

about 600 per year and we think this program is paying off. When these 700 locations are met, we expect to have 4,800 less accidents per year as a result of it.

Mr. CRAMER. Well, I think that is an admirable program, but by your testimony I assume if you had adequate funds you could do it even better and more expeditiously.

Mr. WILSON. I think all the traffic engineers would like to have more money because they feel they can do a great deal here.

Mr. CRAMER. Would any other members of the panel like to comment on what their States are doing or what they think should be done?

Mr. HUFF. On our 6,000- or 7,000-mile system in Texas, we attempt to improve and upgrade at least 2,000 miles each year. Now, of course, safety is a very general term. Probably you can't do a complete job on it, but you can take the highest priority items and concentrate on them, in our opinion, the widening of bridges and paving of shoulders and some of the things we have been talking about here, but also other things in the spectrum of safety. We concentrate on this 2,000 miles a year.

This program which is mostly orientated to safety, we call it our safety betterment program, will run between \$30 and \$40 million in an average year.

Mr. CRAMER. So Texas is spending \$30 to \$40 million a year?

Mr. HUFF. Yes, sir.

Mr. CRAMER. On upgrading existing highways.

Mr. HUFF. Yes, sir. Those are State funds.

Mr. CRAMER. All State funds.

Mr. HUFF. Yes, sir.

Mr. CRAMER. California uses State funds or matching funds?

Mr. WILSON. Primarily State funds. We are getting some 90-to-10 participation on some pieces of interstate where we are doing some minor work.

For the record, I would correct on the Interstate, the safety work we are doing on there is State. We do expect to get Interstate money on that, for such as modification, rigid sign bases, and so forth.

Mr. CRAMER. Getting 90-10?

Mr. WILSON. We hope so, sir.

Mr. CRAMER. Yes.

Mr. RICKER. On the subject we are discussing this morning, guard-rail, we have not had any trouble getting 90-10 funds to go back and add it as a median barrier or guardrail for bridge piers and so on. As you get into some of the other subjects of safety where there would be more money involved, bridge widening, rebuilding interchanges and so on, particularly those that were incorporated into the Interstate System but were not designed according to the standard, there we will need money.

Mr. McCARTHY. Mr. Prisk, just on the point raised by Mr. Cramer, we have these figures here, 65 percent of the accidents and 61 percent of the deaths involved one vehicle, and 88 percent of the single-vehicle accidents and 89 percent of deaths, the vehicle leaves the road. I am wondering, do you have any figures indicating how the various States are doing? I assume there are some States that have a better record than others, each one I gather pretty much going its own way. Would there be a way of making available to the other States, say, the top