

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

There is no duplication of work done by any other Federal agency. The work, however, complements and is complemented by certain efforts of the Bureau of Public Roads. Very close coordination of these efforts is a matter of continuing policy to assure that the full resources of the two organizations are effectively utilized without duplications.

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

The Bureau work structure is well suited to the efficient and effective accomplishment of its assigned programs. As time progresses, there might have to be changes in organization to reflect shifts in program emphasis. For example, at some future date the emphasis will shift from standards development activities to standards enforcement. At that time, changes probably will be required in the organization, at least in the staffing distribution.

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 no outstanding GAO reports on this program.

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

The estimates by the States of Federal grants-in-aid to implement the highway safety program standards issued under the provisions of the law are far in excess of the funds available for obligation.

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?

This is a grant program in its entirety. It differs substantially from most other Federal grant-in-aid programs in that it has to deal with many administrative units in State and local governments (police, education, highways, public health, driver licenses, enforcement, court systems, and others). The experience to date strongly indicates severe understaffing to carry out this budget program.

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

The cut would have to be absorbed by reducing further the grant-in-aid funds contributing to State and community highway safety programs.

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

Additional funds would be utilized in increasing grants-in-aid to States and communities to more adequately assist them to implement meaningful programs.

Activity 9. (Federal Highway Administration): Inter-American Highway

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

The Central American section of the Inter-American Highway, comprising 1,555 miles, is being constructed in cooperation with the Republics of Guatemala, El Salvador, Honduras, Nicaragua, Costa Rica, and Panama. These Republics generally pay one-third of the cost of highways through their countries, and have assumed responsibility for future maintenance.

The Federal-Aid Highway Act of 1962 (76 Stat. 1146) authorized an additional appropriation of \$32 million, of which \$30 million has been appropriated, to complete the highway to acceptable standards.

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?

An appropriation of \$5 million is available in fiscal year 1968. No capital equipment other than normal office equipment is involved.

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

Construction of the Central American section of the Inter-American Highway.

5. Can you quantify this output in any way?

The following table reflects the amounts of work, by countries, provided by the \$32 million authorization: