The program is administered through the Washington headquarters Office of Engineering and Operations, Federal Highway Projects Division, and regional and division offices in the field. 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?

The annual program in each State is jointly developed by the State highway department, the regional foresters, and the regional Federal highway administrators. It is, therefore, subject to annual review at conference between these parties.

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

No. It is, however, supplemented by State and Federal-aid work as well as some county cooperation.

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?

None.

16. What significant problems, if any, are you facing in accomplishing the program objectives?

It has been necessary to limit releases of obligational authority in order to remain within restricted levels of cash appropriations.

17. Do you administer any grants, loans, or other disbursed funds related to this program? If so, is the size of your administrative staff commensurate with the magnitude of the outlays?

One hundred percent Federal funds may be provided by this program. The States are not required to participate in the financing, but are encouraged to participate to help overcome the small annual apportionment which in some States is not sufficient to construct a normal- or economical-size project.

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction, or by cutting or curtailing certain activities?

Overall reduction to each State for which funds are apportioned.

19. If additional funds were available, what would you do with the new money?

Overcome the backlog of needs over current authorizations.

Activity 6 (Federal Highway Administration): Public Lands Highways

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

Public lands are unappropriated or unreserved public lands, nontaxable Indian lands, or other Federal reservations. Authorizing legislation provides that funds shall be used to assist States with large areas of public lands in the improvement of sections of main roads—principally on the Federal-aid highway system—which States otherwise may find difficult to finance.

Authority for this program is contained in the Biennial Highway Acts (Public Law 89–574; 23 U.S.C. 101 et seq.).

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 $33.6 million is available for obligation in fiscal 1968. It is planned to obligate $14 million in 1968. A liquidating cash appropriation of $9 million is available in fiscal year 1968. No capital equipment is involved.

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

Construction and improvement of highways through public lands in those States with large areas of such lands.

5. Can you quantify this output in any way?

Actual and estimated progress of the program for a 5-year period is summarized below: