

So I would hope in addition to what we are developing here, what seems to be the responsibility of the Bureau of Public Roads and this committee, that we would also have some closer liaison with the States where these designs are initiated in the first place.

I don't know the best way to go about that, but I would say in addition to what the gentleman from Florida says we ought to have, either through AASHO or the various chief highway engineers, some liaison or some meetings here at the Washington level to go over these things, so that everyone will be in unison when these regulations are laid down.

Would the panel agree with that statement? Because we need liaison in addition to Bureau of Public Roads and providing incentive and providing the funds by the Congress? We also need a little better understanding between the States themselves.

Mr. PRISK. I think that is correct, Mr. Congressman. And the Bureau of Public Roads and the key officials of the State highway departments in the Midwestern States, about six or seven of them have met yesterday and the day before, considering this very matter: The application of the principles set forth in the yellow book. And this can be worked into the program in the best possible way.

Mr. GRAY. The gentleman from Florida is absolutely correct; we need to work up these regulations and get them out. But, for example, in the district highway office in my congressional district of Carbon-dale, I know occasionally they have recommended certain things after a public hearing was held, then when it got on up to the State office in Springfield, it was found to be too costly or some other factor and the whole thing was scrubbed.

So I think we have this problem that comes not only from the Washington level, but right on down to the very district highway offices of the States. You may proceed.

Mr. CRAMER. Mr. Chairman, we get right back to the question of money. I agree with what the chairman says. If we don't solve the money problem, we will not solve the problem as I see it.

We have bundles for beauty, but no incentive for safety. I think it is time we gave some consideration to funds for safety purposes.

Mr. GRAY. Yes, I agree with the gentleman. I was agreeing with the gentleman, Congress needs to provide the authorizations, the funds, and the Bureau of Public Roads direction. In order to complete this partnership, I think we have to go on down then to the local levels.

Mr. CONSTANDY. Mr. Chairman, inasmuch as reference has been made to the letter of Mr. Turner, dated May 19, 1967, signed by Mr. Lowell Bridwell, attaching the letter of Mr. Turner to the State highway departments, I ask leave to have it made exhibit No. 5 and printed in the record following the quote from Mr. Prisk.

Mr. GRAY. Yes. Without objection, this will be made exhibit No. 5. (Exhibit No. 5 follows:)

U.S. DEPARTMENT OF TRANSPORTATION,
FEDERAL HIGHWAY ADMINISTRATION,
BUREAU OF PUBLIC ROADS,
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Instructional Memorandum 21-11-67 30-01.

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The February 1967 Report of the Special AASHO Traffic Safety Committee—Highway Design and Operational Practices Related to Highway Safety—is approved by the Bureau of Public Roads for use on Federal-aid highways.