

Mr. CRAMER. Dr. Haddon is in charge of safety, and yet his agency has not yet adopted it, is that correct?

Mr. PRISK. Dr. Haddon, with all due respect to him, is not in charge of the road program. The design and construction of highways is outside of his jurisdiction, unless I am mistaken.

Mr. CRAMER. Well, he has jurisdiction under the Highway Safety Act, as I understand it, of 1966, does he not?

Mr. PRISK. Not of the Federal-aid highway program.

Mr. CRAMER. He has authority under section 402—I have the act before me—Public Law 89-564, the new section 402, title 23, United States Code, says that the Secretary shall promulgate “uniform standards relating to highway design concerning highway safety.” Has this authority to establish standards been delegated to Mr. Bridwell and Dr. Haddon?

Mr. PRISK. I think you will find a statement of record, sir, made by the Secretary of Transportation, to the effect that the implementation of the safety standards is the responsibility of the Bureau of Public Roads.

Mr. CRAMER. I understand that. You are talking about implementation. You cannot implement what you do not have in existence?

Mr. PRISK. No, sir.

Mr. CRAMER. You are talking about implementing the standards after they have been promulgated. They have not been promulgated yet as it relates to these problems.

Mr. PRISK. That is correct, aside from—

Mr. CRAMER. Therefore, so far as Dr. Haddon is concerned, so far as the safety agency is concerned, so far as conforming to the Highway Safety Act of 1966 is concerned, in which Congress instructed the Secretary of Commerce to establish highway design standards relating to safety, and despite the fact there are in existence proposed highway safety standards relating to these very problems of off-the-highway safety features, there have been no standards adopted to date by the Secretary or by Dr. Haddon and his agency, is that not correct?

Mr. PRISK. I do not agree with you fully. As an example, I take exception in one area that I am quite familiar with, and that is in Interstate signing. The signing standards for the Interstate System are the product of joint work between the State highway departments and the Bureau of Public Roads. These have been approved officially by the previous Federal Highway Administrator for use on the Federal-aid Interstate System. These are the standards in effect today. And until they are superseded by something that Dr. Haddon issues, these remain as the standards. They have a good many safety implications in them.

Mr. CRAMER. But they do not deal comprehensively with the subject matter we are now discussing, off-highway obstructions as they relate to safety hazards?

Mr. PRISK. They do not deal fully with it, that is correct. Highway safety is a very broad field.

Mr. CRAMER. Secondly, there is already in the law, is there not, substantial provision for highway safety research, so that I do not think we should try to give the implication that there are not tools with which to do the job, No. 1—1½ percent of all Federal highway apportionments are available to the States for research. And they must