
Governor

Attachment

## TRANSPORTATION AGENCY

1120 N STREET, SACRAMENTO 95814

California Highway Patrol  
Department of Motor Vehicles  
Department of Public Works  
Department of Banking  
Department of Insurance  
Division of Corporations  
Division of Real Estate  
Division of Savings and Loan  
Department of Alcoholic Beverage Control  
Department of General Services  
Department of Professional and Vocational Standards  
Franchise Tax Board  
State Employees' Retirement System  
State Fire Marshal  
State Personnel Board



GORDON C. LUCE  
Administrator

JAMES C. SCHMIDT  
Assistant Administrator

January 8, 1968

Hon. Ronald Reagan  
Governor of California

Dear Governor:

Pursuant to Section 2905 of the Vehicle Code, I have the honor to transmit this progress report of the California Traffic Safety Program and recommendations for legislation to further the implementation of the program authorized by the Legislature at the 1967 Regular Session.

I want to recognize the valuable assistance given by the Technical Task Group, the Governor's Committee on Traffic Safety, the League of California Cities and the County Supervisors' Association in the development of this report, as well as the dedicated effort by Mr. Rus Walton and Mr. Jack E. Eckhardt in coordinating and completing this report.

Respectfully,

A handwritten signature in cursive script, appearing to read "Gordon C. Luce".

GORDON C. LUCE  
Secretary of Business  
and Transportation

STATE OF CALIFORNIA

GOVERNOR'S OFFICE

CALIFORNIA TRAFFIC SAFETY PROGRAM

January 10, 1968

RONALD REAGAN, Governor

Prepared by the Transportation Agency -- Gordon C. Luce  
Rus Walton  
Jack E. Eckhardt

In cooperation with the U. S. Department of Transportation  
Federal Highway Administration  
National Highway Safety Bureau

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## I      INTRODUCTION

In 1966, Congress passed several acts relating to highway safety, including the Highway Safety Act of 1966 (Pub. Law 89-564). The stated purpose of this Act is to promote a coordinated, comprehensive highway safety program in each of the states to reduce traffic accidents and deaths, injuries, and property damage. To reach this end, the Act requires (1) that the Governor of each state be responsible for the administration of the State Traffic Safety Program, (2) that local jurisdictions be authorized to carry out highway safety programs as part of the state program, and (3) that at least 40 percent of all federal traffic safety funds be devoted to programs by local jurisdictions.

The Act also contains a penalty clause providing that after January 1, 1969, Federal Aid Highway Funds will be reduced by ten percent to any state not implementing the Act.

Responding to and implementing the federal Act, the 1967 California Legislature enacted Senate Bill 719, which Governor Reagan signed into law on August 28, 1967. (Ch. 1492-1967 Statutes). This statute provides for the establishment, administration and funding of a California Traffic Safety Program to consist of a comprehensive program to increase traffic safety, reduce the number of traffic accidents and to include local highway safety program.

The state program is to be prepared by the Administrator of Transportation and administered by the Governor, who is required to submit a yearly report to the Legislature. The report is to include a presentation of the program, progress in its implementation and recommendations for legislation deemed necessary for future implementation. The following is the report for 1968.

## II SUMMARY AND CONCLUSION

California, in fact the entire nation, is becoming increasingly concerned with the growing number of traffic accidents and fatalities on the highways.

California's long-time role as the leader in the field of highway transportation and safety has not happened by chance. The wisdom of the Legislature in enacting progressive, far-sighted statutes, the desire of the people of California for the best type of highway transportation, the dedicated services of the private sector including automobile clubs, local safety councils, safety foundations, and professional associations; and the sincere dedication of state and local governmental employees in carrying out established policies have all contributed to this acknowledged leadership.

Federal intervention and infringement on states' rights is becoming increasingly distasteful. The 1966 Federal Highway



Safety Act directs the Secretary of Transportation to assist and cooperate with state and local governments. Therefore, the theme of assistance rather than dictation is followed in most of the material presented at the federal level. However, federal intervention will exist. The Act contains a penalty clause, standards are mandatory requirements rather than goals, and regulations set forth rigid controls. Nevertheless, we shall continue to welcome federal cooperation in bringing to reality the best highway program possible.

We have concluded that California is in a more firm position than most states in meeting the established standards. Additionally, much of the problem of federal intervention can be overcome by diligently expressing California's views in connection with the standards and regulations designed to implement the federal program.

It should be made clear that the entry of the federal government into California's traffic safety endeavors does not in any way supplant our state efforts or should it cause us to retard our efforts. The federal programs should, in general, be considered part of an accelerated traffic safety program.

The Secretary of Transportation has stated that the ten percent withholding of federal aid highway funds set forth in

the Act will not be invoked where a state shows good faith. With continued good faith by the Legislature, the Governor, the Administrator, and the governing bodies of local jurisdictions, the possibility of the penalty imposition in California will be considerably reduced.

### III     PROGRESS IN IMPLEMENTATION

Progress in implementing the National Highway Safety phase of California's traffic safety program has been slower than Congress intended and slower than we had hoped for. Three major factors have contributed to this: (1) the many changes and undetermined program details at the federal level, subsequent to the Act's passage, have compounded the problem of developing this major program, but is no reflection on the National Highway Safety Bureau staff -- the development of such a program is very complex; (2) the amount of federal funds available to California was unknown until late 1967; and (3) inadequate staff at the state level to establish, coordinate and administer the new federal provisions and procedures.

Although progress in implementing the Act admittedly has not been as rapid as may seem apparent in some states, we make no apologies for this. California's efforts will be less spectacular than some states because California has been, and is, very progressive in safety programs, many being accomplished

years ago where other states are just beginning. Our objective is to protect the lives, safety and resources of our citizens; it is not to establish a new bureaucracy or to spend money just for the sake of spending it. The deliberate, carefully considered progress made in California in 1967 will result in a firmer foundation for the program and ultimately a far better total safety program. As we progress, more sophisticated programs will be undertaken with a more effective use of funds (greater cost benefit) and a better balance of effort.

Excellent cooperation by the various state, local, and private sector representatives has made the initial job less difficult, particularly in writing sound recommendations to the National Highway Safety Bureau and the development of a secure foundation on which to build the future program.

Formal implementation of the California Traffic Safety Program began August 28, 1967, when Governor Reagan signed into law the enabling legislation (SB 719). The Governor's Committee on Traffic Safety was reconstituted and reappointed and is diligently working for a better highway safety program. A staff within the Transportation Agency was formed to coordinate the provisions of the safety program with the federal, state and local agencies, and a technical task group was appointed in an advisory capacity.

To date, considerable time and effort have been devoted to reviewing and commenting on draft standards and federal regulations designed to implement the Federal Act. Frankly, the early draft standards contained many unworkable requirements. Based on the wide experience and respected expertise of our professionals, in both the public and private sector, sound recommendations have been made to the National Highway Safety Bureau. General standards were issued by the National Highway Safety Bureau in December, 1966. In February, 1967, rather detailed standards were provided, followed by the issuance of 13 final standards in June, 1967. Revised manuals are currently being issued with many requirements contained in the February standards being restated. Hopefully, during 1968, final standards will be developed containing a "workable" approach to continued implementation of the program.

On March 16, 1967, President Johnson appointed a National Highway Safety Advisory Committee and California's lone representative on the twenty-nine member committee is Speaker of the Assembly, Jesse M. Unruh.

The Federal Act required an estimate of costs for the next ten years to comply with the safety program and consideration of a Base Year figure, defined as expenditures in the field of safety for the two fiscal years prior to the signing of

the Act. Both of these reports for California were developed and have been transmitted to the National Highway Safety Bureau.

During the past year there has been considerable interest in the provisions of the Act and bureau policies. Every request to speak to or meet with interested groups has been met by the staff of the Transportation Agency. These groups include the County Supervisors' Association, League of California Cities, service clubs, women's clubs, the California Medical Association, and many others. In addition, meetings were held both in and out of the State on the development of the program. California provided the leadership in initiating a meeting of the major states in Chicago in April, 1967 to discuss mutual problems and make recommendations to the National Highway Safety Bureau. (The joint resolution adopted at that meeting is attached as Appendix 3).

Through the advice of the technical task group representing all fields of interest in safety, and the Governor's Committee on Traffic Safety, a California Highway Safety Program for the 1967-68 fiscal year has been developed and is included in this report.

#### IV ANTICIPATED PROGRESS

While 1967 was mainly a year of evaluation and organization, we look forward to 1968 as a year of accelerated progress.

It will be necessary to continue to review the standards and regulations issued by the National Highway Safety Bureau. We shall continue to comment on these to make California's desires known and to protect its interests. Additionally, such items as policy and procedures, detailed methods of cooperating with local jurisdictions, and procedures relating to fiscal affairs must be developed and implemented in 1968.

Principal activities of the coordinator and his staff will be devoted to proposing and advising on certain safety legislation, and submitting proposals requesting federal grants for the projects comprising the California program. (See Appendix 5) Proposals for grants should be submitted during February and March, with federal approval hopefully being obtained shortly thereafter. Early in February, 1968, this report and program will be submitted to the National Highway Safety Bureau pursuant to the requirement of the Act that the Secretary of Transportation approve the State Traffic Safety Program prior to December 31, 1968.

Following is a partial list of proposed 1968 activities:

1. The State Transportation Agency entered into a contract with the University of Southern California November 24, 1967, to perform a "Drunk Driving Study" pursuant to Chapter 1626, 1967 (AB 2538). This study is aimed at developing effective procedures

for the reduction of drunk driving violations in California, as well as the reduction of the recidivism rate among convicted drunk drivers.

2. Under contract to the Transportation Agency, the State Department of Public Health will undertake a study of "emergency medical services" pursuant to Chapter 1714, 1967 (AB 2196). Included in the study will be a survey of present emergency care services in California, medical aspects of driver licensing, and, to a lesser degree, alcohol in relation to highway safety.
3. The Transportation Agency will conduct a feasibility study of the use of helicopter ambulances, pursuant to House Resolution No. 67. Participating will be the School of Medicine at UCLA, the Federal Department of Transportation (Coast Guard), the Los Angeles City Police Department and the California Highway Patrol.
4. The California Highway Patrol will undertake a  $3\frac{1}{2}$  year demonstration study of the effect and costs of random mandatory motor vehicle inspection.
5. Consideration will be given to a study of the potential utilization of sophisticated electronic



equipment and the computer analysis sciences for a meaningful and economical motor vehicle inspection program. The University of California's Institute of Traffic and Transportation Engineering is capable of doing such a study.

6. The Transportation Agency will continue to solicit the aid of the private sector and increased public support.
7. Various studies will be undertaken to develop a basis for future programs including recommendations for future legislation. (See Appendix 5 for full details of the program.)

It is hoped that proposals for program implementation in 1968 will contribute to a continued reduction in highway injuries and deaths.

#### V RECOMMENDED LEGISLATIVE ACTION

Legislation will be required to comply fully with the Federal Highway Safety Act of 1966; however, it is recommended that until the standards and procedures have been announced in final forms, legislation should not be enacted for the sole purpose of complying with the Act. This State, while sincerely desirous of constructive federal-state cooperation in this field, should not blindly rush into expensive but



unproven or ineffective projects.

Legislation should, however, be enacted in areas of definite need. While the Federal Highway Safety Act requires the Secretary of Transportation to approve state programs before December 31, 1968, full compliance is not required if the State can demonstrate progress in implementing the program. California can meet this requirement without enacting legislation specifically related to national standards during the 1968 session.

Legislation Required to Comply Fully with the Safety Act

1. Motor Vehicle Registration - Code sections relating to "unladen weight for commercial vehicles" would have to be revised to provide for "registered gross laden weight."
2. Motorcycle Safety - Legislation similar to 1967 proposals would be needed. This administration will again recommend support of motorcycle safety legislation during the 1968 session of the Legislature similar to AB 978, 1967.
3. Traffic Courts - Since the federal standard includes the recommendation that "all individuals charged with moving hazardous traffic violations be required to

appear in court", the definition of "moving hazardous" could be added to the Vehicle Code, if deemed desirable.

4. Alcohol - A presumptive limit law of not higher than 0.10 percent alcohol content by weight would be needed to supplement California's existing "implied consent" statute.
5. Traffic Records and Identification of Accident Locations - Legislation may be required to provide uniform statewide accident reporting forms, statewide uniform level of reporting, and a statewide method of locating accidents.
6. Motor Vehicle Inspection Study - A legislative resolution requesting a study by the Institute of Traffic and Transportation Engineers will be proposed.

It is recommended that legislation relating to "motorcycle safety" and "presumptive limit" should be enacted regardless of the requirements of the Highway Safety Act; these are needed immediately to improve the safety on California's highways.

Suggested legislation relating to "registered gross laden weight" and the definition of "hazardous traffic violations"

may or may not be justified. Legislation relating to "traffic records" should be deferred until specifics can be recommended.

Although not required by the Federal Highway Safety Act, the following legislative actions should be considered:

1. Establish a new Department of Highway Safety in the Transportation Agency. This is necessary to meet the expanding need for highway safety and provide a central department to better coordinate the various safety efforts in the State.
2. Enable the California Highway Patrol to utilize "radar" in connection with traffic offenses.
3. Grant immunity from future court action to accredited accident investigators.
4. Allow the impounding of vehicles involved in fatal and serious injury accidents so that these vehicles can be inspected and studied to assist in determining both the cause and effect of accidents.

It is specifically recommended that a Joint Resolution be directed to the President requesting additional California representation on the National Highway Safety Advisory Committee. While many states have two representatives, several have three, and one (Illinois) has four; California --

the largest state, with the most cars and most drivers, in the Nation -- has only one.

Research is a most important phase of the overall safety program and California is a leader in this field. The facilities and personnel available in California are unequaled in the Nation. The National Traffic and Motor Vehicle Safety Act of 1966 (Pub. Law 89-563) requires an investigation of the need for research facilities. A Joint Legislative Resolution should be directed to the President of the United States requesting the establishment of a research facility in California.

## VI FUNDS

The Federal Highway Safety Act of 1966 authorized \$67 million for the 1966-67 fiscal year, and \$100 million for the 1967-68 fiscal year; however, Congress, to date, has appropriated only \$25 million.

California's share of the total authorized \$167 million would be \$11,100,000; and of the \$25 million, this state's share would be \$2,250,000.

Long range planning, although highly desirable, is impossible at the present time due to lack of information on how much money Congress will appropriate for any given year. Congress

can appropriate additional amounts against the \$167 million authorized for two full years after the end of a fiscal year. The Act also authorizes \$100 million for the 1968-69 fiscal year.

Several proposals requesting approval of federal grants totaling nearly \$800,000 have been submitted to the federal government. These include \$173,000 for Planning and Administration purposes. This has been approved, and reimbursement can be claimed beginning September 1, 1967. The proposals submitted, but not approved, include safety design training of highway personnel (\$163,000), a study of drunk driving (\$365,000) and a study of emergency medical services (\$95,000).

Claims have not been made for federal reimbursement of Planning and Administration funds due to the lack of staff to establish fiscal management policies and procedures. These policies and procedures will soon be implemented. No loss of eligible federal funds should result from this delay.

California's enabling legislation (Ch. 1492-1967 Stats.) SB 719 established, in the State Treasury, a California Traffic Safety Program Fund, and gave the Governor authority to appropriate such funds to the various state and local agencies.

The following is a resume of the financial provisions of the Highway Safety Act of 1966 and administrative regulations which have been established by the National Highway Safety Bureau.

1. Federal funds will be apportioned to the states, 75 percent based on population and 25 percent at the discretion of the Secretary of Transportation.
2. The matching ratio for California is 59.40 percent federal money and 40.60 percent non-federal.
3. The term "non-federal" money refers to money currently being spent for highway safety by the State and local jurisdictions. This is to be used as the non-federal matching share and, in most cases, new or additional funds will not be required.
4. The aggregate expenditure of non-federal funds for highway safety programs will be maintained at a level equal to, or exceeding, the average level of such expenditures for the last two full fiscal years preceding the date of the Act. (Base Year average)
5. Projects utilizing a given year's fiscal funds can be obligated up to two full years after the end of the fiscal year. There will be no strict time limit on the length of projects.

6. At least 40 percent of all federal funds will be expended by the political subdivisions in carrying out the local highway safety programs.
7. If, after December 31, 1968, a state does not have a highway safety program approved by the Secretary of Transportation, the Secretary shall not apportion funds, and shall reduce all federal highway funds in amounts equal to 10 percent.
8. Additional federal funds are authorized for highway safety research and development (Section 403). There is no matching requirement for these funds, but research projects are being totally administered at the federal level.
9. The Secretary of Transportation is to submit to Congress by January 10, 1968, a detailed estimate of costs of carrying out the provisions of this Act.

## VII CALIFORNIA'S HIGHWAY SAFETY PROGRAM

The attached Safety Program represents the combined efforts of various state departments, local jurisdictions, and the private sector. Without such cooperation, this program could not have been developed.



The initial procedure followed included obtaining recommended projects from the various state departments, the League of California Cities, and the County Supervisors' Association representing the local jurisdictions. This data was thoroughly discussed at a meeting of the Task Group composed of working level representatives of all jurisdictions.

A tentative program was compiled and distributed to members of the Governor's Committee on Traffic Safety. Revisions were made and reviewed by an Executive Committee consisting of the three state department directors within the Transportation Agency -- the California Highway Patrol, the Department of Motor Vehicles and the Department of Public Works. The program was then submitted to, and approved by, Administrator of Transportation, Gordon C. Luce and Governor Reagan.

In developing the California Traffic Safety Program, the following criteria were used as controls: (1) the total funds to be allocated to California for the 1967-68 fiscal year; (2) the requirement that at least 40 percent of the federal funds be obligated by local jurisdictions; (3) conformance to a matching ratio of 59.40 percent federal and 40.60 percent non-federal funds within each functional area (standard).

For fiscal year 1967-68 only, efforts were made to minimize the number of projects to be undertaken because of the



relatively small amount of the federal appropriation (\$2,250,000) and because federal standards and regulations, particularly relating to fiscal matters, have not been announced in final form. It was deemed advisable to undertake only a minimum number of projects so that the amount of money for each project would be sufficient to accomplish results and to minimize the possibility of repercussions because of the tentative nature of federal regulations.

The following general priority approach was followed: (1) proposals previously approved by the National Highway Safety Bureau (Planning and Administration); (2) proposals which have already been submitted to the National Highway Safety Bureau; (3) those projects necessary to implement safety legislation passed during the 1967 session; (4) projects by local jurisdictions to meet the requirement of at least 40 percent of federal funds by local jurisdictions; (5) projects to develop data necessary for future proposals, such as those relating to motor vehicle inspection and the study of accident reporting level and forms; (6) training of personnel in special areas which will be needed to implement future programs; (7) surveys of existing procedures and status necessary to evaluate future programs; (8) other projects.

As stated in the introduction, the intent of the Highway Safety Act of 1966 and California's enabling act is to develop

a comprehensive highway safety program. To this end, the attached program provides \$300,000 for projects to be recommended by the League of California Cities and \$300,000 for projects to be recommended by the County Supervisors' Association.

Both the League of California Cities and the County Supervisors' Association are to submit a list of projects setting forth recommended priorities. The Transportation Agency will review the lists and approve those which will materially contribute to the over-all safety program.

The \$600,000 for cities and counties plus \$300,000 for driver education totals \$900,000 and meets the federal requirement that at least 40 percent of federal funds be expended by political subdivisions.

In addition, portions of other programs; namely Planning and Administration, Central Records, and Accident Reporting will be by political subdivisions. These should make a total for local jurisdictions of over \$1,000,000 -- or 43 percent of the program.

Two segments of the California Traffic Safety Program are attached -- the first representing the highest priority projects obligating the federal allotment of \$2,250,000 and the second, amounting to a total of \$7,543,000 to be used in

the event additional federal funds become available.

In developing the attached programs, the following additional information was utilized.

1. Planning and Administration - This is to provide reimbursement of the costs involved in coordinating and administering various portions of the Highway Safety Program that are not directly a part of other specific programs. It will cover the costs of the State Coordinator's office in the Transportation Agency and planning and administration by other state and local agencies.
2. Design Training - This program was submitted early to the National Highway Safety Bureau because the program was to begin October, 1967. Training in safety design of highways will center around the American Association of State Highway Officials February, 1967 report, "Highway Design and Operational Practices Related to Highway Safety".
3. Central Records - This was given a high priority because a format must be established for a central records system before other jurisdictions will be able to upgrade or develop accident record procedures. It is anticipated that either one of the existing

committees in the State, or a new committee, will be established to develop recommendations for a central records system. It is estimated that approximately 50 percent of the effort will be expended by local jurisdictions in developing these recommendations.

4. Accident Reporting - A task force should be established to develop, on a statewide basis, means of identifying the location of accidents, types of accident forms, and levels of accident reporting. When the task force's recommendations have been adopted it will clear the way for local jurisdictions to develop programs of their own. Approximately 10 to 20 percent of the effort of this task force should be by local jurisdictions.
5. Emergency Medical Services - 1967 legislation provided \$65,000 of state funds for this program. The amount of \$95,000 shown for federal funds is the matching ratio for California. The results of this study are necessary before undertaking other projects in the emergency medical field.
6. Drunk Driving Study - Legislation passed in 1967 provided \$250,000 of state money for the first year of a three year study. The amount of federal money

shown (\$365,000) is based on the matching ratio. This study should provide avenues of approach to future state and local programs dealing with alcohol and highway safety.

7. Driver Education - Senate Bill 56 requires improvement in quality control and effective methods of driver education. Federal funds amounting to \$300,000 are included in the program.
8. City and County Projects - The League of California &
9. Cities and the County Supervisors' Association will each recommend demonstration projects to be undertaken by several cities and counties.
10. Helicopter Ambulances - The Transportation Agency was requested by the Legislature (HR 67) to undertake a study of the use of helicopters for medical cases. The funds provided in this program would provide for a feasibility study.
11. Automobile Accident Study Commission - 1967 legislation provided \$5,000 for a study. Federal 1967-68 funds have not been provided at this time because of the uncertainty of the scope and total funds required for the study.

12. Motor Vehicle Inspection - The \$300,000 shown in the program would only be a portion of the cost of a demonstration project to be developed by the Highway Patrol. It is considered important that California undertake this study as rapidly as possible; if California cannot positively demonstrate the advantages of the program, the Federal Government may require California's compliance with its compulsory periodic motor vehicle inspection standard (301).
13. Emergency Medical Care Committee - 1967 legislation required that a committee be established in each county. The initial studies to be undertaken by the Department of Public Health should be completed before any federal funds are requested.
14. First Aid Training - Legislation passed in 1967 requires that all police and fire officers receive first aid training. Until additional details are available, no federal funds should be requested.
15. California Justice Court Manual - The Federal Highway Safety Standard (307) requires such a manual. Work on the manual began in 1963 in response to a resolution of the Annual Conference of Judges, Marshals, and Constables Association. The manual has been reviewed and edited but has not been printed and

distributed because of the lack of funds; therefore, federal money amounting to \$33,000 is included in the program.

The total amount of the first segment of the proposed program is in excess of the funds available by a small amount. Hopefully, additional funds would become available, and if not, some adjustment will have to be made to stay within the authorized amount.

The second segment of the proposed program totaling \$7,543,000 is set forth with the hope additional federal funds will become available in the 1967-68 fiscal year. This program includes:

16. Motorcycle Safety - Legislation would be required, and if obtained, it is believed efforts in this field would show immediate results in improving highway safety.
17. Aerial Surveillance - The California Highway Patrol has submitted preliminary proposals for a pilot program utilizing aircraft for safety and enforcement surveillance purposes.
18. Driver Improvement Program - The \$2,500,000 shown represents a portion of Department of Motor Vehicles



expenditure in this area. Additional funds would allow for improving this program, resulting in increased safety on the highways.

19. Motor Vehicle Registration - The \$230,000 represents the cost to comply with this standard (302). Legislation would be required.
20. Driver Licensing - This also would be needed to comply with the standard (305). Legislation would be required.
21. Motor Vehicle Inspection - This would provide funds to more nearly reimburse the Highway Patrol for the costs of their current program.





Public Law 89-564  
89th Congress, S. 3052  
September 9, 1966

## An Act

80 STAT. 731

To provide for a coordinated national highway safety program through financial assistance to the States to accelerate highway traffic safety programs, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### TITLE I—HIGHWAY SAFETY

Highway Safety  
Act of 1966.  
72 Stat. 885.

SEC. 101. Title 23, United States Code, is hereby amended by adding at the end thereof a new chapter:

#### “Chapter 4.—HIGHWAY SAFETY

“Sec.

“401. Authority of the Secretary.

“402. Highway safety programs.

“403. Highway safety research and development.

“404. National Highway Safety Advisory Committee.

#### “§ 401. Authority of the Secretary

“The Secretary is authorized and directed to assist and cooperate with other Federal departments and agencies, State and local governments, private industry, and other interested parties, to increase highway safety.

#### “§ 402. Highway safety programs

“(a) Each State shall have a highway safety program approved by the Secretary, designed to reduce traffic accidents and deaths, injuries, and property damage resulting therefrom. Such programs shall be in accordance with uniform standards promulgated by the Secretary. Such uniform standards shall be expressed in terms of performance criteria. Such uniform standards shall be promulgated by the Secretary so as to improve driver performance (including, but not limited to, driver education, driver testing to determine proficiency to operate motor vehicles, driver examinations (both physical and mental) and driver licensing) and to improve pedestrian performance. In addition such uniform standards shall include, but not be limited to, provisions for an effective record system of accidents (including injuries and deaths resulting therefrom), accident investigations to determine the probable causes of accidents, injuries, and deaths, vehicle registration, operation, and inspection, highway design and maintenance (including lighting, markings, and surface treatment), traffic control, vehicle codes and laws, surveillance of traffic for detection and correction of high or potentially high accident locations, and emergency services. Such standards as are applicable to State highway safety programs shall, to the extent determined appropriate by the Secretary, be applicable to federally administered areas where a Federal department or agency controls the highways or supervises traffic operations. The Secretary shall be authorized to amend or waive standards on a temporary basis for the purpose of evaluating new or different highway safety programs instituted on an experimental, pilot, or demonstration basis by one or more States, where the Secretary finds that the public interest would be served by such amendment or waiver.

“(b) (1) The Secretary shall not approve any State highway safety program under this section which does not—

“(A) provide that the Governor of the State shall be responsible for the administration of the program.

“(B) authorize political subdivisions of such State to carry out local highway safety programs within their jurisdictions as a

part of the State highway safety program if such local highway safety programs are approved by the Governor and are in accordance with the uniform standards of the Secretary promulgated under this section.

"(C) provide that at least 40 per centum of all Federal funds apportioned under this section to such State for any fiscal year will be expended by the political subdivisions of such State in carrying out local highway safety programs authorized in accordance with subparagraph (B) of this paragraph.

"(D) provide that the aggregate expenditure of funds of the State and political subdivisions thereof, exclusive of Federal funds, for highway safety programs will be maintained at a level which does not fall below the average level of such expenditures for its last two full fiscal years preceding the date of enactment of this section.

"(E) provide for comprehensive driver training programs, including (1) the initiation of a State program for driver education in the school systems or for a significant expansion and improvement of such a program already in existence, to be administered by appropriate school officials under the supervision of the Governor as set forth in subparagraph (A) of this paragraph; (2) the training of qualified school instructors and their certification; (3) appropriate regulation of other driver training schools, including licensing of the schools and certification of their instructors; (4) adult driver training programs, and programs for the retraining of selected drivers; and (5) adequate research, development and procurement of practice driving facilities, simulators, and other similar teaching aids for both school and other driver training use.

"(2) The Secretary is authorized to waive the requirement of subparagraph (C) of paragraph (1) of this subsection, in whole or in part, for a fiscal year for any State whenever he determines that there is an insufficient number of local highway safety programs to justify the expenditure in such State of such percentage of Federal funds during such fiscal year.

Use of funds.

"(c) Funds authorized to be appropriated to carry out this section shall be used to aid the States to conduct the highway safety programs approved in accordance with subsection (a), shall be subject to a deduction not to exceed 5 per centum for the necessary costs of administering the provisions of this section, and the remainder shall be apportioned among the several States. For the fiscal years ending June 30, 1967, June 30, 1968, and June 30, 1969, such funds shall be apportioned 75 per centum on the basis of population and 25 per centum as the Secretary in his administrative discretion may deem appropriate and thereafter such funds shall be apportioned as Congress, by law enacted hereafter, shall provide. On or before January 1, 1969, the Secretary shall report to Congress his recommendations with respect to a nondiscretionary formula for apportionment of funds authorized to carry out this section for the fiscal year ending June 30, 1970, and fiscal years thereafter. After December 31, 1968, the Secretary shall not apportion any funds under this subsection to any State which is not implementing a highway safety program approved by the Secretary in accordance with this section. Federal aid highway funds apportioned on or after January 1, 1969, to any State which is not implementing a highway safety program approved by the Secretary in accordance with this section shall be reduced by amounts equal to 10 per centum of the amounts which would otherwise be apportioned to such State under section 104 of this title, until

such time as such State is implementing an approved highway safety program. Whenever he determines it to be in the public interest, the Secretary may suspend, for such periods as he deems necessary, the application of the preceding sentence to a State. Any amount which is withheld from apportionment to any State under this section shall be reapportioned to the other States in accordance with the applicable provisions of law.

"(d) All provisions of chapter 1 of this title that are applicable to Federal-aid primary highway funds other than provisions relating to the apportionment formula and provisions limiting the expenditure of such funds to the Federal-aid systems, shall apply to the highway safety funds authorized to be appropriated to carry out this section, except as determined by the Secretary to be inconsistent with this section. In applying such provisions of chapter 1 in carrying out this section the term 'State highway department' as used in such provisions shall mean the Governor of a State for the purposes of this section.

"(e) Uniform standards promulgated by the Secretary to carry out this section shall be developed in cooperation with the States, their political subdivisions, appropriate Federal departments and agencies, and such other public and private organizations as the Secretary deems appropriate.

"(f) The Secretary may make arrangements with other Federal departments and agencies for assistance in the preparation of uniform standards for the highway safety programs contemplated by subsection (a) and in the administration of such programs. Such departments and agencies are directed to cooperate in such preparation and administration, on a reimbursable basis.

"(g) Nothing in this section authorizes the appropriation or expenditure of funds for (1) highway construction, maintenance, or design (other than design of safety features of highways to be incorporated into standards) or (2) any purpose for which funds are authorized by section 403 of this title.

#### **"§ 403. Highway safety research and development**

"The Secretary is authorized to use funds appropriated to carry out this section to carry out safety research which he is authorized to conduct by subsection (a) of section 307 of this title. In addition, the Secretary may use the funds appropriated to carry out this section, either independently or in cooperation with other Federal departments or agencies, for (1) grants to State or local agencies, institutions, and individuals for training or education of highway safety personnel, (2) research fellowships in highway safety, (3) development of improved accident investigation procedures, (4) emergency service plans, (5) demonstration projects, and (6) related activities which are deemed by the Secretary to be necessary to carry out the purposes of this section.

#### **"§ 404. National Highway Safety Advisory Committee**

"(a) (1) There is established in the Department of Commerce a National Highway Safety Advisory Committee, composed of the Secretary or an officer of the Department appointed by him, who shall be chairman, the Federal Highway Administrator, and twenty-nine members appointed by the President, no more than four of whom shall be Federal officers or employees. The appointed members, having due regard for the purposes of this chapter, shall be selected from among representatives of various State and local governments, including State legislatures, of public and private interests contributing to,

affected by, or concerned with highway safety, and of other public and private agencies, organizations, or groups demonstrating an active interest in highway safety, as well as research scientists and other individuals who are expert in this field.

"(2) (A) Each member appointed by the President shall hold office for a term of three years, except that (i) any member appointed to fill a vacancy occurring prior to the expiration of the term for which his predecessor was appointed shall be appointed for the remainder of such term, and (ii) the terms of office of members first taking office after the date of enactment of this section shall expire as follows: ten at the end of one year after such date, ten at the end of two years after such date, and nine at the end of three years after such date, as designated by the President at the time of appointment, and (iii) the term of any member shall be extended until the date on which the successor's appointment is effective. None of the members appointed by the President other than Federal officers or employees shall be eligible for reappointment within one year following the end of his preceding term.

Pay.

"(B) Members of the Committee who are not officers or employees of the United States shall, while attending meetings or conferences of such Committee or otherwise engaged in the business of such Committee, be entitled to receive compensation at a rate fixed by the Secretary, but not exceeding \$100 per diem, including traveltime, and while away from their homes or regular places of business they may be allowed travel expenses, including per diem in lieu of subsistence, as authorized in section 5 of the Administrative Expenses Act of 1946 (5 U.S.C. 73b-2) for persons in the Government service employed intermittently. Payments under this section shall not render members of the Committee employees or officials of the United States for any purpose.

60 Stat. 808;  
75 Stat. 339,  
340.

"(b) The National Highway Safety Advisory Committee shall advise, consult with, and make recommendations to, the Secretary on matters relating to the activities and functions of the Department in the field of highway safety. The Committee is authorized (1) to review research projects or programs submitted to or recommended by it in the field of highway safety and recommend to the Secretary, for prosecution under this title, any such projects which it believes show promise of making valuable contributions to human knowledge with respect to the cause and prevention of highway accidents; and (2) to review, prior to issuance, standards proposed to be issued by order of the Secretary under the provisions of section 402(a) of this title and to make recommendations thereon. Such recommendations shall be published in connection with the Secretary's determination or order.

"(c) The National Highway Safety Advisory Committee shall meet from time to time as the Secretary shall direct, but at least once each year.

"(d) The Secretary shall provide to the National Highway Safety Committee from among the personnel and facilities of the Department of Commerce such staff and facilities as are necessary to carry out the functions of such Committee."

Repeal.

SEC. 102. (a) Sections 135 and 313 of title 23 of the United States Code are hereby repealed.

(b) (1) The analysis of chapter 1 of title 23, United States Code, is hereby amended by deleting:

"135. Highway safety programs."

(2) The analysis of chapter 3 of title 23, United States Code, is hereby amended by deleting:

"313. Highway safety conference."

(3) There is hereby added at the end of the table of chapters at the beginning of title 23, United States Code, the following:

"4. Highway safety----- 401".

SEC. 103. Section 307 of title 23, United States Code, is amended (1) by inserting in subsection (a) thereof immediately after "section 104 of this title" the following: ", funds authorized to carry out section 403 of this title," and (2) by adding at the end of such section the following new subsection:

"(d) As used in this section the term 'safety' includes, but is not limited to, highway safety systems, research, and development relating to vehicle, highway, and driver characteristics, accident investigations, communications, emergency medical care, and transportation of the injured." "Safety."

SEC. 104. For the purpose of carrying out section 402 of title 23, United States Code, there is hereby authorized to be appropriated the sum of \$67,000,000 for the fiscal year ending June 30, 1967; \$100,000,000 for the fiscal year ending June 30, 1968; and \$100,000,000 for the fiscal year ending June 30, 1969. Appropriations.

SEC. 105. For the purpose of carrying out sections 307(a) and 403 of title 23, United States Code, there is hereby authorized to be appropriated the additional sum of \$10,000,000 for the fiscal year ending June 30, 1967; \$20,000,000 for the fiscal year ending June 30, 1968; and \$25,000,000 for the fiscal year ending June 30, 1969.

SEC. 106. All facts contained in any report of any Federal department or agency or any officer, employee, or agent thereof, relating to any highway traffic accident or the investigation thereof conducted pursuant to chapter 4 of title 23 of the United States Code shall be available for use in any civil, criminal, or other judicial proceeding arising out of such accident, and any such officer, employee, or agent may be required to testify in such proceedings as to the facts developed in such investigation. Any such report shall be made available to the public in a manner which does not identify individuals. All completed reports on research projects, demonstration projects, and other related activities conducted under sections 307 and 403 of title 23, United States Code, shall be made available to the public in a manner which does not identify individuals. Reports of highway traffic accidents.

## TITLE II—ADMINISTRATION AND REPORTING

SEC. 201. The Secretary shall carry out the provisions of the Highway Safety Act of 1966 (including chapter 4 of title 23 of the United States Code) through a National Highway Safety Agency (hereinafter referred to as the "Agency"), which he shall establish in the Department of Commerce. The Agency shall be headed by an Administrator who shall be appointed by the President, by and with the advice and consent of the Senate, who shall be compensated at the rate prescribed for level V of the Federal Executive Salary Schedule established by the Federal Executive Salary Act of 1964. The Administrator shall be a citizen of the United States, and shall be appointed with due regard for his fitness to discharge efficiently the powers and the duties delegated to him. The Administrator shall have National Highway Safety Agency. 78 Stat., 419. 5 USC 2211.



no pecuniary interest in or own any stock in or bonds of any enterprise involved in (1) manufacturing motor vehicles or motor vehicle equipment, or (2) constructing highways, nor shall he engage in any other business, vocation, or employment. The Administrator shall perform such duties as are delegated to him by the Secretary. On highway matters the Administrator shall consult with the Federal Highway Administrator. The President is authorized to carry out the provisions of the National Traffic and Motor Vehicle Safety Act of 1966 through the Agency and Administrator authorized by this section.

Ante, p. 718.

Report to President and Congress.

SEC. 202. (a) The Secretary shall prepare and submit to the President for transmittal to the Congress on March 1 of each year a comprehensive report on the administration of the Highway Safety Act of 1966 (including chapter 4 of title 23 of the United States Code) for the preceding calendar year. Such report should include but not be restricted to (1) a thorough statistical compilation of the accidents and injuries occurring in such year; (2) a list of all safety standards issued or in effect in such year; (3) the scope of observance of applicable Federal standards; (4) a statement of enforcement actions including judicial decisions, settlements, or pending litigation during the year; (5) a summary of all current research grants and contracts together with a description of the problems to be considered by such grants and contracts; (6) an analysis and evaluation of completed research activities and technological progress achieved during such year together with the relevant policy recommendations flowing therefrom; (7) the effectiveness of State highway safety programs (including local highway safety programs) and (8) the extent to which technical information was being disseminated to the scientific community and consumer-oriented material was made available to the motoring public.

Recommendations for additional legislation.

(b) The annual report shall also contain such recommendations for additional legislation as the Secretary deems necessary to promote cooperation among the several States in the improvement of highway safety and to strengthen the national highway safety program.

Report to Congress.

SEC. 203. The Secretary of Commerce shall report to Congress, not later than July 1, 1967, all standards to be initially applied in carrying out section 402 of title 23 of the United States Code.

Effect of alcohol on highway safety and drivers, study.

SEC. 204. The Secretary of Commerce shall make a thorough and complete study of the relationship between the consumption of alcohol and its effect upon highway safety and drivers of motor vehicles, in consultation with such other government and private agencies as may be necessary. Such study shall cover review and evaluation of State and local laws and enforcement methods and procedures relating to driving under the influence of alcohol, State and local programs for the treatment of alcoholism, and such other aspects of this overall problem as may be useful. The results of this study shall be reported to the Congress by the Secretary on or before July 1, 1967, and shall include recommendations for legislation if warranted.

SEC. 205. The Federal Highway Administrator and any other officer who may subsequent to the date of enactment of this Act become the operating head of the Bureau of Public Roads shall receive compensation at the rate prescribed for level IV of the Federal Executive Salary Schedule established by the Federal Executive Salary Act of 1964.

78 Stat. 419.  
5 USC 2211.

SEC. 206. Section 105 of title 23, United States Code, is hereby amended by adding the following subsection at the end thereof:

Priority projects.

"(e) In approving programs for projects on the Federal-aid systems pursuant to chapter 1 of this title, the Secretary shall give priority to those projects which incorporate improved standards and features with safety benefits."

September 9, 1966

- 7 -

Pub. Law 89-564

80 STAT. 737

SEC. 207. In order to provide the basis for evaluating the continuing programs authorized by this Act, and to furnish the Congress with the information necessary for authorization of appropriations for fiscal years beginning after June 30, 1969, the Secretary, in cooperation with the Governors or the appropriate State highway safety agencies, shall make a detailed estimate of the cost of carrying out the provisions of this Act. The Secretary shall submit such detailed estimate and recommendations for Federal, State, and local matching funds to the Congress not later than January 10, 1968. Estimate of cost.

SEC. 208. This Act may be cited as the "Highway Safety Act of 1966". Short title.

Approved September 9, 1966, 1:11 p.m.

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LEGISLATIVE HISTORY:

HOUSE REPORTS: No. 1700 accompanying H. R. 13290 (Comm. on Public Works) and No. 1920 (Comm. of Conference).  
SENATE REPORT No. 1302 (Comm. on Public Works).  
CONGRESSIONAL RECORD, Vol. 112 (1966):  
June 24: Considered and passed Senate.  
June 27: Reconsidered and passed Senate.  
Aug. 18: Considered and passed House, amended, in lieu of H. R. 13290.  
Aug. 31: House agreed to conference report.  
Sept. 1: Senate adopted conference report.

**Senate Bill No. 719**

**CHAPTER 1492**

*An act to add Section 2402.5 to, and to add Chapter 5 (commencing with Section 2900) to Division 2 of, the Vehicle Code, relating to motor vehicle safety, declaring the urgency thereof, to take effect immediately.*

[Approved by Governor August 28, 1967. Filed with Secretary of State August 28, 1967.]

*The people of the State of California do enact as follows:*

**SECTION 1.** Section 2402.5 is added to the Vehicle Code, to read:

**2402.5.** The commissioner shall, after he has considered motor vehicle safety standards adopted pursuant to the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C., Sec. 1381 et seq.), adopt and enforce regulations identical to such standards with respect to any motor vehicle or item of motor vehicle equipment applicable to the same aspect of performance of such vehicle or item of equipment.

Following adoption of such regulations, the commissioner may test vehicles and specific types of equipment for compliance with the federal standards. In formulating test procedures, the commissioner shall review and consider test procedures utilized for compliance with the federal standards. If such vehicle or equipment does not conform to regulations adopted by the commissioner, no person shall sell or offer for sale any such vehicle or equipment.

In the absence of a motor vehicle safety standard adopted pursuant to the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C., Sec. 1381 et seq.) or if any such standard is not applicable to vehicles or equipment manufactured and first sold in California, the commissioner may require vehicles and specific types of equipment to be tested and approved for compliance with the requirements of this code or any regulation adopted pursuant to this code, such test to be conducted pursuant to the provisions of Article 16 (commencing with Section 26100) of Chapter 2 of Division 12 of this code. If such vehicle or equipment does not conform to the provisions of this code or to regulations adopted by the commissioner, no person shall sell or offer for sale any such vehicle or equipment.

As used in this section, "motor vehicle safety standard" means a minimum standard for motor vehicle performance, or



motor vehicle equipment performance which is practicable, which meets the need for motor vehicle safety and which provides objective criteria. A federal motor vehicle safety standard which conflicts with an equipment provision of this code applicable to the same aspect of performance shall supersede that specific provision of this code with respect to vehicles in compliance with the federal motor vehicle safety standard that was in effect at the time of sale.

SEC. 2. Chapter 5 (commencing with Section 2900) is added to Division 2 of the Vehicle Code, to read:

#### CHAPTER 5. CALIFORNIA TRAFFIC SAFETY PROGRAM

2900. There shall be established in this state, the California Traffic Safety Program, which shall consist of a comprehensive plan in conformity with the laws of this state to reduce traffic accidents and deaths, injuries, and property damage resulting therefrom. Such program shall include, but not be limited to, provisions, to improve driver performance, including, but not limited to, driver education, driver testing to determine proficiency to operate motor vehicles, driver examinations and driver licensing, and, to improve pedestrian performance. In addition such program shall include, but not be limited to, provisions for an effective record system of accidents, including injuries and deaths resulting therefrom; accident investigations to determine the probable causes of accidents, injuries, and deaths; vehicle registration, operation, and inspection; highway design and maintenance including lighting, markings, and surface treatment; traffic control; vehicle codes and laws; surveillance of traffic for detection and correction of high or potentially high accident locations; and emergency services.

2901. The California Traffic Safety Program shall be prepared by the Administrator of Transportation. The Governor shall be responsible for the administration of the program, and shall have final approval of all phases of the program, and may take all action necessary to secure the full benefits available to the program under the federal Highway Safety Act of 1966, and any amendments thereto.

2902. To the maximum extent permitted by federal law and regulations and the laws of this state, the Governor may delegate to the Administrator of Transportation any power or authority necessary to administer the program, and the administrator may exercise such power or authority once delegated.

2903. The Governor may establish an Advisory Committee on the California Traffic Safety Program which shall consist of various officials of state and local government and other persons who are interested in the establishment of a compre-

hensive program of traffic safety in this state including, but not limited to, representatives of agriculture, railroads, the Institute of Transportation and Traffic Engineering of the University of California, the motor vehicle manufacturing industry, the automobile aftermarket equipment servicing and manufacturing industry, automobile dealers, the trucking industry, labor, motor vehicle user organizations, and traffic safety organizations.

2904. The California Traffic Safety Program shall include a local traffic safety program designed to encourage the political subdivisions of this state to establish traffic safety programs consistent with the objectives of the California Traffic Safety Program.

2905. On or before the fifth legislative day of the 1968 legislative session and each year thereafter, the Governor shall submit a report to the Legislature through such interim committee or committees as may be designated by legislative resolution. Such report shall include a detailed presentation of the California Traffic Safety Program, a statement concerning the progress made in implementing the program and recommendations concerning possible legislative action deemed necessary or desirable to implement the program.

2906. The California Traffic Safety Program Fund is hereby created in the State Treasury to consist of the funds referred to in Section 2907.

2907. Any funds which are appropriated by Congress for the purposes of carrying out Section 402 of Title 23, United States Code (P.L. 89-564; 80 Stats. 731) and which are apportioned to this state by the Secretary of Commerce pursuant to Section 402 of Title 23, United States Code (P.L. 89-564; 80 Stats. 731) are continuously appropriated for the purposes and uses of the California Traffic Safety Program.

2908. The Governor shall apportion any funds contained in the California Traffic Safety Program Fund among the various state agencies and local political subdivisions as shall effectuate the purposes of the program, and, in accordance with any federal formula for apportionment or other federal requirements as contained in federal enactments, regulations, or standards promulgated by the Secretary of Commerce.

2909. Any local political subdivision of this state, including, but not limited to, a city, a county, a city and county, a district, or a special district, is authorized to participate in a local traffic safety program within its jurisdiction if such local program is approved by the Governor; provided, however, that any local political subdivision may participate in a traffic safety program other than that promulgated pursuant to the federal Highway Safety Act of 1966.

2910. Such local political subdivision may use, in implementing its local traffic safety program, any funds which are apportioned to it from the California Traffic Safety Program Fund by the Governor pursuant to Section 2908.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting such necessity are:

Federal standards have been promulgated pursuant to the federal Highway Safety Act of 1966, and it is imperative that California implement such standards as soon as possible in order not to suffer a cut in federal funds granted to the state.

## RESOLUTION

Whereas, representatives of the states of California, Illinois, Michigan, New York, Pennsylvania, and Texas, meeting in Chicago, Illinois on April 24-25, 1967 to discuss their common problems relating to the Highway Safety Act of 1966, have exchanged their views and discussed in detail the intent, significance, and effect of the provisions of the Draft Highway Safety Program Standards published by the National Highway Safety Bureau, and;

Whereas, it is deemed desirable to present these views and positions relative to the Highway Safety Program to the appropriate Federal authorities for consideration in the implementation of the Program by the several states,

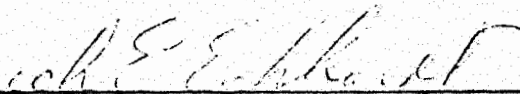
Be it resolved by these representatives that:

1. It is the intent of their respective States to wholeheartedly support the provisions of the Highway Safety Program to the limits of their means and abilities.
2. The Federal Funds appropriated by the Congress to assist these states and local governments are grossly inadequate to simultaneously implement all elements of the proposed Program within a reasonable period of time.
3. Consistent with the goals of the total Program, each state should be permitted to establish priorities for the implementation of the standards in accordance with their respective needs, levels of local public support, and abilities to finance.

4. The Secretary of Transportation should continue to apportion Federal Aid Highway Funds to all States having an approved Highway Safety Program, disregarding any State's failure to implement all standards included in its approved Program solely because of such State's inability, or the inability of its political subdivisions, to finance the entire Program.
5. We urge that administrative procedures permit the program proposal, record maintenance, fund disbursement, claiming of reimbursement, and auditing of accounts to be accomplished on a program rather than a project basis.
6. It is urged that the National Highway Safety Bureau expedite research to provide factual data which will relate benefits to costs.

Be it further resolved that copies of the Resolution be submitted to the National Highway Safety Bureau.

Adopted April 25, 1967 by the undersigned representatives of the following States:



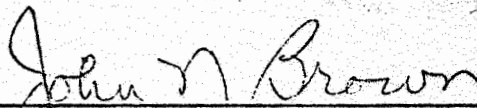
JACK E. ECKHARDT

Transportation Safety Coordinator  
Representing the State of California



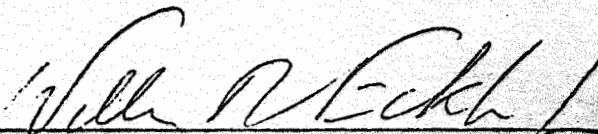
FRANCIS S. LORENZ

Director of Public Works and Buildings  
Representing the State of Illinois



JOHN N. BROWN

Captain, Michigan State Police  
Representing the State of Michigan



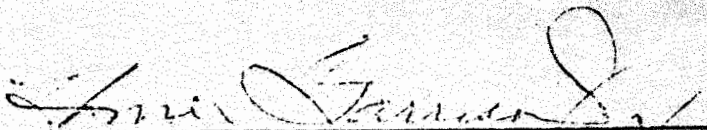
WILLIAM R. ECKHOF

Director, Interdepartmental Committee on Traffic Safety  
Executive representing the State of New York



HARRY H. BRAINERD

Commissioner of Traffic Safety, Department of Revenue  
Representing the Commonwealth of Pennsylvania



HOMER GARRISON, JR.

Director of Public Safety  
Representing the State of Texas



December 4, 1967

DEC 5 AM 9 33

22-07

Honorable Ronald Reagan  
Governor of California  
State Capitol  
Sacramento, California 95814

Dear Governor Reagan:

I would like to express my appreciation for California's efforts in the development of both the 207 Study and Base Year figures asked for in connection with the National Highway Safety Act of 1966.

The efforts of Mr. Jack E. Eckhardt, Transportation Safety Coordinator, and those who worked with him in the development of the submission have proven most helpful in the formulation of nationwide traffic safety cost estimates which will be presented to the Congress in January of next year. I have also been advised that California's submission was one of the finest received in the Washington headquarters of the National Highway Safety Bureau.

While there is little doubt that these figures will need to be reevaluated periodically as our nation's highway safety program moves forward, the spirit of cooperation demonstrated by California will certainly serve to make such a task less difficult.

Sincerely yours,

S. E. FARIN, Regional Federal  
Highway Administrator

cc:  
Mr. Jack E. Eckhardt ✓



# CALIFORNIA TRAFFIC SAFETY PROGRAM

PRIORITY	TITLE	STANDARD NUMBER	DEPARTMENT	NEED OR STATUS	1967-68FY FEDERAL FUNDS REQUIRED	LENGTH OF PROJECT YEARS
1	Planning and Administration	300	Transportation Agency	Approved by NHSB	\$173,000	¾
2	Design Training	312	Highways	Submitted to NHSB	\$163,000	1
3	Central Records	310	CHP	Basis for future projects	\$150,000	2
4	Accident Reporting	309	Highways	Basis for future projects	\$100,000	2
5	Emergency Medical Services	311	Public Health	1967 Legislation	\$ 95,000	1½
6	Drunk Driving	308	Transportation Agency	1967 Legislation	\$365,000	3½
7	Driver Education	304	Education	Meet 40% requirement	\$300,000	1
8	City Projects		League of Cities	Meet 40% requirement	\$300,000	2
9	County Projects		County Supervisors' Association	Meet 40% requirement	\$300,000	2
10	Helicopter study	311	Transportation Agency	1967 Legislation	\$ 20,000	1
11	Accident Study Commission	306	---	1967 Legislation	0	—
12	Motor Vehicle Inspection	301	CHP	Demonstration Project	\$300,000	3½
13	County Review Commission	311	--	1967 Legislation	0	—
14	First Aid Training	311	--	1967 Legislation	0	—
15	Judicial Manual	307	Judicial Council	Needed for this Standard	\$ 33,000	1
Total					\$2,299,000	
Total Available					\$2,250,000	

## ADDITIONAL PROJECTS IF FUNDS BECOME AVAILABLE

16	Motorcycle Safety	303	DMV	Increased Safety	\$190,000	1
17	Aerial Surveillance	315	CHP	Increased Safety	\$198,000	1
18	Driver Improvement Program	305	DMV	Increased Safety	\$2,500,000	1
19	Motor Vehicle Registration	302	DMV	To comply with Standard	\$230,000	1
20	Driver Licensing	305	DMV	To comply with Standard	\$125,000	1
21	Motor Vehicle Inspection	301	CHP	To expand program	\$4,300,000	1
Total					\$7,543,000	