

the National Traffic Safety Bureau are in the process now of being finally defined. I have been serving with this committee pretty much in the period that this has been taking place.

Mr. CRAMER. Well, Mr. Chairman, I intend to pursue this matter as these hearings go on, and I hope we will have witnesses available to give us adequate explanation.

Mr. BLATNIK. Yes, we look forward to it. We hope for the time being, as the problem here is presented for the record, we feel it is essential we do get into the area of questions the gentleman is now indicating.

Mr. CRAMER. I would like to outline for the record what my concern is. There has been a reorganization under the Department of Transportation Act passed last session. I have previously expressed myself as being quite concerned about it, because in my opinion it downgrades the Bureau of Public Roads in its historical function. I think this safety discussion is going to be a pretty interesting area for showing what is being done. In particular, I want to inquire about the function of the National Highway Safety Bureau, established outside of the Bureau of Public Roads as a separate agency under Mr. Bridwell, the new Federal Highway Administrator.

I am going to pursue the subject matter of "so where do we end up" as it relates to redtape, decisionmaking, duplication of effort, and function of the Bureau of Public Roads as compared to function of these newly reorganized people.

As an example, in regard to my question about draft standards now in existence, which Mr. Prisk indicated he could not necessarily testify to, I have in my hand the memorandum of February 16, 1967, issued by this new National Highway Safety Bureau, under Dr. Haddon, who I personally would not necessarily characterize as an authority on highway safety. In this memorandum it is suggested that the standards for geometric design to be used in the future, at least for the time being, are "A Policy on Geometric Design of Rural Highways," and "A Policy on Arterial Highways in Urban Areas," both adopted by the American Association of State Highway Officials. And I just ask you this question, which I am sure you can answer, Mr. Prisk; that is, are those not the very standards under which these highways were constructed?

Mr. PRISK. That is correct.

Mr. CRAMER. So we are really getting nowhere at the moment in regard to better standards under either the reorganization or the Highway Safety Act, and in the Safety Act we instructed the Secretary of Commerce, now the Secretary of Transportation, to provide adequate standards for safety purposes. I hope we will have proper witnesses to get further into that matter later, Mr. Chairman.

Mr. CLEVELAND. Mr. Chairman, may I ask one question?

Mr. BLATNIK. Mr. Cleveland.

Mr. CLEVELAND. With this picture right before us, one of the hazards that picture reveals is the piers holding up the bridge on the right.

Now, I assume that bridge could have been designed so that there would be no piers there at all, and I further assume that this means the design may have had to be changed. This raises the question of cost. We know that the highway trust fund is not exactly great. Is there anybody here, either on the staff or as witnesses, who can tell us how