

If additional funds were available, more emphasis would be placed upon acquisition of staff, facilities and necessary travel.

Activity 2 (Office of the Secretary) : Transportation Research

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

The transportation research program has as its primary objective the development of information and the conduct of analyses upon which transportation policies and programs can be formulated which will best contribute to the goal of a safe and efficient national transportation system. The activities under this program fall into three major areas of interest.

(a) General transportation research—This activity includes technical, economic and other studies in the field of transportation research.

(b) Northeast Corridor transportation projects—This activity covers research designed to develop intercity transportation plans and programs for the Northeast Corridor region for 1980 and beyond.

(c) Transportation information planning—This activity covers research for planning and developing a comprehensive program to improve the reliability, compatibility, availability, and utility of information relating to the Nation's transportation system.

The authority for the activities of the Assistant Secretary for Research and Technology in the transportation research program is generally derived from Public Law 89-670 (Department of Transportation Act), sections 2 and 4. The collection of transportation data, statistics, and other information relevant to the improvement of the national transportation system is authorized by Public Law 89-220 (High Speed Ground Transportation Act), section 4. The responsibility for chairing the principal committees governing the interagency aircraft noise abatement program was transferred to the Department from the Office of Science and Technology by correspondence dated August 25, 1967, from D. F. Hornig, Special Assistant to the President for Science and Technology.

2. Who is the person primarily in charge of this program at the operative level (name and title)?

Frank W. Lehan, Assistant Secretary for Research and Technology. Cecil Mackey, Assistant Secretary for Policy Development.

3. How much money and capital equipment is available under this program for fiscal 1968?

General transportation research-----	\$2, 600, 000
Northeast Corridor transportation-----	3, 200, 000
Transportation information planning-----	600, 000
Other-----	274, 000
Total-----	6, 674, 000

No capital equipment is required or involved.

4 and 5. Would you describe the output generated by this program? Can you quantify this output in any way?

For the most part, the work under the transportation research program in fiscal year 1968 comprises projects which will not be completed until fiscal year 1969 or beyond. Those efforts which are coordinative or evaluative in nature do not represent discrete projects with discrete outputs. The program does generate basic economic statistical data, analysis of transportation systems, and investment criteria which are used in the development of transportation policies and programs.

In the area of transportation data research, for example, systems for the collection, processing, and dissemination of rail and motor truck freight flow data will be developed, tested, and put into operation over the span of a year or two. The output for fiscal year 1968 in this and similar cases can only be described in terms of decisions made, RFPs advertised, and the like. Similarly, technical studies to develop concepts and define requirements for follow-on systems (e.g., air traffic control systems), though initiated this year, will not be completed until next year.

In the area of noise abatement, a major responsibility is the overall coordination of Government activities in aircraft noise reduction through the interagency aircraft noise abatement program (IANAP). Of the research projects undertaken by the IANAP, some are jointly funded by the participating agencies with this Department taking its proportionate share, while others are independently funded. Outputs of these kinds do not readily admit of quantification.