

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

Research requirements are first defined and clarified by in-house personnel. Individual projects when identified are competitively awarded to contractors for the actual conduct of the research. Staff personnel exercise technical supervision during the course of the contract and insure that results obtained are integrated into the policy decision process.

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

There are 52 positions authorized in the following general employment categories: Engineers (mechanical, chemical, radiological, etc.), requirements officers, physicists, secretaries, and typists.

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

GS-16 (nonquota)-----	1	GS-9 -----	16
GS-15 -----	14	GS-8 -----	2
GS-14 -----	16	GS-7 -----	3
GS-13 -----	5	GS-6 -----	1
GS-10 -----	1	GS-5 -----	3

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

We do not rely on capital equipment to fulfill this program. Such ADP research requirements as arise are accomplished through our normal contract procedures.

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

As can be expected, when offices have just been recently established and are in the process of staffing, expenditures, particularly on research contracts, are constrained to keep in balance with the capacity of these offices to effectively plan and monitor research projects. Some growth in expenditures, therefore, can be anticipated as these offices staff up to authorized levels.

Future benefits from projects initiated in fiscal year 1968, particularly in transportation data research, offer promise of being disproportionately high in relation to future costs. As the rail freight flow data system, for example, goes into operation, the benefits from this system grow from essentially zero to some higher value and continue to grow as industry and Government make increasing use of the flow data. From a utility standpoint, two things can be said about this flow data. Relative to any prior similar data, its utility should be significantly enhanced inasmuch as its form and content will more closely match current user requirements. In addition, the user will be getting timely data perhaps for the first time. In relation to benefits, which will have increased significantly with time, costs should decrease from the higher level associated with the system development phase to some lower level required to maintain the system in operation.

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 various elements of this research program are coordinated by the Offices of the Assistant Secretary for Policy Development and the Assistant Secretary for Research and Technology.

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?

Procedures are being evolved by which all departmental research and development, including the transportation research program, will be monitored on a continuing basis and periodically reviewed in depth on a selective basis.

13. To your knowledge, does this program duplicate or parallel work being done by any other agency?

No; however, it complements related activities of several other governmental agencies. Work in transportation data research is closely coordinated with related activities in the Bureaus of Budget and Census, HEW, HUD, ICC, and CAB. The Office of Transportation Information Planning, for example, has representation on the advisory committee (to the Bureau of Census) on small area data.

The work in noise abatement is itself largely coordinative in nature. The IANAP, for example, functions to ensure that the aircraft noise reduction programs of the several participating activities are non-duplicative and comple-