

the States of Maryland and Delaware in grade crossing safety, and the cities of New York and Chicago in tunneling technology.

14. Is your organizational structure such that the program is being carried out most efficiently and effectively?

The Office of High Speed Ground Transportation comprises three divisions—Engineering Research and Development, Demonstrations, and Transport Systems Planning (NEC project). This structure provides an effective combination of specifically defined responsibilities, span of control, and relative simplicity of coordination.

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

No.

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

Finding and hiring high-quality technical personnel.

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?

Yes—contracts (no grants or loans). Yes.

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

By selective cutting and curtailing.

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

A. Put greater emphasis on certain present R. & D. activities.

B. Speed up other current R. & D. activities.

C. Begin work on promising research projects for which funding is not now available.

*Activity 3 (Federal Railroad Administration): Railroad Research and Development Program Proposal*

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

The Secretary of Transportation and his modal administrations are legislatively required to promote and undertake research and development relating to transportation and safety of the traveling public and employees. See Public Law 89-670, sections 4(a) and 9(q).

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

The Director of the Office of Policy and Program Analysis has responsibility for the expenditure of rail and research funds.

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

\$200,000.

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

The FRA fiscal year 1968 appropriation provides for contractual research to deal exclusively with railroad safety matters. Emphasis will be placed on conducting research studies relating to railroad safety. Research studies for fiscal year 1968 are focused mainly on railroad-highway grade crossing technology and development of new railroad accident statistical procedures.

5. Can you quantify this output in any way?

FRA railroad research activities for fiscal year 1968 were (a) entered into a contract with the States of Maryland and Delaware to develop, test, and install track-activated advance-warning signals on highway approaches to 20 rail grade crossings located on the high-speed rail corridor between Washington, D.C. and New York. The demonstration project will test the effectiveness of new sophisticated railroad timing circuits and train-activated advance-warning signals. Railroad research funds expended for this project are \$50,000, (b) entered into a contract, amounting to \$35,000 with the Texas Transportation Institute for a study on the reporting of rail-highway grade-crossing accident data. FRA review of several studies designed to identify factors which contribute to hazardous conditions at grade crossings reveal that the data reported on the FRA form T, and its supplement, lack adequacy for meaningful accident prevention analysis. An improved data file and reporting form is necessary to be able to conduct accident analysis studies at the National and State level and to better meet legislative responsibilities.

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