

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?

100 percent Federal funds are provided by this program, with permissive participation of State moneys when they deem advisable and so request.

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 allocated.

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

Allocate it to the States for additional highway construction. Each year the total applications received from the States far exceed the availability of funds.

Activity 7 (Federal Highway Administration): Repair and Reconstruction of Highways

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

The Federal-Aid Highway Act of 1966 provided an annual authorization of \$50 million for the repair and reconstruction of highways damaged by disasters over a wide area, such as by floods, hurricanes, earthquakes, et cetera, to be financed 60 percent from the highway trust fund and 40 percent from the general fund, effective July 1, 1966.

For projects in Alaska, the 1964 amendments to the Alaska Omnibus Act increased the Federal share payable from 50 percent to 94.9 percent for the repair and reconstruction of areas damaged by the earthquake of March 1964 and subsequent seismic waves.

The Pacific Northwest Disaster Act of 1965 provided an additional \$50 million authorization for fiscal year 1965 and an additional \$20 million authorization for fiscal year 1966.

Costs are originally incurred for these activities under the Federal-aid highways (trust fund) appropriation. Appropriations are obtained under the program repair and reconstruction of highways in order to provide repayment to the highway trust fund for cash disbursements which were temporarily made from that fund against general fund program authorizations.

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?

The authorization for fiscal 1968 is \$50 million. The general fund appropriation provided \$15,097,772 in 1968 for reimbursement to the highway trust fund to cover expenditures temporarily made therefrom in fiscal year 1966. No capital equipment is involved.

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

Repair and replacement of Federal-aid highways damaged by floods and other natural disasters.

5. Can you quantify this output in any way?

Mileage and disbursements made through June 30, 1967, are reflected below.