

In addition, the following accomplishments have been achieved by the use of existing resources within the framework of present law to:

1. Eliminate highway conditions that are potentially dangerous involving "spot improvements" such as the widening of bridges, traffic lanes and shoulders; realigning curves and slopes for better sight distance, reconstruction and channelization of intersections; installing uniform control devices; installation of guardrails; and railroad grade crossing elimination and protection:

13,872 highway safety improvement projects have been programed or completed costing a total of \$1,004,854,000.

3,854 of the "spot improvement" safety projects are Federal-aid at a total cost of \$708,334,000 of which the Federal share is \$358,504,000.

The remaining 10,018 projects were completed with State funds alone at a cost of \$296,520,000.

2. Increase the utilization of existing streets in cities of 5,000 population or greater through a "traffic operations program to increase capacity and safety," the TOPICS program. The purpose of this program is to make better use of our existing streets and highways in the urban areas by increasing their traffic-carrying ability and improving their safety:

Federal, State, and/or local funds have been committed and active projects are underway in 24 cities. Interest has been expressed and the program is being pursued in almost every State.

3. Promote the establishment of a comprehensive planning process in urban areas of over 50,000 population:

A heavy emphasis is being placed on urban transportation planning. Since July 1, 1967, no highway project can be approved in any urban area of over 50,000 population unless it is based on a continuing comprehensive transportation planning process carried on cooperatively by the States and the local communities.

4. Advance acquisition of highway rights-of-way:

On June 30, 1967, the Secretary of Transportation transmitted a report to the Congress on the results of a study on the advance acquisition of rights-of-way. Legislation is being proposed which would make advance Federal funds available to the States for right-of-way acquisition in advance of construction, such advances to be repaid when construction is started.

5. Relocation assistance:

On June 30, 1967, the Secretary of Transportation submitted to the Congress a report on the results of a study on highway relocation assistance. Legislation is being proposed which would implement the finding of this study.

6. Would you describe the principal operations that are involved in producing this output?

Federal grants are apportioned to the States according to formulas prescribed in the Federal-aid highway legislation in which weight is given to the relative area, population, and rural mail-route mileage in each State, and to the remaining cost for completing the Interstate System in each State. These Federal grants for highway construction must be matched by the States with their own money. The States retain the initiative in proposing roads to be improved and the type of improvement; and are responsible for surveys, plans, and specifications, for right-of-way acquisition, for letting contracts, and for supervision of construction, subject to approval by the Bureau of Public Roads. Maintenance of the roads built with Federal aid is an obligation of the State.

7. How many employees are involved in the program and in what general type of employment categories do they fall?

A total of 4,057 permanent positions are authorized under this program. Of this total, 3,814 positions are financed under the "Limitation on general expenses" and 243 are financed directly from Federal-aid highways (trust fund).

This program is staffed preponderantly with highway, structural and other civil engineers. Other occupations represented are chemists, economists, mathematicians, appraisers, external auditors, engineering technicians, and support personnel.

8. What is the grade structure and how many supergrades—quota and non-quota—are involved?