

[Dollar amounts in thousands]

	Miles		Total cumulative disbursements to June 30, 1967	Less amounts retained by HTF	Required reimbursement to HTF from general fund
	Underway	Complete			
Pacific Northwest Disaster Relief Act of 1965:					
Fiscal year 1965 authorization, \$80,000,000	172.7	3,350.0	\$64,415	\$30,000	\$34,415
Fiscal year 1966 authorization, \$50,000,000	78.7	353.9	18,239	18,239	
1964 amendments to the Alaska Omnibus Act authorization, \$15,000,000	(1)	(1)	2,044		2,044
Federal-Aid Highway Act of 1966, annual authorization (\$50,000,000 authorization financed 60 percent highway trust fund, 40 percent general fund)	104.0	1,238.6	3,771	2,262	1,508
Total required to reimburse the highway trust fund					37,968
Fiscal year 1968 appropriation					15,098
Balance					22,870

1 Mileage for Alaska Omnibus Act included in the 2 authorizations under Pacific Northwest Disaster Relief Act of 1965.

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

The repair and reconstruction of highways is a grant-in-aid program administered in a manner similar to the Federal-aid highway program following a declaration of emergency by the Governor of a State.

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

None. Administered under program for Federal-aid highways.

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

None.

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

None.

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

Only within authorized level of \$50 million annually, depending upon extent of natural disasters in any year.

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?

Progress of the program is continually reviewed and coordinated by the Washington headquarters, Office of Engineering and Operations, Project Coordination Division.

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

No.

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.