

tering the project has been delegated to the Regional Federal Highway Administrator, and he in turn has delegated this authority to the Division Engineer in Texas.

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.

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?

No.

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?

This is a grant-in-aid program. The Bureau of Public Roads staff is adequate to 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?

By curtailing or deferring construction of the highway.

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

It is estimated the \$8 million authorization will complete the Federal financing of this project.

Activity 11 (Federal Highway Administration): Alaskan Assistance

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

The Federal-Aid Highway Act of 1966 authorized \$14 million a year for 5 fiscal years for maintenance of the Federal-aid system and for the construction of access and development roads on a Federal-aid system in Alaska.

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 is involved.

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

Upgrading existing highways on the Federal-aid system in Alaska through constructive maintenance and improvement, and construction of access and development roads on a Federal-aid system in Alaska.

5. Can you quantify this output in any way?

This new program anticipates that the appropriations will be used to construct an access and development road system to serve industrial, recreational, residential, commercial, or resource development areas. The State of Alaska has prepared a tentative program of construction projects over the next 5-year period to be financed from the Alaska assistance funds. However, since Alaska's economic and resource development situation is changing almost daily and as the priority of projects may change in the near future, it may become both necessary and desirable to revise the currently planned program of projects.

It is proposed that the amount earmarked for maintenance not be spent on average everyday maintenance activities, but rather that it be utilized in a manner that will upgrade the presently inadequate and unsafe Federal-aid system. Many secondary highways were originally constructed to a standard insufficient to accommodate present-day traffic on a year-round basis. Maintenance money will be used to upgrade approximately 500 miles of secondary highways on present alignments.

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