

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

ADP support services are provided by FHWA in connection with the tabulation of accident statistical tabulations.

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

Enactment of pending railroad safety legislation will result in an increase in program expenditures and hopefully a substantial increase in program benefits in the form of reduced accident occurrences.

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?

Bureau, divisional, and regional.

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?

Yes, as evidenced by the recent Bureau reorganization.

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?

It is believed that the present Bureau organizational structure provides optimum efficiency and effectiveness. However, it is constantly undergoing review to keep abreast of maintenance and inspection changes within the rail industry.

15. Are there any outstanding GAO reports on this program? If so, what is the status of the GAO recommendations the report contains?

None that we are aware of.

16. What significant problems, if any, are you facing in accomplishing the program objectives?

The major problem confronting the Bureau in the promotion of rail safety is the absence of authority in the areas involved in the vast majority of railroad accidents; i.e., track structure, running gear of freight and passenger cars, operating rules, etc.

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?

No.

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction, or by cutting or curtailing certain activities?

Any reduction in allocated funds would necessitate a proportionate overall reduction in Bureau program activities and/or a severe restriction on travel of field employees.

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

Any additional available funds would be channeled in the direction of strengthening the headquarters technical staff.

Activity 2 (Federal Railroad Administration): High Speed Ground Transportation

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

Not answered.

2. Who is the person primarily in charge of this program at the operative level?

Dr. Robert A. Nelson, Director, Office of High Speed Ground Transportation.

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

\$22,263,000. Equipment: Four fully instrumented rail research cars.

4. Would you describe the output generated by this program?

Not answered.

5. Can you quantify this output in any way?

Figures are available in the budget and annual and special reports on total obligations and expenditures, number of technical reports published, and number of contracts. However, these alone do not adequately describe the benefits of the R. & D. output or of the potential results and findings of the demonstrations insofar as these projects will affect the direction of research and investment for many years in the future.