

energy absorbing steering shift might be capable of reducing driver deaths by upward of 70 percent.

The National Highway Safety Bureau is working toward a position where it will be possible to quantify some of these types of outputs more precisely than now possible, and to identify number of deaths averted or disablements minimized through the use of the collapsible steering column and other safety measures such as shoulder harnesses, better braking systems, and improved emergency medical service. Accurate determination of the costs and benefits will become possible some years from now when improved data systems are in operation, coupled with better methods of accident investigation.

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

The principal operations that are involved in producing the program outputs identified above are:

(a) The development of performance standards for new cars and equipment and compliance checking procedures.

(b) Development of performance standards for used cars and equipment and compliance checking procedures, involving State motor vehicle inspection programs.

(c) Performance of research, development, and testing as a basis for the formulation and promulgation of vehicle and equipment standards.

(d) The conduct of research to develop better understanding of driver performance particularly as it relates to accident causation.

(e) The conduct of demonstration projects to further the translation into practice of advanced highway safety systems and techniques.

(f) Development of a qualified pool of safety specialists manpower of all types.

(g) Creation of a nationwide bank of driver, vehicle, and accident data.

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

There are 619 authorized positions for this program. The staffing consists of safety standards engineers and highway management specialists, primarily. Other fields represented in the staffing are research scientists, medical officers, psychologists, mathematical statisticians, operations research analysts, data systems engineers, and supporting administrative and clerical personnel.

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

Quota	Nonquota	Total	Quota	Nonquota	Total
Level III.....		1	GS-10.....		1
Level IV.....		1	GS-9.....		17
Level V.....		1	GS-8.....		15
GS-18.....	2	6	GS-7.....		33
GS-17.....	7	12	GS-6.....		55
GS-16.....	13	16	GS-5.....		58
GS-15.....		130	GS-4.....		14
GS-14.....		108	GS-3.....		15
GS-13.....		56	GS-2.....		4
GS-12.....		36			
GS-11.....		18	Total.....		619

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

At the present time, only the national driver register program involves the use of capital equipment. Specific information pertaining to driver license revocations is stored and retrieved in the IBM 360 system operated by the Federal Highway Administration.

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

Both the expenditure and benefits of the program should grow appreciably in the future. The benefits as may be expected will be a reflection of the funding levels that are provided as additional year production models go into everyday use on our streets and highways. Improvements in vehicle safety and highway safety program practice should lead to a substantial reduction of accidents, deaths, and injuries. In order to achieve these benefits, as rapidly as possible within a rapidly expanding state of the art, increased funding levels will be necessary over the next several years. This will be needed to support advanced research and testing in motor vehicle and highway safety, to provide better