Identifying those areas of the grade crossing problem where insufficient research effort has been expended to improve public safety at rail-highway grade crossings and do not effectively cope with the expanding use of grade crossings. These areas are in hardware research, data collection and analysis, hazard ratings, uniformity of State laws and regulations, cost-sharing responsibilities, and Federal-financing programs.

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

The Chief, Policy Analysis Division, and his staff presently provide those staff resources that are necessary to support the railroad safety research program. However, with staffing of the Science and Technology Division, O. P. & P. A. to be completed early in fiscal year 1969, a total of five positions will be actively involved in structuring the railroad research program.

Chief, Science and Technology Division
Research engineer (electronics)
Research engineer (safety)
Research engineer (mechanical)
Research engineer (civil)

In addition, staff time and support is to be provided by positions within the Office of Policy and Program Analysis.

Senior policy analyst
Transportation specialist
Transportation economist
Program analyst

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

| Full-time assignments: | *Number* | Staff support: | *Number* |
|---|---|---|---|
| GS–15 | 3 | GS–15 | 3 |
| GS–14 | 2 | GS–14 | 1 |

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

None.

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

The railroad research program could expand considerably over the next few years, The woefully short supply of capital within the railroad industry for many years has had its major impact on railroad research funds. As a consequence, rail technology has not progressed and has not allowed the rail industry to assume a more responsive role in the nation's transportation network.

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?

Director's level. The railroad safety research and development program is coordinated by the Federal Railroad Administrator and the Director of the Office of Policy and Program Analysis.

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.

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

It does not.

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

Yes.

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

None.

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

The lack of qualified rail-oriented personnel to staff our Science and Technology Division of the Office of Policy and Program Analysis.

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?

(*a*) Yes.
(*b*) Yes.