

Yes. The Bureau has established work goals consisting of major work items deemed necessary to assure a balanced program. Reports of major work items are furnished by staff members and reviewed quarterly.

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

The Bureau is organized into two principal operational units.

(a) *Departmental*.—Develop and maintain a body of safety and hazardous material regulations, to foster and guide safety programs, process data as to motor carrier compliance records, report to the ICC on the safety posture of 18,000 certificated carriers, and to the Department of Defense on carriers proposing to transport explosives or other dangerous articles, develop accident data, trends and cause factor for 45,000 accident reports from the certificated carriers, evaluate field safety compliance reports, examine in depth accident investigation reports, identify probable causes, and publish reports with a prevention lesson.

Authorizes the use of nonspecification containers intended for use in transporting hazardous materials; the waiver of certain disqualifying requirements concerning medical and physical impairments of drivers; and the conditional use of certain safety appliances and devices.

(b) *Field*.—Inspects motor carrier facilities and vehicles; examines motor carrier records and documents; inspects carrier practices; investigates motor carrier accidents; examines safety programs; investigates complaints of violations, the discovery of noncompliance and unsafe practices; and reports dangerous characteristics of vehicles or practices.

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

The staff is composed primarily of investigators engaged in the investigation of motor carrier accidents. The staff also involves a small number of other professional and specialist personnel engaged in analytical activities related to motor carrier safety.

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

Grade	Quota	Nonquota	Total	Grade	Quota	Nonquota	Total
GS-17-----	1		1	GS-7-----			10
GS-15-----			1	GS-6-----			3
GS-14-----			3	GS-5-----			20
GS-13-----			21	GS-4-----			12
GS-12-----			3	GS-3-----			11
GS-11-----			3	GS-2-----			2
GS-9-----			87				
GS-8-----			2	Total-----			178

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

The Bureau relies on the FHWA central computer system for data processing needs.

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

Yes. The FHWA has under current consideration a joint Federal-State grant-in-aid program which will be designed to enlarge participation by the States in the total heavy-commercial truck and bus safety field regardless of the character of the commerce involved. The safety direction and enforcement then could be made to cover all heavy-commercial vehicles.

If adopted, the Federal role and mission would shift from inspections, examinations, and enforcement to one of promulgation of uniform safety regulations; establishment of a uniform program to implement the regulations; developing and monitoring educational and promotional programs; and providing liaison and guidance to the States.

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?

Coordination of the Bureau's overall program is performed at several levels:

The regional safety officers supervise the activities of the safety investigators in their respective regions. Each region is provided required work goals and uniform instructions to accomplish the Bureau's program objectives. The prog-