

Secondly, consideration should be given to providing some kind of an inducement for the States to go back and do the safety job that was not done. I mean, after all, we are letting the States spend 75 percent money for beauty, and it would seem to me it would make some sense to give safety equal consideration with beauty.

Mr. PRISK. Mr. Cramer, the last instruction to which I referred has this phrase in it: "Federal participation will be the usual pro rata amount applicable for the system involved."

This is the Interstate System. I see no reason why this would not mean 90-10 funds would be available.

Mr. CRAMER. I understand that, but the General Accounting Office does not agree.

Mr. PRISK. Well, I can only reflect the attitude the Bureau of Public Roads has taken.

Mr. WILKES. Mr. Prisk, if I may say, I believe we can furnish a number of Interstate projects that have been authorized when they are so identified as safety projects with the appropriate 90-10 financing on completed sections of the Interstate; so they have been authorized where they are identified as safety projects.

Mr. CRAMER. Even though the projects have been completed?

Mr. PRISK. Yes, sir.

Mr. CRAMER. I would like to have for the record a list of those projects.

Mr. PRISK. I think that can be furnished. I am sure there are projects that have been handled that way.

Mr. CRAMER. GAO determination could pose a problem relating to some of these if it were raised, is that correct?

Mr. PRISK. Yes.

Mr. WILKES. That is correct.

Mr. CRAMER. I understand that the AASHO, testifying before this committee in executive session—the record now is made public—recommended upgrading the Interstate System with Federal matching money after the system is completed, but I speak for myself as being one not willing to wait until 1973, 1974, or 1975, until it is completed in order to do something about these deathtraps built into existing highways.

That is all, Mr. Chairman.

(Mr. McCarthy assumed the chair.)

Mr. McEWEN. Mr. Chairman I would like to ask just one brief question of Mr. Prisk. Does the Bureau of Public Roads have a standard as to where the guardrail should be placed in relation to the slope, if it is more than 1 in 6, or whatever grade you take?

Mr. PRISK. No, sir.

Mr. McEWEN. That is left to the States to determine?

Mr. PRISK. We have endorsed, the closest thing we have come to this endorsement of the recommendations of H.R.B. 81, in which there are projected standards. I think that as you move from State to State the establishment of a nationwide standard becomes one that would be extremely difficult to arrive at a single set of values, and so we have considered this more on a project by project basis and on the basis of the principles that are enunciated in the H.R.B. 81 report more than any other way.

Mr. McEWEN. Well, one of the things I notice, Mr. Prisk, traveling quite a few miles on interstate highway, is where off the highway you