

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

Our most significant problem at present is to obtain additional financing for the lock rehabilitation program estimated at \$13.1 million. In July 1967, legislation was proposed to finance the work from an appropriation. The Congress has not acted upon this proposal. Should the Corporation be required to finance such cost by issuing revenue bonds under the current law, the borrowing authority would be reduced from \$14.6 million to about \$1.5 million, and the Corporation's outstanding debt would be increased by a like amount, in addition to the added interest cost for such borrowings.

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?

The Corporation does not operate under appropriated funds. See answer No. 16.

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

See answer No. 16.

PROGRAM CATEGORY 6—NATIONAL TRANSPORTATION SAFETY BOARD

Activity 1: Program Execution and Support

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

The program combines the resources for overall management control, execution, and day-to-day operation of Safety Board-wide programs including management direction, personnel management, programing, budgeting and financial management, analytical staff support, communications, services for property management, records and documents management, and other general administrative support activities. The authority to conduct this program emanates from the Department of Transportation Act of 1966, which created the Safety Board, and the specific delegations of authority from the Chairman of the Safety Board to the executive director.

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

Ernest Weiss, executive director.

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

A total of \$414,000 was appropriated in fiscal year 1968. Capital equipment is limited to personal property and other minor equipment required for program operation; e.g., file cabinets, furniture, office machines, etc.—\$19,800 was allocated for this type of equipment in fiscal year 1968.

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

The output includes management direction in the form of policy pronouncements, procedures, instructions, budget and financial material including budget documents, all personnel material, processing, printing, and distribution of all Safety Board documents, and a wide range of special projects dealing with overall management and administration. By delegation, the Executive Director is responsible for the overall management direction of the Board's programs.

5. Can you quantify this output in any way?

Due to the wide range of products produced in this program specific quantification would be very difficult. However, the following are representative examples of output. The budget officer, in addition to preparing all material associated with the budget process, is responsible for developing a wide range of budgetary procedures for control of funds; answers replies from a wide variety of sources regarding budget matters, and prepares written instructions for Safety Board use. The personnel manager must process all personnel actions, prepare procedures necessary to implement the personnel program, interview and recruit personnel and assist the Executive Director in a wide range of special studies. Management direction requires the formulation of a wide range of policy and procedural documents and studies. All tasks associated with the procurement of equipment and associated administrative services for the entire Safety Board must be performed. This program provides documents and records services, including the processing and servicing of approximately 5,000 accident files per year, answering approximately 10,000 accident inquiries, and the printing and