

The State of Alaska has the initiative in proposing projects, programing the individual projects year by year, making all of the engineering surveys and designs, planning the letting of construction contracts, all in the same manner as for regular Federal projects, and for handling the maintenance. The Bureau of Public Roads provides the overall monitoring and supervision of the program as the State proceeds with each 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. Alaskan assistance is a grant-in-aid program and will be handled through the State of Alaska similarly to regular Federal-aid procedures.

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.

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

The authorizing legislation provides a program level of \$14 million per year. It is not possible at this time to predict the level of appropriations in future years. No funds are requested for this program in the 1969 budget.

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 responsibility for administering the program has been delegated to the regional Federal Highway Administrator who in turn has delegated this authority to the division engineer in Alaska.

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 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?

None.

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?

Yes, 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?

Overall reduction.

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

Expedite the authorized program.

PROGRAM CATEGORY 4. FEDERAL RAILROAD ADMINISTRATION

Activity 1: Railroad Safety

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

The Bureau of Railroad Safety performs assigned duties in connection with the administration and enforcement of certain specific Federal statutes relating to common carriers engaged in interstate commerce by railroad.

These laws are: (1) the transportation of explosives and other dangerous articles (18 U.S.C. 831-835); (2) the Safety Appliance Acts (45 U.S.C. 1-16); (3) the Ash Pan Act (45 U.S.C. 17-21); the Locomotive Inspection Act (45 U.S.C.