

ments to meet added workload, operation of new facilities, and expansion of traffic control services; expansion and improvement of terminal area air traffic control services and navigation facilities; and speeding the development of control facilities, devices, and procedures essential to improvement of air traffic and resolution of air navigation problems.

#### PROGRAM CATEGORY 3—FEDERAL HIGHWAY ADMINISTRATION

##### *Activity 1: Federal-Aid Highways*

1. What is the nature of and authority for this program?

Grants are made to States for construction and improvement of Federal-aid highways. Authorizations are provided in the Federal-Aid Highway Act of 1956 and subsequent highway legislation to cover 90 percent of the costs of completing the 41,000-mile National System of Interstate and Defense Highways, and to match State funds on a 50-50 basis for the primary, secondary, and urban programs. The Federal share of project costs is increased in those States with large areas of public domain. Payments to the States for work done are made out of the highway trust fund, into which are deposited certain Federal excise tax receipts on motor fuel, tires and tubes, tread rubber, trucks, buses, trailers, truck use, truck parts and accessories, and on lubricating oil used in highway vehicles.

The Federal-Aid Highway Act of 1961 authorized additional appropriations for the interstate program, and also provided increased revenues to finance these increased authorizations. The Federal-Aid Highway Act of 1966 provided \$1 billion for each of the years 1968 and 1969 to continue the Federal-aid primary, secondary, and urban programs; and provided increased authorization for the Interstate System for 1968-72, inclusive. All authorizations are available for obligation in the year prior to the year for which authorized for appropriation as liquidating cash.

2. Who is the person primarily in charge of this program at the operative level (name and title)?

F. C. Turner, Director, Bureau of Public Roads.

3. How much money and capital equipment is available under this program for fiscal 1968?

Unused contract authority of \$7.6 billion is available for obligation in 1968. Obligations are planned at \$4.1 billion in 1968.

A liquidating cash appropriation from the highway trust fund in the amount of \$3,770,872,000 has been enacted for fiscal year 1968. A supplemental liquidating cash appropriation of \$400 million has passed the House and is pending in the Senate. If this supplemental bill is enacted, it would increase cash availability to \$4,170,872,000 during fiscal year 1968. Capital assets consist of office furniture and equipment and land and buildings at the Fairbanks Research Station at Langley, Va.

4. Would you describe the output generated by this program?

1. Construction and improvement of Federal-aid highways, and

2. Planning and research activities. This covers engineering and economic surveys and investigations; planning of future highway programs and the financing thereof; studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof and research and development necessary in connection with the planning, design, construction and maintenance of highways and highway systems, and the regulation and taxation of their use.

5. Can you quantify this output in any way?

As of March 31, 1968, almost 25,900 miles of the 41,000-mile Interstate System were open to traffic. Approximately 91 percent (23,587 miles) was built or improved under the Federal-aid interstate program, most of it under the 90 percent Federal, 10 percent State matching program launched in 1956. Toll roads, bridges and tunnels incorporated in the system totaled 2,305 miles. In addition to the sections open to traffic, 5,678 miles were under construction with interstate funds, and engineering or right-of-way acquisition was in progress on another 8,494 miles. Thus some form of work was underway or completed on 40,064 of the 41,000-mile system—about 98 percent of the total system mileage.

Construction projects involving 221,005 miles in the regular Federal-aid program (primary, secondary, and urban) have been completed since July 1, 1956, at a total cost of \$18.32 billion; and contracts involving 15,394 miles at a cost of \$3.34 billion were authorized or underway on March 31, 1968. In addition, \$1.39 billion of engineering and right-of-way acquisition work had been completed, and \$729 million was underway.