GOVERNMENT PERFORMANCE AND RESULTS ACT OF 1993

THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 1995 PERFORMANCE REPORT

Prepared by

the National Highway Traffic Safety Administration
Office of Strategic Planning and Evaluation

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I. Executive Summary

In 1995, some highway safety outcome measures held their own or showed minor improvements: the fatality rate per 100 million vehicle miles of travel remained flat, there was a decrease in the number of crashes per 100 million vehicle miles of travel, and there was a slight increase in the national estimate of safety belt use. However, seven out of eleven outcome and intermediate outcome measures moved in the wrong direction.

Historically there has been a strong relationship between periods of economic expansion and increases in the number of highway deaths. In 1995, the nation experienced another year of strong economic growth. The real Gross Domestic Product increased 2.6 percent (1987 dollars). While this was down from the 3.9 percent growth in 1994, the 1995 growth in real personal and disposable income, measures that have a more direct effect on highway safety, significantly out paced the growth in 1994 (6 percent versus 4.9 percent and 3.5 percent versus 2.7 percent, respectively).

Preliminary estimates for 1995 have indicated 41,700 fatalities, an increase of 1,024 (2.5 percent), and 3,318,000 police-reported non-fatal injuries, an increase of 103,000 (3.2 percent). Despite these totals, the fatality rate remained flat and there was an increase of less than 1 percent in the injury rate per 100 million vmt (from 137 to 138). Fatality and injury rates per 100,000 resident population increased 1.6 and 2.3 percent respectively. However, the number of crashes decreased by 12,000 in 1995, to 6,480,000, and alcohol involvement in fatalities increased only slightly, from 40.8% to 41%.

The most recent previous economic expansion period (1983-88) saw larger increases in the number of fatalities: the largest increases were from 1983-84 (3.9 percent increase) and 1985-86 (5.2 percent increase). Past and current NHTSA actions continued to save lives and reduce injuries in 1995 compared to what they might have been given the growing economy.

Despite a decrease in dollar resources and personnel level, 73 percent of NHTSA's major program performance measures achieved their targets in FY 1995. These included:

- ★ The alcohol-related fatality goal of reduction to 43.5 percent was surpassed. Alcohol-related fatalities were 41 percent of total fatalities in CY 1995 (based on preliminary estimates).

- ★ The final rules for Stability and Control and Stopping Distance Requirements for Medium and Heavy Vehicles were published on March 10, 1995 (60 FR 13216, 60 FR 13297). Estimates of annual fatality and injury reductions when this rule is fully implemented are 300-500 and 16,000-27,500 respectively.

- ★ The average elapsed time to conduct a defect investigation was 4.9 months during CY 1995, 14 percent better than our FY 1995 target of 5.7 months.

★ The final rule for Upper Interior Head Protection was published on August 18, 1995 (60 FR 43041). Annual fatality and injury reductions from this rule are estimated at 875-1050 and 675-770 respectively.

★ The figures from the Auto Safety Hotline computerized data system reported 743,148 calls received during FY 1995, a 30 percent increase compared to FY 1994. This total did not exceed the capacity of the telecommunications system and the automated portion of the Hotline experienced a decrease in the hang up rate to 12 percent.

★ Auto Safety Hotline customers began receiving our most popular fact sheets and information via the new fax-on-demand service in October 1994, two months ahead of the target date of December 1994.

★ As of September 30, 1995 all States had at least .10 blood alcohol content (BAC) as the legal limit for driving while intoxicated, 13 States had a limit of .08 (an increase of 2 states), 27 States had BAC limits at .02 or below for youth under age 21 (an increase of 3 states), and 38 States plus the District of Columbia had Administrative License Revocation (ALR) for DWI (an increase of 1 state).

★ From 1982 through 1995 safety belts saved an estimated 74,770 lives. In 1995 alone 9,480 lives were saved due to safety belt use.

II. Background/Introduction

This is the second of three performance reports under the pilot phase of the Government Performance and Results Act (GPRA). NHTSA continues to measure its progress against the enormous problem of safety on our public roads and streets with five outcome measures and six intermediate outcome measures (listed on pages 6-9). In addition, the agency has performance measures and targets under each of our identified major programs. NHTSA's major programs are structured under three categories of performance: reduce the occurrence of crashes, reduce the consequences of crashes, and provide top quality customer service. FY 1995 progress on these program measures is presented in Appendix I of this report.

Data for measurement are the key factor in tracking progress on our program and outcome goals. The agency continues to recognize the need to commit resources to the development and dissemination of highway safety and program data. These data provide the means to develop effective programs and countermeasures, to provide the public with top quality data for safety decisions, and to measure our progress on performance. A discussion of NHTSA's data systems for outcome measurement and key program performance data sources can be found in Appendix II.

There has been a strong historical correlation between periods of economic expansion and increases in highway deaths. Calendar year 1995 saw a continuation of this trend. Preliminary estimates for 1995 have indicated 41,700 fatalities, an increase of 1,024 (2.5 percent), and 3,318,000 police-reported non-fatal injuries, an increase of 103,000 (3.2 percent). However, the number of crashes decreased by 12,000 in 1995, to 6,480,000. Even with the increases in the number of deaths, the fatality rate per 100 million vehicle miles of travel remained flat at 1.7, and the injury/vmt rate increased less than 1 percent. Fatality and injury rates per 100,000 resident population increased 1.6 and 2.3 percent respectively. Alcohol involvement in fatalities increased only slightly, from 40.8 to 41 percent. Past and current NHTSA actions continued to save lives and reduce injuries in 1995 compared to what they might have been given the growing economy.

NHTSA addressed the complex highway safety problem in FY 1995 through a program focussed on vehicle safety and behavioral issues. Highlights of FY 1995 include the issuing of 45 final rules and technical amendments to Federal Motor Vehicle Safety Standards (FMVSS), 17.8 million vehicles recalled and remedied for safety defects, initiation of the Safe Communities program, stepped up efforts at Campaign Safe and Sober, and a further increase in the rate of safety belt use. In addition, as a result of the prior year modification to the occupant protection standard (FMVSS 208), 28.104 million passenger cars and 6.571 million light trucks on the road had driver side air bags as of July 1, 1995. Of these 34.675 million vehicles, 11.961 also had right front passenger air bags. Between 1987 and the end of calendar year 1995 air bags alone saved 1480 lives.

NHTSA's budget in FY 1995 was $277,080,000 and our end of year full-time equivalent (FTE) usage was 643. This represents 7 percent and 5 percent *decreases* respectively from FY 1994. As in our FY 1994 report, the current report provides a budget cross-walk between the programs in our performance based structure, and our budget line items. (See Section III and Appendix I)

III. Resources Available in FY 1995

NHTSA's program was carried out in FY 1995 with an enacted budget of $277,080,000 and a staff ceiling of 664. The table below identifies the NHTSA program by Activity and page number in the *U.S. Budget of the United States: Appendix*. These activity codes and page numbers are used in Appendix I. of this report for purposes of a crosswalk to the Budget.

Identification code:	Program by activities:	FY 1995 Enacted: (Dollars in Thousands)	Full Time Positions:
Operations and Research: (page 727) (69-0650-0-1-401)			
00.01	Rulemaking Programs	$ 11,136	95
00.02	Enforcement Programs	18,028	103
00.03	Highway Safety Programs	39,039	203
00.04	Research and Analysis	50,885	132
00.05	Office of the Administrator	3,683	41
00.06	General Administration	8,952	90
	Total Operations and Research	**$131,723**	**664**
Highway Traffic Safety Grants: (page 728) (69-8020-0-7-401)			
00.01	Section 402 Formula	$123,000	
00.03	Section 410 Alcohol-Impaired Driving Countermeasure Grants	25,000	
00.05	National Driver Register	3,400	
	Total Highway Safety Grants	**$151,400**	
	Less: Grant Administration Reimbursements	(6,043)	
	TOTAL PROGRAM	**$277,080**	

IV. Report on Outcome Measures in 1995

A. Performance Structure

NHTSA's 1995 Performance Plan stratisfied performance measures according to the following performance-based structure.

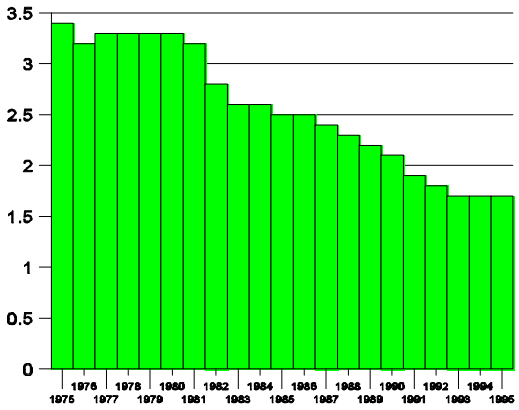
B. Trends, Targets, and Results, 1995

NHTSA's primary data bases the Fatal Accident Reporting System (FARS) and the General Estimates System (GES) will not report final numbers for fatalities, injuries, and crashes until June, 1996. However, the 1995 Preliminary Estimates are available. The following report is based on these estimates. While our data is tracked monthly, the public tracks safety outcomes on a calendar year basis. Therefore, the following measures are for CY 1995. However, the program performance measures reported in Appendix I are on a fiscal year basis, in most cases.

Agency Outcome Measures

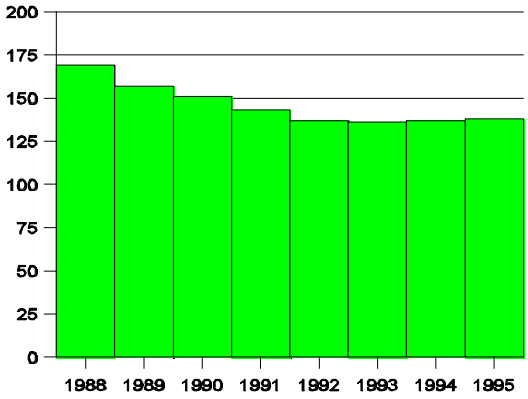
Fatalities per 100 million vehicle miles of travel:

1994 Actual: 1.7
1995 Target: 1.7
1995 Actual: 1.7



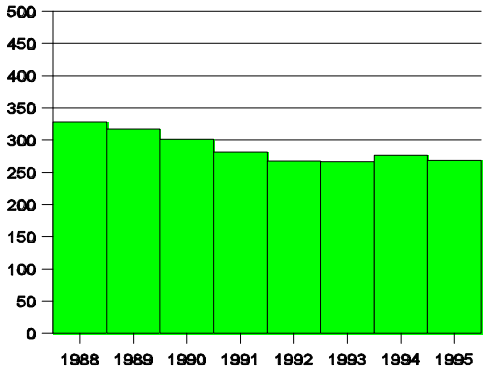
Injuries per 100 million vehicle miles of travel:

1994 Actual: 137
1995 Target: 135
1995 Actual: 138



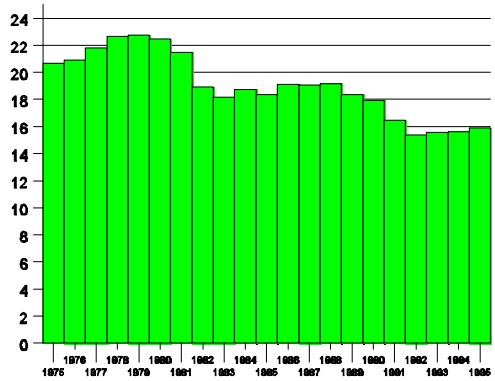
Crashes per 100 million vehicle miles of travel:

1994 Actual: 277
1995 Target: 264
1995 Actual: 269



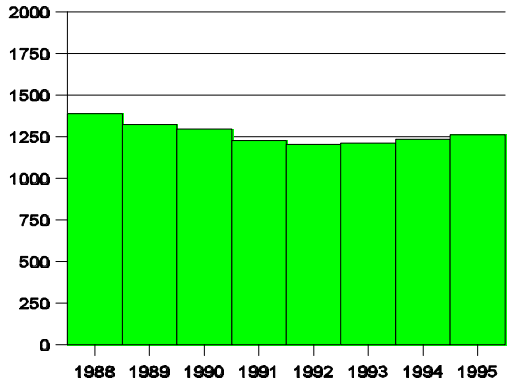
Fatalities per 100,000 resident U.S. population:

1994 Actual: 15.62
1995 Target: 15.40
1995 Actual: 15.87



Injuries per 100,000 resident U.S. population:

1994 Actual: 1,235
1995 Target: 1,200
1995 Actual: 1,263

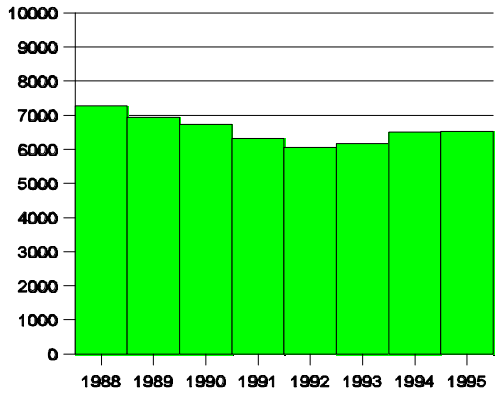


Intermediate Outcome Measures

Reduce the Occurrence of Crashes

Drivers Involved in Crashes per 100,000 Licensed Drivers:

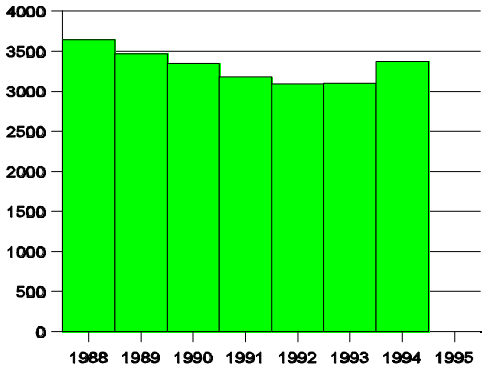
1994 Actual: 6,503
1995 Target: 6,035
1995 Actual: 6,516



Crashes per 100,000 Registered Vehicles:

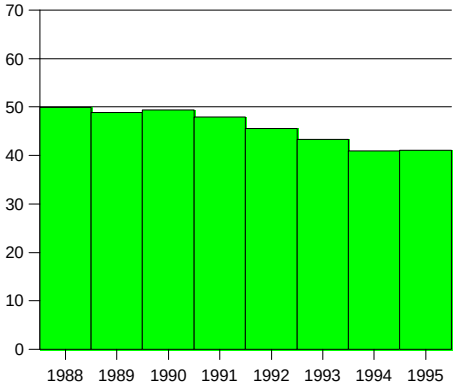
1994 Actual: 3,375
1995 Target: 3,070
1995 Actual: *Unavailable

* 1995 Registration data is not yet available.



Alcohol Involvement in Fatal Crashes:

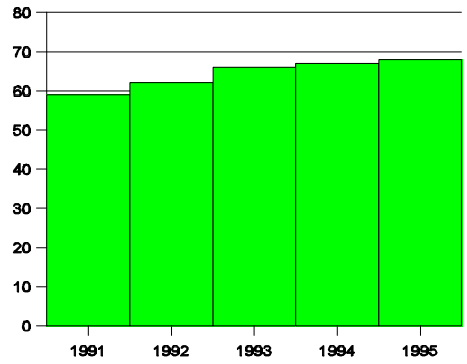
1994 Actual: 40.8 percent
1995 Target: 43.5 percent
1995 Actual: 41.0 percent



Reduce the Consequences of Crashes

Safety Belt Use Rates: Percent of Front Seat Occupants:

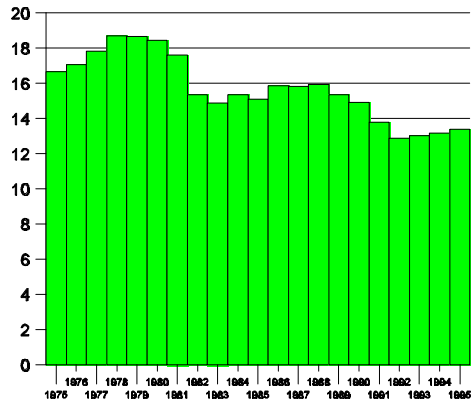
1994 Actual: 67 percent
1995 Target: 70 percent
1995 Actual: 68 percent



Occupant Fatality Rates per 100,000 Resident Population:

1994 Actual: 13.2
1995 Target: 12.9
1995 Actual: 13.4

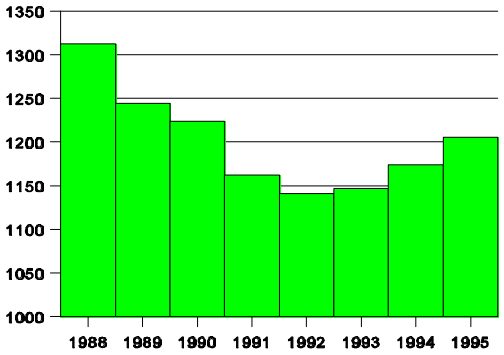
* Note: this measure in FY 1996 and beyond has been changed to the occupant fatality rate per crash.



Occupant Injury Rates per 100,000 Resident Population:

1994 Actual: 1,174
1995 Target: No increase
1995 Actual: 1,205

* Note: this measure in FY 1996 and beyond has been changed to the occupant injury rate per crash.



C. External Factors

In 1995 the resident population of the U.S. grew to 262,755,000, a 0.9 percent increase over 1994. Of the highest highway safety risk population age groups (16-34), only the 16-19 age group grew (by 1.9 percent). The 20-24 and 25-34 age groups declined by 2.6 percent and 1.2 percent respectively.

The economy continued to grow at a relatively high rate. The growth in real GDP was 2.6 percent compared to 3.9 percent in 1994. However, the 1995 6 percent growth in real personal income and 3.5 percent increase in real disposable income were both higher than the increases in 1994 (4.9 and 2.7 percent respectively). These have a greater potential effect on increasing people's risk of exposure to safety problems, especially increasing driving for recreational purposes.

The average annual percentage growth in real GDP during the most recent previous economic expansion period (1983-88) was 4.2 percent with a 2.1 percent average annual percent increase in the number of fatalities. However, the increase in fatalities during some years of that expansion was even greater: 3.9 percent in 1984 and 5.2 percent in 1986.

Civilian noninstitutional employment increased 0.5 percent between November 1994 and November 1995, compared to an average annual increase between 1990 and 1993 of 0.4 percent. The 1983-88 average annual growth in employment was 2 percent. Based on preliminary estimates, vehicle miles of travel increased 2 percent in 1995. Studies performed at NHTSA in the 1980's showed a strong correlation between employment and unemployment rates and short-term trends in highway fatalities. A study just released found that short-term changes in fatality trends can be predicted by the number of unemployed people. However, the study also concluded that the long-term trend of decreases in the number of fatalities does not seem to have changed. (*Trends in Motor Vehicle Fatalities*, Charles M. Farmer, January 1996, Insurance Institute for Highway Safety).

Other factors that can affect safety risk are: speed, vehicle occupancy, alcohol and drug use, safety belt and child safety seat use, composition of vehicle fleet on the road, the resources available for injury intervention and traffic law enforcement at the local level, and weather conditions.

Fleet Composition: Between 1990 and 1994 the number of registered light trucks and multi-purpose vehicles (LTVs) grew by 25 percent while the number of passenger cars was at about the same level. During this time period, air bags were much more available in passenger cars. In 1995, about 23 percent of the registered passenger car fleet had driver side air bags compared to about 11 percent of registered light trucks.

Speed: Average speed has been increasing each year since the 1980's.

State and local government finances: Competition has increased for resources at the state and local level to support traffic law enforcement and local injury prevention initiatives. A major source of competition for funds has been crime enforcement and education. At the same time, Federal support

has not increased to respond to both the effects of the growing economy and the competition for funds. Authorized funding for the NHTSA Section 402 Highway Traffic Safety program under ISTEA is capped at $171 million for each year 1993 through 1997. Obligation limitations have been even lower: $123 million in FY 1995. Also under ISTEA, Section 410 funding is capped at $25 million.

Occupant Protection: While increasing numbers of cars have been sold with at least driver side air bags, the use of safety belts which produce fatality and injury reductions in all types of crashes, has gone up only one percent each year since 1993. The use of child safety seats in potentially fatal crashes increased from 48 percent in 1988 to 60 percent in 1993 but remained at that level in 1994.

Alcohol and Drug Use: The percent involvement of alcohol in fatal crashes went up in 1995 for the first time in 14 years. In addition, there is growing evidence that the use of drugs by young people is on the rise again, after several years of decline. While the message to not drink and drive has made significant inroads, ameliorating some of the effects of better economic times, current and future progress will be an uphill battle against these external social trends.

Vehicle Occupancy: The Nationwide Personal Transportation Survey has shown a downward or no-increase trend in average vehicle occupancy for all types of trip purposes. While this helps to hold down the number of injuries given a crash, it has the effect of more vehicles on the road at any given point in time.

D. Details of the what happened to safety outcomes in 1995

This section discusses recent fatality and injury trends and their components. In some cases 1995 represented a continuation of the recent trend of increases in the expanding economy, 1992-94 and in other cases 1995 departed from the previous trend.

Crash type: In the 1992-94 period the increase in fatalities was almost entirely in multi-vehicle crashes; in 1995 the majority of the increase was in single vehicle crashes. This jives with the reversal in trend for alcohol involvement. While non-occupants were the least source of increase for the two periods, they were a higher percent of increase in 1995. The pattern for injuries maintained from the earlier period: all of the increase was in multi-vehicle crashes; non-occupant injuries and injuries in single vehicle crashes actually declined in both periods.

Time of day: The trend for fatalities reversed in 1995 from the earlier period: 78 percent of the increase was in nighttime crashes (6PM-6AM) versus all of the increase in 1992-94 in daytime crashes (6AM-6PM). This phenomenon was also borne out by the increase in alcohol involvement in fatalities. For injuries, the daytime pattern of increase maintained: all of the increase for 1992-94 was during daytime hours (nighttime injuries actually decreased) and 82 percent of the increase in 1995 was during the day.

Day of week: The pattern for fatalities maintained with a more even mix in 1995: 90 percent of the

increase 1992-94 was on weekdays compared to 61 percent in 1995. The trend reversed for non-fatal injuries: 97 percent of the increase on was on weekdays 1992-94, versus 76 percent of the increase on weekends for 1995.

Speed: In 1995, fatalities increased on roads with posted speed limits over and under 55 miles per hour (MPH). However, the under 55 MPH increase was 1.6 percent compared to 4 percent for over 55 MPH. Between 1992 and 1994 all of the increase was for over 55 MPH. Injuries maintained a consistent pattern: 1992-1995: 87 percent of the total increase in injuries were on roads with posted speed limits below 55 MPH.

Vehicle type: Light truck (LTV) occupants continued to account for the largest share of increase for fatalities and passenger car occupant injuries continued to be the biggest source of increase for non-fatal injuries. However, in 1995, the light truck occupant injury increase was a very close second. While heavy truck occupants did not contribute at all, or very little to the increases, non-occupant fatalities and fatalities of occupants of other vehicles in which a heavy truck was involved grew by 20 and 17 percent respectively in the 1992-94 time period. However, fatalities in these two categories actually decreased in 1995: by 15 and 3 percent.

V. Highlights of FY 1995 Program Performance Measures

During FY 1995 many of the agency's program performance targets were met. These included:

★ The alcohol-related fatality goal of 43.5 percent was surpassed. Alcohol-related fatalities were 41.1 percent of total fatalities in CY 1995 (based on preliminary estimates).

★ The final rules for Stability and Control and Stopping Distance Requirements for Medium and Heavy Vehicles were published on March 10, 1995 (60 FR 13216, 60 FR 13297).

★ The average elapsed time to conduct a safety defect investigation was 4.9 months during CY 1995, 14 percent better than our FY 1995 target of 5.7 months.

★ The final rule for Upper Interior Head Protection was published on August 18, 1995 (60 FR 43041).

★ Customers began receiving our most popular fact sheets and information via the new fax-on-demand service in October 1994, two months ahead of the target date of December 1994.

★ The figures from the Auto Safety Hotline computerized data system reported 743,148 calls received during FY 1995, a 30 percent increase compared to FY 1994. This total did not exceed the capacity of the telecommunications system and the automated portion and the Hotline experienced a decrease in the hang up rate to 12 percent.

APPENDIX I
Program Performance Measures

A. REDUCE THE OCCURRENCE OF CRASHES

NHTSA's program to reduce the occurrence of crashes includes actions directed at vehicle safety and personal behavior. Programs include alcohol prevention, crash avoidance research and development, crash avoidance regulatory actions, and enforcement actions targeted at reducing the number of crashes.

Highway Safety Programs

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.03
FY 1995 Budget Appendix p. 728: 69-8020-0-7-401.03

Alcohol Program

Program Objectives/FY 1995 Program - The goal of NHTSA's alcohol initiatives is to reduce the number of alcohol-related traffic crashes, fatalities and injuries. A near-term target is to reduce the alcohol-related proportion of fatalities to 43 percent by the end of CY 1996. This is a Secretary of Transportation goal. The two strategies of the Office of Alcohol and State Programs to achieve reductions in alcohol involvement in crashes are: information and education; and laws, enforcement, and sanctions. The agency assists States in passing priority alcohol laws, including administrative license revocation, .08% blood alcohol content for adults, and zero tolerance for youth, through the development of national coalitions, alcohol incentive grants, and technical assistance to States and advocate groups.

Our FY 1995 program extended the FY 1994 strategies by fully implementing Campaign Safe and Sober, our combined alcohol and safety belt program, by using peer-to-peer spokespeople to spread the program, and by increasing our activities targeted to special populations. We continued our partnerships with cultural groups to develop complete targeted traffic safety programs with these groups. Section 403 funds support these and other research, demonstration projects and safety training programs.

FY 1995 Program Performance Goals/Measures/Targets:

- Reduce the proportion of fatalities that are alcohol-related to 43.5 percent. [FY 1994 plan target: 44 percent; FY 1994 actual: 40.8 percent]

FY 1995 Achievement:

- ★[1] The goal of 43.5 percent was surpassed. Alcohol-related fatalities were 41.0 percent of total fatalities in CY 1995 (based on preliminary estimates). Since this goal was met, NHTSA convened Partners In Progress, involving organizations that have an abiding interest in this issue, to recommend a new goal. As a result of Partners In Progress, Secretary Peña has set a new goal of reducing alcohol-related fatalities to no more than 11,000 by the year 2005. In FY 1996, an Implementation Group of these partners is meeting to develop strategies and action plans to achieve this new and ambitious goal.

Measurement Sources: Fatal Accident Reporting System.

Highway Safety Grants for Crash Avoidance: Section 410 Alcohol Incentive Grants

Program Objectives/FY 1995 Program - Consistent with the Secretary's goal to reduce alcohol-involved crashes and fatalities this grant program was requested at the full authorized amount of $25 million for FY 1995. The Section 410 program provides incentives to States to implement innovative strategies to reduce drunk and drugged driving. Increases in the number of States passing Administrative License Revocation (ALR) laws, .08 BAC laws, and .02 BAC laws can be attributed in large measure to a desire to qualify for these incentive funds.

FY 1995 Program Performance Goals/Measures/Targets:

- Increase by 3 (11 percent) the number of Section 410 states (FY 1994 baseline: 26 states).

FY 1995 Achievement:

- ○ Increased total number by 1 to 27 states (2 new states).[2]

Measurement Source: NHTSA State and Community Services staff.

Barriers to meeting targets: Legislative obstacles at the state level.

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[1] ★ indicates a measure that was met.
○ indicates a measure that was not met.

[2] Note: FY 1994 baseline corrected to 26 (from 27). There were two new states (Florida and Iowa) but one previously participating state did not apply, bringing the FY 1995 total to 27.

National Driver Register

Program Objectives/FY 1995 Program - The goal of the National Driver Register (NDR) is to reduce the occurrence of crashes through implementation of the Problem Driver Pointer System (PDPS) that identifies drivers with a history of suspended or revoked licenses or other problems. This computerized system contains driver identifier information and, when queried, "points" one State to driver information in another State. FY 1995 funds were used to continue regular daily operation of the NDR and to complete the PDPS implementation. During this budget period, PDPS implementation was in its final stages, and the primary activity was assisting the few remaining States in completing the conversion process, conducting structured system testing, and certifying States as meeting the PDPS participation requirements.

FY 1995 Program Performance Goals/Measures/Targets:

Goal

- Implement PDPS in all States.

Measures

- Answer 95 percent of all electronic inquiries within 5 seconds (maintain 1994 level).
- System available for inquiries during at least 99 percent of the operating hours of 7 a.m. to midnight Eastern time Monday through Saturday. (maintain 1994 level).

FY 1995 Achievement:

- ○ We reported in the FY 1995 plan that PDPS would be completed by April 30, 1995. This has been delayed until the end of FY 1996. Fourteen states have had personnel, computer hardware and software, and/or financial problems which have contributed to delays in conversion to PDPS.

- ★ Electronic inquiries were answered within 5 seconds more than 95 percent of the time.

- ★ The system is available over 99 percent of the time.

Measurement Source: National Driver Register Program records.

Barriers to meeting targets: Computer hardware and software problems in individual States and at the NDR central site; lack of money at the State level for conversion to new system.

Safety Performance Standards[3]

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.01

Vehicle Safety Standards for Crash Avoidance

Program Objectives/FY 1995 Program - The objectives of the Vehicle Safety Standards Program are: to identify safety problem areas; to develop countermeasures; to collect and analyze information to support the development of and amendments to, Federal Motor Vehicle Safety Standards (FMVSS); and to respond to questions, assertions, and comments on vehicle safety from internal and external organizations.

The FY 1995 program for avoiding crashes focusses on priority rulemaking projects established by NHTSA, rulemaking activities initiated by petitions, and rulemakings mandated in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA/1991). The ISTEA established legislative requirements and deadlines for vehicle rulemaking in the crash avoidance areas of rollover propensity and passenger car and heavy truck brake performance. The agency will continue to fund research and testing in these areas of high priority.

FY 1995 Program Performance Goals/Measures/Targets:

Goals

- Complete NPRM for Improved Brake Performance Standards for Passenger Cars.
- Complete final rule for Stability and Control and Stopping Distance Requirements for Medium and Heavy Vehicles.

Measures

- Establish new baseline measurement for rulemaking performance.
- Increase the percent of petitions granted or denied within 120 days to 65 percent (FY 1994 baseline: 57 percent).

[3]The FY 1995 performance plan identified this office as the Office of Rulemaking. The name has since changed to more accurately reflect NHTSA's goal-oriented description of its activities and to encourage participative engagement rather than involuntary compliance which the former title suggested.

FY 1995 Achievement:

- ○ The agency announced a termination of the Improved Brake Performance Standards rulemaking in a February 1995 press release. NHTSA's analyses of the available data show that the real-world effectiveness of antilock braking systems (ABS) is unclear. The real-world data show an effectiveness of ABS far below what was anticipated based on laboratory tests and engineering judgment. The agency is studying this further to better understand this confounding result, but is not going to proceed with a regulatory action based on the current evidence.

- ★ The final rules for Stability and Control and Stopping Distance Requirements for Medium and Heavy Vehicles were published on March 10, 1995 (60 FR 13216, 60 FR 13297).

- ★ Decrease the average time to complete rulemaking actions from 17.9 to 15.8 months. (New baseline)

- ★ The agency increased the percentage of petitions granted or denied within 120 days to 74 percent, an increase of 14 percent over the target.

Measurement Sources: NHTSA Office of Safety Performance Standards tracking system.

Safety Assurance[4]

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.02

Defects Investigations for Crash Avoidance

Program Objectives/FY 1995 Program - The Defects Investigation Program contributes to crash avoidance goals by collecting and acting on information related to safety defects that affect the occurrence of crashes. In FY 1995, the agency conducted defect investigations leading to recalls to remove defective vehicles and items of motor vehicle equipment from the nation's highways. In FY 1995 the program obtained and analyzed motor vehicle defects reported to the agency from the public through the Auto Safety Hotline (see Customer Service) and from other sources and conducted rigorous investigations to determine whether such reported defects are creating an unreasonable safety risk.

[4]The FY 1995 performance plan identified this office as the Office of Enforcement. The name has since changed to more accurately reflect NHTSA's goal-oriented description of its activities and to encourage participative engagement rather than involuntary compliance which the former title suggested.

FY 1995 Performance Goals/Measures/Targets: The agency's performance measure for the defects investigation program is the average elapsed time to conduct a safety defect investigation. This "process" measure is used because the outcome of investigations is uncertain in terms of recalls that result in removal of unsafe vehicles and equipment.

- Average elapsed time to conduct a safety defect investigation: 5.7 months (maintain at 1994 level).

FY 1995 Achievement:

★ The average elapsed time to conduct an investigation was 4.9 months during CY 1995, 14 percent better than our FY 1995 target. The Defects Investigation Program opened 44 investigations involving crash avoidance-related vehicle and vehicle equipment components during CY 1995, as recorded by our computerized data source.

Measurement Sources - NHTSA Office on Defects Investigation computerized defect investigation tracking system.

Federal Motor Vehicle Safety Standards Compliance Testing of Crash Avoidance Standards

Program Objectives/FY 1995 Program - The Office of Vehicle Safety Compliance conducts a yearly test program to determine whether certified motor vehicles and motor vehicle equipment meet all requirements of applicable Federal Motor Vehicle Safety Standards (FMVSS). The FY 1995 Vehicle Safety Compliance Test Program included tests for compliance verification on 32 of 42 "testable" standards; 12 of these are for crash avoidance standards; these include FMVSS 105, "Hydraulic Brake Systems," FMVSS 106, "Brake Hoses," FMVSS 121, "Air Brake Systems," and FMVSS 131, "School Bus Pedestrian Safety Devices."

FY 1995 Performance Goals/Measures/Targets: Timely completion of all testing within the model year of production.

- Complete all brake system and other vehicle crash avoidance testing by July 15, 1995.

- Complete all other equipment crash avoidance testing by August 15, 1995.

FY 1995 Achievement:

○ This measure was partially met. FMVSS 105 hydraulic brake system testing of cars and light trucks was completed early (April 1995). An FMVSS 105 school bus test and FMVSS school bus pedestrian safety device testing were rescheduled until FY 1996 due to failure of a contractor to perform, resulting in terminations of several

contracts (a rare event which involved several offices of the agency for over a year). FMVSS 121 air brake system testing was canceled due to staff attrition.

- FMVSS 106 brake hose testing was completed in November 1995. The program was affected by uncontrollable delays by suppliers of equipment test samples and by contractors conducting the compliance tests.

Measurement Sources: NHTSA Office of Vehicle Safety Compliance test reports and dates completed.

Barriers to meeting targets: Inability of contractors to meet time schedules or other contractual requirements.

Research and Development

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.04

Crash Avoidance Research

Program Objectives/FY 1995 Program - The Crash Avoidance research program is aimed at reducing the frequency of crashes that are potentially avoidable. The program is focused on providing the research necessary to match solutions to specific problems, to assess their effectiveness through in-service evaluation, and to foster the commercial development of collision avoidance products. The program enhanced the crash avoidance performance of motor vehicles through the application of traditional and intelligent vehicle technology and helped ensure no loss of safety as collision avoidance and mobility enhancement systems are incorporated into motor vehicles. During FY 1992, FY 1993, and FY 1994, major multi-year projects were initiated to develop research tools and knowledge bases, to define crash avoidance problems, to develop performance guidelines, to evaluate countermeasures, and to evaluate the impact on safety of incorporating mobility/ productivity enhancement systems into motor vehicles. The FY 1995 funding continued this effort. Included in the FY 1995 program was funding for IVHS, the National Advanced Driving Simulator, and Heavy Vehicle Research.

FY 1995 Performance Goals/Measures/Targets:

Goals

- Complete NADS design competition and award Phase II fabrication contract.
- Complete cooperative government-industry program to develop tire traction performance measurement procedures.
- Complete development of preliminary performance specifications for IVHS-based collision avoidance systems.

- Construct research tools developed in previous fiscal years for acquiring human factors data (DASCAR) and for characterizing normal driving behavior (VME).

- Initiate a $12.2 million cooperative Automotive Collision Avoidance System project as part of the ARPA Technology Reinvestment Project.

Measures

- Timely dissemination of research results as measured by end of year assessment of contractor reports and staff technical papers published and staff technical presentations (FY 1994 baseline: 13 contractor reports, 9 staff technical papers/reports, and 18 presentations).

- Timely response to short-term rulemaking needs (FY 1994 baseline: 2).

- Yearly assessment of the extent to which the program has had in accelerating the development of crash avoidance products by the private sector (FY 1994 baseline: the signing of 5 cooperative agreements with industry to facilitate the development of collision avoidance products).

FY 1995 Achievement:

Goals

○ NADS design competition not completed in FY 1995. Awarded Phase II fabrication contract in February 1996.

○ The development of tire traction performance measurement procedures goal was not met. Testing had to be suspended due to bad weather during the winter months. Expect completion in summer 1996.

★ Completed development of preliminary performance specifications for IVHS-based collision avoidance systems in September 1995.

★ DASCAR completed in FY 1995. The VME has a new completion date of FY 1997 due to existing laser-radar technology being inadequate; lower level technology; and less stringent specifications used to establish goal.

★ Automotive Collision Avoidance System project was completed in January 1995.

Measures

- ★ Contractor reports completed: 15. Staff technical papers/reports: 18. Technical presentations: 29.

- ★ There were no short term rulemaking requests in FY 1995.

- ★ Awarded one cooperative agreement with industry to facilitate the development of collision avoidance products.

Measurement Sources: NHTSA Office of Crash Avoidance Research; Research Program Plan.

Barriers to meeting targets: Changes in agency priorities; procurement delays; adjustments in program schedules to respond to unanticipated problems or research results; failure of non-DOT sources to meet the required cost-sharing provisions of the NADS program.

B. REDUCE THE CONSEQUENCES OF CRASHES

NHTSA addresses the reduction of crash consequences on several fronts. Vehicle occupant crash protection and behavioral issues, e.g. safety belt use are addressed.

Highway Safety Programs

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.03

Occupant Protection

Program Objectives/FY 1995 Program - The objective of this program is to increase the use of occupant protection systems through greater compliance with State belt use and child safety seat laws. The Occupant Protection program consists of four major components: public information and education; belt law compliance; target population education; and evaluation and technology sharing. The FY 1995 program used highly publicized enforcement blitzes, accompanied by statewide media programs, peer-to-peer enforcement outreach, and efforts to upgrade State use laws. These efforts are needed to achieve the Secretary's goal of increasing safety belt use to 75 percent by the end of CY 1996.

FY 1995 Program Performance Goals/Measures/Targets:

- National safety belt use for front seat occupants at 70 percent. (1993 baseline: 66 percent; 1994 target: 68 percent; 1994 actual: 67 percent).

FY 1995 Achievement:

- The safety belt use rate for 1995 was 68 percent. Progress has been made in the past year with regard to interest in primary enforcement laws. However, much resistance to upgrading state safety belt usage laws remains and most states remain resistant to the highly visible enforcement efforts that will be needed to significantly increase safety belt usage. Legislators, state and local executives, and police agencies still perceive very little political permission, much less pressure, to upgrade and enforce occupant protection laws. Existing public information programs often rely heavily on public service advertising which reaches only a small portion of the general driving population and an even smaller portion of the high risk driver population which remains unbuckled. In addition, public information and education programs that do exist generally have no complementary legislative and/or enforcement counterparts which enable behavioral change.

Measurement Sources: Population-weighted, State observational use surveys.

Barriers to meeting targets: Legislative resistance to effective primary enforcement laws; limited police resources for enforcement; competing agendas for education, public information and media time.

Emergency Medical Services Program

Program Objectives/FY 1995 Program - The objective of the Emergency Medical Services (EMS) program is to reduce death, disability and resulting health costs from highway crashes following their occurrence, by enhancing EMS systems, particularly in rural areas. In FY 1995, states were encouraged to implement the Bystander Care program using State demonstrations to be conducted in FY 1994 as models. The program continued to provide national expertise and guidance to States on educating the public on how and when to access EMS, and what to do until help arrives. NHTSA also provided technical assistance to States to improve prehospital data collection to enable States to evaluate the effectiveness of highway safety programs. NHTSA continued revisions of emergency medical response curricula, initiated the update to advanced levels of EMT training, and encouraged State adoption of these. The FY 1995 program also included an assessment of the need to provide curricula in other languages to serve diverse populations.

FY 1995 Program Performance Goals/Measures/Targets:

Goals

- By CY 1997 achieve reduction in preventable mortality of 10 percent nationwide.
- Reduction in preventable mortality of 3 percent in 1995.

Measures

- Initiate update to advanced levels of EMT training.
- Complete revised curricula development for Dispatcher, First Responder, and Ambulance Driver Training.
- Initiate rural demonstration program.

FY 1995 Achievement:

- ○ Two rural preventable mortality studies completed in FY 1995 indicated no improvement in preventable mortality.

- ★ The update for advanced levels of EMT training was initiated in FY 1995. The expected completion date will be in FY 1997.

- ★ The revised curricula development for Dispatcher, First Responder, and Ambulance Driver Training was completed in FY 1995.

- The rural demonstration program was not initiated in FY 1995 because the rural preventable mortality studies were not complete until late FY 1995 (a delay from the original plans). The agency felt it was necessary to wait until the initial studies were complete before initiating a demonstration project. It will be initiated in FY 1996 with East Carolina University, Greenville, NC.

Measurement Sources: Office of Enforcement and Emergency Services.

Barriers to meeting targets: Legislative impediments, lack of funds at State level.

Safety Performance Standards[5]

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.01

Vehicle Safety Standards for Crashworthiness

Program Objectives/FY 1995 Program - The objectives of the Vehicle Safety Standards Program are: to identify safety problem areas; to develop countermeasures; to collect and analyze information to support the development of and amendments to, Federal motor vehicle safety standards; and to respond to questions, assertions, and comments on vehicle safety from internal and external organizations. FY 1995 activities for crashworthiness include research and testing for areas of high priority such as: side impact protection for LTVs and interior head protection, and completed the remaining rulemakings mandated in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA/1991).

FY 1995 Program Performance Goals/Measures/Targets:

Goals

- Complete final rule for Interior Head Protection.
- Complete action on Side Impact Protection for LTV's.
- Complete proposal and final rule to address air bag-child seat interactions in vehicles with no rear seats.
- Complete action on safety of CNG powered vehicles.
- Complete final rule to upgrade Child Restraint Standard.
- Issue ANPRM to upgrade Fuel System Integrity Standard.

[5]The FY 1995 performance plan identified this office as the Office of Rulemaking. The name has since changed to more accurately reflect NHTSA's goal-oriented description of its activities and to encourage participative engagement rather than involuntary compliance which the former title suggested.

Measures

- Establish new baseline measurement for performance in rulemaking program.
- Increase the percent of petitions granted or denied within 120 days to 65 percent (FY 1994 baseline: 57 percent).

FY 1995 Achievement:

★ The final rule for Upper Interior Head Protection was published on August 18, 1995 (60 FR 43041).

★ The final rule for Side Impact Protection for LTV's was published on July 28, 1995 (60 FR 38749).

★ The proposal for air bag-child seat interactions was published on October 7, 1994 (59 FR 51158). The final rule was published on May 23, 1995 (60 FR 27233).

★ The rule responding to petitions for reconsideration of the CNG tank requirements was published on July 24, 1995 (60 FR 37836).

★ The final rule on upgrading the Child Restraint Standard was published on July 6, 1995 (60 FR 35126).

★ The ANPRM to upgrade the Fuel System Integrity Standard was published on April 12, 1995 (60 FR 18566).

★ Decrease in average time to complete rulemaking actions from 17.9 to 15.8 months. (New baseline)

★ The agency increased the percentage of petitions granted or denied within 120 days to 74 percent, an increase of 14 percent over the target and 29 percent over the 1994 baseline.

Measurement Sources: NHTSA Office of Safety Performance Standards tracking system.

Safety Assurance[6]

FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.02

Defects Investigation for Crashworthiness Safety

Program Objectives/FY 1995 Program - The Defects Investigation Program reduces the consequences of crashes by analyzing motor vehicle defects that relate to the crashworthiness characteristics of vehicles and equipment. Determinations on defects are made using information obtained from the public through the Auto Safety Hotline (See Customer Service) and from other sources, and through rigorous investigations of potential unreasonable safety risk.

FY 1995 Program Performance Goals/Measures/Targets:

- Average elapsed time to conduct a safety defect investigation: 5.7 months (maintain 1994 level).

FY 1995 Achievement:

★ The average elapsed time to conduct an investigation was 4.9 months during CY 1995, 14 percent better than our FY 1995 target. The Defects Investigation Program opened 27 investigations involving crashworthiness-related vehicle and vehicle equipment components during CY 1995, as recorded by our computerized data source.

Measurement Sources: NHTSA Office of Defects Investigation computerized defect investigation tracking system.

Federal Motor Vehicle Safety Standards Compliance Testing of Crashworthiness Standards

Program Objectives/FY 1995 Program - The Office of Vehicle Safety Compliance conducts a yearly test program to determine whether certified motor vehicles and motor vehicle equipment meet all requirements of applicable Federal Motor Vehicle Safety Standards related to crashworthiness. The FY 1995 Vehicle Safety Compliance Test Program included tests for compliance verification on 32 of 42 "testable" standards; 20 of these are for crashworthiness standards; these include FMVSS 208, "Occupant Crash Protection," FMVSS 213, "Child Seating Systems," FMVSS 214, "Side Impact Protection," FMVSS 222, "School Bus Passenger Seating," and FMVSS 301, "Fuel System Integrity." The compliance test program ensures that the safety benefits associated with the levels of performance establishes in the agency's crashworthiness safety standards are being realized.

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[6]The FY 1995 performance plan identified this office as the Office of Enforcement. The name has since changed to more accurately reflect NHTSA's goal-oriented description of its activities and to encourage participative engagement rather than involuntary compliance which the former title suggested.

FY 1995 Performance Goals/Measures/Targets:

- Complete all vehicle occupant crash protection and other crashworthiness testing by July 15, 1994.

- Complete all child safety seat compliance testing by August 15, 1994.

FY 1995 Achievement:

- The first measure was partially met. FMVSS 208 occupant crash protection testing was completed early (April 1995). FMVSS 214 dynamic side impact testing also was completed early (March 1995). FMVSS 301 fuel system integrity testing was completed early (July 13, 1995). FMVSS 222 school bus passenger seating testing was delayed due to failure of a contractor to perform, resulting in terminations of several contracts (a rare event which involved several offices of the agency for over a year). All FY 1995 school bus testing was rescheduled for late FY 1995/early FY 1996. All other crashworthiness testing was completed during FY 1995.

- The child safety seat measure was not met. FMVSS 213 child restraint testing was completed in October 1995. An agency decision was made to delay the planned program four weeks to support unscheduled child restraint testing for the Child Safety Seat Distribution Program under the DOT/GM Settlement Agreement. Other problems included uncontrollable delays by suppliers of child seat test samples, contractor scheduling, and significant technical deficiencies in the contractor's child dummy management program.

Measurement Sources: NHTSA Office of Vehicle Safety Compliance test reports and dates completed.

Barriers to meeting targets: Inability of contractors to meet time schedules or other contractual requirements.

Research and Development

FY 1995 Budget Appendix p.727: 69-0650-0-1-401.04

Crashworthiness Research Program

Program Objectives/FY 1995 Program - The objective of crashworthiness research is to undertake these activities so as to ensure and promote transportation safety, and to advance U.S. transportation technology and expertise by investing in the national laboratories. Research in FY 1995 identified and mitigated the safety problems associated with frontal crashes beyond the implementation a Federal Motor Vehicle Safety Standard (FMVSS) No. 208. The focus was on the development and evaluation of countermeasures required to mitigate the safety problems associated with injuries to the body regions not covered by the standard, including the neck, abdomen, pelvis, and lower extremities; injuries associated with occupant age and size; occupant compartment intrusion; and vehicle aggressiveness.

The work for FY 1995 is expected to involve substantial crash testing of modified vehicle designs. In addition, FY 1995 work included research on reducing occupant ejection injuries through improvements as necessary in glazing, latches, and hinges; improved restraint concepts for children and the elderly. Research continued to provide the scientific bases for the development of occupant protection devices beyond the scope of those currently used in passenger cars. The FY 1995 efforts include hardware development of the promising technologies.

FY 1995 Program Performance Goals/Measures/Targets:

- Complete all planned project tasks in 75 percent of the 65 research projects approved and ongoing in FY 1995.
- Responses to short-term rulemaking needs: no target specified because needs are unanticipated; will report at end of FY (FY 1994 baseline: 8).

FY 1995 Achievement:

★ Project tasks completed in 88 percent of research projects. (Note: planned research projects were reduced to 50 from 65 subsequent to submittal of the FY 1995 plan.)

★ Responded to 9 short-term rulemaking requests.

Measurement Source: NHTSA Office of Crashworthiness Research

C. SERVE OUR CUSTOMERS

Despite the denial of our waiver request for OMB clearance requirements on customer service surveys, some progress was made on customer service assessment. A general population telephone survey was conducted regarding name recognition, needs for consumer information on vehicle and highway safety issues, and the extent to which NHTSA and the government is satisfying those needs. Data from this survey, and a customer service response card, currently under development for use by all program offices, will produce data for the development of a Customer Service Index in FY 1997 for the agency as a whole. The following is a report on customer service performance measures for NHTSA's major customer service programs.

FY 1995 Customer Service Program Measures

Auto Safety Hotline
FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.02

Program Objectives/FY 1995 Program - The Auto Safety Hotline provides a toll-free, automated mechanism for consumers to request motor vehicle and highway safety information. It also provides a means for consumers to report safety-related problems with motor vehicles and items of motor vehicle equipment. These reports supply important data used by the agency in its Defects Investigation program. Hotline operations funded in FY 1995 continued improvements in agency responsiveness to the public for information. A FAX for quick response on agency fact sheets and information began operation in FY 1995.

FY 1995 Program Performance Goals/Measures/Targets:

Goal

- By December 1994 provide customers with most popular fact sheets and information within 24 hours through new fax-on-demand service.

Measure

- Reduce "dropped calls" to the automated portion of the Hotline by 5 percent compared to FY 1994 (FY 1994 baseline: 14 percent drop rate), and to the operator-assisted portion by 5 percent compared to FY 1994 (FY 1994 baseline: 7.1 percent drop rate).

FY 1995 Achievement:

★ Customers began receiving our most popular fact sheets and information via the new fax-on-demand service in October 1994, two months ahead of the target date of December 1994.

★ The figures from the Auto Safety Hotline computerized data system reported 743,148 calls received during FY 1995, a 30 percent increase compared to FY 1994. This total did not exceed the capacity of the telecommunications system and the automated portion of the Hotline experienced a decrease in the hang up rate to 12 percent.

○ The operator-assisted portion which showed major improvements in FY 1994 was overwhelmed with the additional 221,567 calls received during FY 1995 and experienced an increase in the hang up rate to 15 percent.

Measurement Source: Auto Safety Hotline computerized tracking system.

Barriers to achieving targets: If the number of calls frequently exceeds the capacity of the system, the number of dropped calls rises. This can be due to media coverage of motor vehicle and highway safety issues. A significant upgrade of the system is planned for FY 1996.

National Center for Statistics and Analysis
FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.04

Program Objectives/FY 1995 Program: The National Center for Statistics and Analysis collects and analyzes crash data bases to support highway safety problem identification, program support for rulemaking, enforcement, research and behavioral modification programs, and program evaluation. These data also are the primary source of information on highway safety for other modes, especially the Federal Highway Administration, the auto and insurance industries, State and local governments, and consumers. The program involves a combination of internal staff and contractor resources, with the staff playing an active role in identifying data needs, developing coding and collection schemes, directing and participating in the creation of electronic data files, and responding to requests from internal and external customers.

FY 1995 Program Performance Goals/Measures/Targets:

Goals

- Meet schedule for data systems:
  1994 FARS data base created by July 1995.
  1994 NASS GES data base created by August 1995.
  1994 NASS CDS data base created by September 1995.

Measure

- Timely response to data requests from internal and external customers as measured by end of year report. (CY 1993 Performance: 230 statistical analyses: primarily for internal clients but many were incorporated into or published in rulemaking support papers, technical papers, and policy papers for consumption by external customers. 4,425 information retrievals: 3,900 for external customers, 525 for internal customers. Additional 1,400 external and 2,100 internal requests.)

FY 1995 Achievement:

- ★ The three data systems were created on time.

- ★ NCSA completed 240 statistical analyses; 4,500 information retrievals (3,960 external and 540 internal); and an additional 2,175 external and 1,890 internal requests.

Measurement Source: NCSA tracking system.

New Car Assessment Program
FY 1995 Budget Appendix p. 727: 69-0650-0-1-401.01

Program Objectives/FY 1995 Program - The New Car Assessment Program was established in response to a requirement in the Motor Vehicle Information and Cost Savings Act of 1972 to provide consumers with a measure of the relative crashworthiness of passenger vehicles. The FY 1995 program included providing data to consumers based on 38 frontal crashworthiness tests. It was hoped that significant improvement in providing the public with needed safety information could be made in FY 1995, namely, information resulting from side impact tests and strategic promotional activities. However, due to the fact that Congress did not appropriate funding for these activities these potential improvements in customer service will not be realized.

FY 1995 Program Performance Measures/Targets:

- Complete tests on 38 new vehicles; complete model year 1995 tests by May 31, 1995. (FY 1994 baseline: 38 vehicles tested).

FY 1995 Achievement:

- ★ Completed tests on 38 new vehicles on March 10, 1995.

Measurement Source: NHTSA Office of Market Incentives tracking system and number of Auto Safety Hotline inquiries and news articles.

APPENDIX II
Data for Measurement

Fatalities, Fatal Crashes: The Fatal Accident Reporting System (FARS)

FARS, which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonmotorist within 30 days of the crash.

FARS data are obtained solely from the State's existing documents:

- Police Accident Reports
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Hospital Medical Reports
- Emergency Medical Service Reports

From these documents, the analysts code more than 100 FARS data elements. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected within FARS do not include any personal identifying information, such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conform to the Privacy Act.

Police Reported Non-Fatal Injuries, Total Crashes: The General Estimates System (GES)

GES data are obtained from a nationally representative probability sample selected from all police-reported crashes. The system began operation in 1988. To be eligible for the GES sample, a police accident report (PAR) must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors make weekly visits to approximately 400 police jurisdictions in 60 sites across the United States, where they randomly sample about 45,000 PARs per year. The collectors obtain copies of the PARs and send them to a central contractor for coding. No other data are collected beyond the selected PARs--no driver license, vehicle registration, or medical information is obtained.

GES is an accurate count of police reported crashes and injuries, given the limitations of the source. There is no question that significant numbers of crashes and injuries are missed because they are not reported to the police. A 1990 NHTSA study of the costs of motor vehicle injuries estimated the total count of non-fatal injuries at over 5 million compared to the GES estimate for that year of 3.2 million. Based on previous work, it was estimated that most of these injuries are at a relative minor level. Due to budget limitations and the need to support the basic data collection and analysis program of the agency, it was not possible to conduct the planned study of the extent of unreported injuries in FY 1995.

It is hoped that this study can be conducted in FY 1997 or 1998.

Crashworthiness Data System

Crashworthiness Data System (CDS) collects detailed information on approximately 7,000 crashes involving light passenger vehicles. CDS data support research into the crash safety of light passenger vehicles and the biomechanics of trauma; the development of test equipment, procedures, and criteria; and the development and support of motor vehicle safety standards for occupant protection, and consumer information programs.

The primary impetus behind the CDS was a need for more detailed information on how a vehicle responds in a crash, and how the interior components of the vehicle injure or protect occupants. Crashworthiness engineers and biomechanics experts need to be able to analyze the nature and severity of occupant crash injuries and relate them to:

- The characteristics of the collision including where and at what angle the vehicle is struck, the force of the impact, and the other vehicles or objects involved;
- The structure and weight of the vehicle; and
- The characteristics of the vehicle interior and its safety protection devices (including safety belts, head restraints, padding, steering systems, and safety glazing).

National Occupant Protection Use Survey

In the measurement of safety belt use, NHTSA has provided assistance to individual states in the design and implementation of probability-based observational surveys of safety belt use and has developed minimum guidelines for these surveys. At the national level, however, there are no reliable data available to assist NHTSA in assessing and monitoring the national rate of safety belt use and the usage rates of child restraint seats and motorcycle helmets. Available state estimates of safety belt use cannot be used to produce a national estimate. Consequently, to assess and monitor occupant safety and restraint use nationwide, NHTSA is conducting a National Occupant Protection Use Survey to calculate the national estimate.

There will be four data collection studies used in the National Occupant Protection Use Survey:

- The Moving Traffic Study will generate an overall national estimate and subdomain estimates of safety belt use for drivers and front seat passengers, separately for cars and light trucks, and helmet use of motorcycle riders.
- The Controlled Intersection Study will provide driver and passenger demographic information, child restraint use, and license plate state and number.
- The Shopping Center Study will obtain estimates of shoulder and lap belt use and shoulder misuse for driver, right-front passenger, and rear-seat outboard passengers.
- The Occupancy Count Study will provide national estimates of the number of occupants by type of vehicle.