

The County's Stake in the Federal-Aid Secondary Program

GEORGE E. GOODWIN
Engineer of County Federal-aid
State Highway Commission of Indiana

The primary purpose of my appearance here is to provide you with information about the Federal-aid Secondary road and bridge construction program available to Indiana counties. For those of you who have participated in this FAS construction program and followed a project through to completion, my comments will, for the most part, constitute a review. On the other hand, I hope it will be much more informative for those of you who have only recently taken office.

I will discuss first the general framework of policies and procedures within which the FAS program for Indiana counties is administered, then add some statistics on county participation to date, and conclude with an indication of FAS funds currently available to counties for further programming.

The general framework of policies and procedures established for the administration of this FAS program for counties is based on cooperation. Each step in advancing a construction project to completion is accomplished through approval and cooperation by and between the county, state and federal officials concerned. A moral to this situation would be—don't wait until the bridge falls into the river before giving serious thought to its replacement. Advance planning is the answer.

The very first step is, of course, that of selecting a suitable construction project, and in this the initiative lies with county officials, since in Indiana county participation is entirely voluntary. A supply of bridge project request forms and road project request forms can be obtained at any time by addressing a request to the Engineer of County Federal-aid, State Highway Commission, Indianapolis. To gain greater preliminary accuracy and possibly save time later, County Commissioners should complete a project request form in consultation with the engineer who is to draw the plans for the project they desire. If a requested project qualifies, the State Highway Commission places it on a construction program for federal approval. Following this approval a county can proceed with the preparation of detailed plans which, when

completed, are reviewed and approved or returned for revision by the State Highway Commission and Bureau of Public Roads in turn.

To qualify as eligible for FAS funds a project must meet four general requirements. First, the project must propose new construction or reconstruction. FAS funds are not available for maintenance work. Secondly, the FAS program covers rural construction only. Projects must be located outside the city and urban limits of cities of over 5,000 population. Third, a project must be located on the approved Federal-aid Secondary system of roads. In connection with this requirement, it should be clearly understood that it is possible to add a road to the present FAS system providing it carries enough traffic and connects with another federal-aid road. Fourth, the general design features of a bridge or road construction project must be up to or above the minimum design standards approved for the particular class of project in question. Incidentally we feel that the approved minimum design standards for FAS projects are quite low and would caution you against harboring any thought that a county must build a super-highway to obtain FAS funds.

From an engineering standpoint a county performs two functions in advancing an FAS project to completion. The detailed construction plans are prepared by the county and the resident project engineer is provided by the county during the actual construction period. There are two principal reasons for this arrangement. First, it gives a county direct control over both design and construction with approvals required of only the State Highway Commission and Bureau of Public Roads. Secondly, one of the objectives of the FAS program, that of encouraging counties to build up local engineering talent, is satisfied.

The State Highway Commission is responsible for the administration of a Federal-aid Secondary bridge and road construction program for counties. In this role the state highway organization receives and acts on all county requests in connection with the FAS program, including additions to the FAS road system, programs construction projects, reviews and approves construction plans, prepares project agreements and allied papers, forwards programs and plans to the Bureau of Public Roads, advertises for bids and awards construction contracts, furnishes materials testing service and general supervision of construction, all without charge to the counties. In general, the State Highway Commission administers a county FAS project as though it were a state secondary project except for the following: it does not select the project, does not draw the detailed construction plans, does not provide the resident project engineer, and pays no part of the direct contract construction cost.

In financing the direct construction cost of a project, a county must match FAS funds dollar for dollar. This applies up to the total FAS funds allocated to a particular county. Any construction cost above twice the total FAS funds available to a county must, of course, be borne entirely by the county. Thus a county electing to participate in this FAS program selects a project, prepares plans, provides a project engineer, and gains 50 per cent of the construction cost from FAS funds. A tabulation of the FAS dollars currently available to each Indiana county is appended—additional copies on request. Obviously any amount of FAS funds already programmed for a county should be deducted from the amount shown in the table to determine the balance available to that particular county for further programming.

As you know, under Indiana law counties can issue bridge bonds and levy local taxes for bridge purposes, but not for roads, a fact which probably accounts for a majority of our county FAS projects being bridge rather than road. Your necessary county matching money for a road project can only come from your county's formula share of the state collected gasoline tax and motor vehicle license fees, but not so for FAS bridge projects. Also favoring bridge projects over road projects in this FAS program is the fact that you normally draw plans and construct a bridge by contract while a road lends itself to gradual improvement by county forces concurrently with maintenance. It, therefore, appears that for the present bridge projects are more desirable in most of your situations.

County participation to date in Indiana has been to the tune of 23 counties with one or more projects in the approved cumulative postwar Federal-aid Secondary Program. We have a total of 48 county FAS projects programmed at a total estimated cost of \$2,550,000. Of the 48 programmed projects, 27 are bridge, and 16 are road, and 5 are flashing-light railroad crossing projects. Also of the 48 programmed projects 16 have plans in the process of preparation, 9 are under contract for construction and construction has been completed on 23.

FAS funds currently available to counties for further programming can be deduced as follows: FAS funds in the amount of \$2,874,078 are currently available to Indiana counties and of these only \$212,265 has been programmed and obligated. Thus, a balance of \$2,661,813 of FAS funds is currently available to Indiana counties for further programming, which makes possible an overall county road and bridge construction program costing in excess of \$5 million. This is the county's near-future dollar stake in the Federal-aid Secondary Program.

STATE HIGHWAY COMMISSION OF INDIANA

Apportionment of Federal-aid Secondary Funds to each County Based on the
Federal-aid Formula

Total for Two Fiscal Years of 1950 and 1951

<i>County</i>	<i>Amount</i>	<i>County</i>	<i>Amount</i>	<i>County</i>	<i>Amount</i>
Adams	\$28,200	Hendricks	\$33,374	Pike	\$28,674
Allen	60,000	Henry	36,562	Porter	33,730
Bartholomew	30,326	Howard	25,228	Posey	30,084
Benton	27,046	Huntington	29,506	Pulaski	30,790
Blackford	12,938	Jackson	35,928	Putnam	33,796
Boone	31,320	Jasper	34,016	Randolph	34,864
Brown	20,274	Jay	28,204	Ripley	33,400
Carroll	30,812	Jefferson	26,214	Rush	28,864
Cass	36,146	Jennings	26,666	St. Joseph	49,286
Clark	31,374	Johnson	25,706	Scott	15,386
Clay	30,874	Knox	42,188	Shelby	30,982
Clinton	31,156	Kosciusko	45,606	Spencer	32,008
Crawford	23,190	Lagrange	28,890	Starke	24,778
Daviess	33,632	Lake	44,254	Steuben	22,592
Dearborn	23,744	LaPorte	44,962	Sullivan	37,128
Decatur	25,776	Lawrence	34,538	Switzerland	17,272
Dekalb	28,738	Madison	47,998	Tippecanoe	34,306
Delaware	40,886	Marion	71,498	Tipton	20,684
Dubois	30,394	Marshall	36,580	Union	12,498
Elkhart	42,854	Martin	23,054	Vanderburg	35,674
Fayette	15,086	Miami	30,010	Vermillion	22,012
Floyd	14,222	Monroe	32,774	Vigo	44,022
Fountain	29,110	Montgomery	35,180	Wabash	30,102
Franklin	29,008	Morgan	29,214	Warren	22,886
Fulton	27,364	Newton	25,924	Warrick	31,394
Gibson	38,826	Noble	33,046	Washington	34,550
Grant	38,642	Ohio	7,008	Wayne	35,262
Greene	42,328	Orange	31,576	Wells	27,850
Hamilton	33,994	Owen	27,088	White	33,992
Hancock	23,982	Parke	33,394	Whitley	25,346
Harrison	35,074	Perry	26,364		
				Total	\$2,874,078

Note: For further information write:

Engineer of County Federal Aid
State Highway Commission
State House Annex
Indianapolis 9, Indiana