

existing construction, or whether you leave those hazards alone and go on and build new mileage.

Mr. CRAMER. I understand you are making a survey now as to what the cost will be to bring Federal-aid highways up to your new prescribed safety standards; is that correct?

Mr. TURNER. Yes.

Mr. CRAMER. Any estimate yet as to what that figure might be?

Mr. TURNER. It is substantial, and I do not know the final figure; but that is fairly substantial. The inventory is not completed.

Mr. CRAMER. What do you mean by substantial?

Mr. TURNER. It is more than \$1 billion, at least.

Mr. CRAMER. So if we go back to existing highways and build in safety features, we will have \$1 billion less of new construction. How much of that relates to the Interstate?

Mr. TURNER. Relatively small amount of that. We are making at the present time a detailed study of the cost for corrections on the Interstate System, that is to be included as a separate item in the cost estimate that we present to you next January.

We are not far enough along on that—

Mr. CRAMER. Are the States mandatorily going to have to do this?

Mr. TURNER. Under present instructions, policies that we have set, they would have to, yes.

Mr. CRAMER. Have you given consideration to any possible alternative methods of financing specific safety features in existing highways and future construction? I want it understood that there is no money in the safety bill for building safety features into the highways; is that not right?

Mr. TURNER. That is correct.

Mr. CRAMER. Any money for that has to come out of regular Federal-aid construction money, right?

Mr. TURNER. Correct.

Mr. CRAMER. Is any consideration being given or has any been given, to providing some type of program for that specific purpose, as was done for highway beautification?

Mr. TURNER. There is considerable discussion going on within our agencies with respect to the possibility of a financing proposal for this specific purpose. We do not have anything yet developed or ready for presentation.

Mr. CRAMER. It seems to me that with the States obviously wanting to spend money largely on new construction, with the Interstate System as far behind financially as it is, the probable effect on the interstate highway program is going to be a further stretchout of construction, in time, to completion.

Mr. TURNER. That is right. This will increase the total cost of the Interstate System to 1972.

Mr. CRAMER. There may be some reluctance on the part of the States to comply with the full thrust of your safety regulations, knowing they will have to pay the cost out of construction money. They are likely to cut some corners, if they have to pay the cost out of construction funds. They are going to take as little of that as possible.

Mr. TURNER. I think that is true in connection with the ABC. But on the Interstate, certainly they and we are anticipating that there will