

	Quota	Nonquota	Total		Quota	Nonquota	Total
Level IV			1	GS-3			173
GS-18	1		1	GS-2			49
GS-17	4		5	GS-1			6
GS-16	18	1	23	Public Law 313			1
GS-15			98	FC-3			8
GS-14			243	FC-4			13
GS-13			718	FC-5			35
GS-12			780	FC-6			90
GS-11			345	FC-7			17
GS-10			3	FC-9			1
GS-9			228	FC-10			1
GS-8			17	FC-12			1
GS-7			308	FC-13			1
GS-6			193	Wage board			44
GS-5			331				
GS-4			323	Total			4,057

9. What capital equipment, such as ADP, if any, do you rely upon to fulfill this program?

ADP equipment in the Washington headquarters office of Federal Highway Administration, and a highway research laboratory at Langley, Va.

10. Do you expect the expenditures or the benefits of the program to grow appreciably in the future?

Increased authorizations are proposed for the fiscal years 1970 through 1974. Benefits will accelerate as the result of the expansion of the Federal-aid highway program. With the completion of the Interstate System alone, it is estimated an \$11 billion savings per year will accrue to highway users from reduced vehicle operating expenses, from less traveltime consumed, and from lower accident costs. Lives that otherwise would be lost in traffic accidents will amount to 8,000 saved annually.

The whole economy of the United States is directly dependent upon motor vehicle transportation. Tremendous contributions can be made to the overall economic, social, and cultural goals of the community and its people as the result of an adequate transportation system.

11. At what level are the personnel responsible for the various parts of the program coordinated to determine if the program as a whole is being efficiently carried out?

The program is headed by the Director of Public Roads, aided by a deputy and six staff assistants in the Washington headquarters. This staff is responsible for policy formulation and general direction of public roads operations.

The field organization consists of nine regional offices located across the country, each supervising the Federal-aid program in from four to eight States. There is a division office in every State and in Puerto Rico and the District of Columbia. It is through this field organization that relations with the State highway departments are carried on.

Coordination is carried out at both headquarters and field level.

12. Is there a continual program review within the agency, other than the annual budgetary review, to determine more effective and efficient ways to achieve these program objectives?

Yes, there are continuing reviews by the Director and his staff to increase efficiency and effectiveness of operations. In addition, a cost reduction program is conducted on a continuing basis through project-by-project reviews of State plans and estimates.

13. To your knowledge, does this program duplicate or parallel work being done by any other agency?

No. The program expedites the work of State and local authorities in providing needed highway facilities.

14. Is your organizational structure such that the program is being carried out most efficiently and effectively?

Yes.

15. Are there any outstanding GAO reports on this program? If so, what is the status of the GAO recommendations the report contains?

There are three outstanding GAO reports as follows:

1. Draft report titled, "Need for Improved Controls Over Appraisal Reports Supporting Right-of-Way Costs for the Federal-Aid Highway Program in the State of Rhode Island."