

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

None.

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?

Joint grant-in-aid and country financed program. Staff is adequate to efficiently administer the program.

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.

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

No additional funds beyond the \$32 million authorized by the Federal-Aid Highway Act of 1962 will be required.

Activity 10 (Federal Highway Administration): Chamizal Memorial Highway

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

Public Law 89-795 (80 Stat. 1477) dated November 8, 1966, authorizes the Secretary of Transportation to construct a border highway in the city of El Paso commencing at a point approximately two blocks west of Santa Fe Street in El Paso and proceeding along the international boundary, as rectified, to the International Bridge at Zaragosa Road about 12½ miles east. The act authorizes \$8 million in Federal funds for this project.

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 \$4 million is available in fiscal year 1968. No capital equipment is involved.

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

Construction of a border highway along the U.S. bank of the Rio Grande River in connection with the settlement of the Chamizal boundary dispute between the United States and Mexico, pursuant to the American-Mexico Chamizal Convention Act of 1964 (78 Stat. 184).

5. Can you quantify this output in any way?

Approximately 12½ miles of highway.

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

The State of Texas has the initiative in making all of the engineering surveys and designs, initiating action for right-of-way acquisition and utility adjustments, planning the letting of the construction contract, and making monthly payments to the contractor as the work is put in place. The Federal Government reimburses the State on a monthly basis for its share of the expenditure. The Bureau of Public Roads provides the overall monitoring and supervision of the program as the State proceeds with the project.

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

No Federal employees are involved. This project will be let to contract by the State of Texas.

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

Not applicable.

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

None involved.

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

The program will be completed with the approval of the \$4 million appropriation requested for fiscal year 1969.

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 project has been set up for accomplishment by the Bureau of Public Roads and the State of Texas in a manner as nearly identical to normal Federal-aid procedures as is practicable under the legislation. The responsibility for adminis-