

NHS ACT STUDY DATA AND OUTLINE

Purpose	Data description	Performing organization
Background .....	Effective Dates of Change in Limits, Roadway Types, New Limit(s), Types of Vehicles Covered.	NHTSA/FHWA and States.
Determining the Impact of Increased Speed Limits on Traffic Fatalities.	Fatalities—1996 Fatal Accident Reporting System (FARS).	NHTSA—national estimates and impact on limited number of States.
Estimating Costs .....	Economic Cost of Crashes—Before vs. After Speed Limit Changes, Costs of Fatalities.	NHTSA—national estimates.
Determining Exposure .....	Vehicle Miles Traveled and Speed Distribution	FHWA—VMT: preliminary estimates, if available; Speed monitoring: from those States making voluntary submissions.

As discussed in Analytical Challenges, the agencies' ability to address the impacts of increased speed limits on injury and other crashes and estimating benefits in the NHS Act study will depend on what the States are able to provide within the study schedule. The agencies plan to use a methodology similar to that used in NHTSA's last Report to Congress on the *Effects of the 65 mph Speed Limit Through 1990* (DOT-HS-807-840, June 1992). This report illustrates the type of analysis of crash data that can be

performed for estimating the effect of speed limit changes. In this report, a time series regression model was used to estimate the data, using annual data from 1975 through 1986 as the baseline period, and 1987 through 1990 as the 65 mph period. Fatalities on rural interstate highways in the 38 states that increased their speed limits in 1987 were modeled as a function of fatalities on all other roads in these 38 states, and a dummy (0,1) variable representing the absence/presence of the 65 mph speed limit. This approach resulted in a model that

fit the data well (i.e., 88 percent of the variation explained). In general, a longer time frame permits more stable estimates than simply comparing the year before vs. the year after, and thus, would be preferable for the current report.

Schedule for Conducting the NHS Act Study

The agencies plan to conduct the NHS Act study within the following schedule in order to meet the deadline established by Section 347 of the Act.

SCHEDULE FOR CONDUCTING NHS STUDY

Date	Milestone
[Insert date of publication in the FEDERAL REGISTER].	Publish final notice on NHS Act study plan and summary of comments received in response to initial notice.
April 1–May 30, 1997 .....	Informally canvas States on the availability of any State-specific studies on the impact of increased speed limits.
June 30, 1997 .....	NHTSA/FHWA complete draft NHS Act study report including consolidation of individual State studies, as available.
July 1997 .....	Draft NHS study circulated for review within DOT (and specific States, as appropriate).
August 1997 .....	Final NHS study completed and reviewed/approved by DOT.
September 30, 1997 .....	Final NHS study sent to Congress.

The NHS Act study as outlined above will provide the agencies and Congress with a preliminary assessment of the impact of increased speed limits for a limited number of States. The agencies plan to continue informally to communicate with the States regarding the impact of increased speed limits, as more States have had the increased limits in effect for longer time periods.

Issued: November 22, 1996.

Donald C. Bischoff,

*Executive Director, National Highway Traffic Safety Administration.*

Anthony R. Kane,

*Executive Director, Federal Highway Administration.*

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[Docket No.96-87; Notice 1]

**Reports, Forms, and Recordkeeping Requirements**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Request for public comment on proposed collections of information.

**SUMMARY:** This notice solicits public comments on continuation of the requirements for the collection of information on safety standards.

Before a Federal agency can collect certain information from the public, it must receive approval from the Office of Management and Budget (OMB). Under new procedures established by the Paperwork Reduction Act of 1995, before seeking OMB approval, Federal agencies must solicit public comment on proposed collections of information, including extensions and reinstatements of previously approved collections.

This document describes labeling requirements on four motor vehicle safety standards, for which NHTSA intends to seek OMB approval. The labeling requirements include brake fluid warning, glazing labeling, safety belt labeling and the vehicle certification labeling.

**DATES:** Comments must be received on or before January 28, 1997.

**ADDRESSES:** Comments must refer to the docket and notice numbers cited at the beginning of this notice and be submitted to Docket Section, Room 5109, NHTSA, 400 Seventh St. S.W., Washington, D.C. 20590. Please identify the proposed collection of information for which a comment is provided, by referencing its OMB Clearance Number. It is requested, but not required, that 1 original plus 2 copies of the comments be provided. The Docket Section is open on weekdays from 9:30 a.m. to 4:00 p.m.

**FOR FURTHER INFORMATION CONTACT:**

Complete copies of each NHTSA request for collection of information approval may be obtained at no charge from Mr. Ed Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, S.W., Room 6123, Washington, D.C. 20590. Mr. Kosek's telephone number is (202) 366-2589. Please identify the relevant collection of information by referring to its OMB Clearance Number.

**SUPPLEMENTARY INFORMATION:** Under the Paperwork Reduction Act of 1995, before an agency submits a proposed collection of information to OMB for approval, it must publish a document in the Federal Register providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning each proposed collection of information. The OMB has promulgated regulations describing what must be included in such a document. Under OMB's regulations (at 5 CFR 1320.8(d)), an agency must ask for public comment on the following:

(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;

(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

(iii) How to enhance the quality, utility, and clarity of the information to be collected; and

(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting electronic submission of responses.

In compliance with these requirements, NHTSA asks public comment on the following four proposed collections of information:

Consolidate Labeling Requirements for Motor Vehicles (Except VIN's)

*Type of Request*—Extension of a currently approved collection.

*OMB Clearance Number*—2127-0512  
*Form Number*—This collection of information uses no standard form.

*Requested Expiration Date of Approval*—Three years from the approval date.

*Summary of the Collection of Information*—NHTSA requires labeling on various components of motor vehicles. This notice requests comments on the labeling requirements related to:

(1) Master cylinder reservoirs to include a brake fluid warning statement.

(2) Certification labeling on motor vehicle glazing (window material).

(3) Safety belt identification labels, and

(4) Vehicle certification labels.

*Description of the need for the information and proposed use of the information*—NHTSA requires the label information discussed here for two basic reasons. First, the brake fluid warning and the safety belt labeling are provided to consumers to facilitate proper repair and maintenance of their vehicles. The glazing labels and vehicle certification labels are required as written certifications by equipment and vehicle manufacturers. These labels are the manufacturer's testament that the items are being sold with the manufacturer's assurance that the vehicles or equipment comply with the applicable Federal motor vehicle safety standards.

*Description of the Likely Respondents (Including Estimated Number, and Proposed Frequency of Response to the Collection of Information)*—These labels are placed on each master cylinder reservoir, each piece of motor vehicle glazing, each safety belt and every motor vehicle intended for retail sale.

*Estimate of the Total Annual Reporting and Recordkeeping Burden Resulting from the Collection of Information*—NHTSA estimates that all manufacturers will need a total of 76,317 hours to comply with these requirements, at total annual cost of \$1,533,500.

Authority: 44 U.S.C. 3506(c); delegation of authority at 49 CFR 1.50.

Dated: August 30, 1996.

Patricia Breslin,

Acting Associate Administrator for Safety Performance Standards.

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### **Discretionary Cooperative Agreements To Assist in the Development of Crash Outcome Data Evaluation Systems (CODES) for States not Previously Funded to Develop CODES**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Announcement of discretionary cooperative agreements to assist in the development and use of Crash Outcome Data Evaluation Systems (CODES) in states not previously funded to develop CODES.

**SUMMARY:** The National Highway Traffic Safety Administration (NHTSA) announces a discretionary cooperative agreement program to assist states in the

development and use of Crash Outcome Data Evaluation Systems (CODES) and solicits applications for projects under this program from states who have not previously been funded to develop CODES. Under this program states will link their existing statewide traffic records with medical outcome and charge data. The linked data will be used to support highway safety decision-making at the local, regional, and state levels to reduce deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes. The linkage will involve statewide, population-based data for the two years, 1995 and 1996. The linkage and application of the linked data for decision-making must be completed within 18 months of the funding date.

**DATES:** Applications must be received at the office designated below on or before February 28, 1997.

**ADDRESSES:** Applications must be submitted to the National Highway Traffic Safety Administration, Office of Contracts and Procurement (NAD-30). ATTN: Henrietta R. Mosley, 400 7th Street, SW., Room 5301, Washington, DC 20590. All applications submitted must include a reference to NHTSA Cooperative Agreement Program No. DTNH22-97-H-07015. Interested applicants should contact Ms. Mosley to obtain the application packet. Included in the application packet are reports about data linkage and applications for linked data developed by the CODES project.

**FOR FURTHER INFORMATION CONTACT:** General administrative questions may be directed to Henrietta R. Mosley, Office of Contracts and Procurement, at (202) 366-9570. Programmatic questions relating to this cooperative agreement program should be directed to Ms. Tina Morgan, New CODES COTR, NHTSA, Room 6125, (NRD-31) 400 7th Street SW., Washington, DC, 20590; (202) 366-0183.

### **SUPPLEMENTARY INFORMATION:**

Statement of Work

#### *Background*

Crash data alone are unable to convey the magnitude of the medical and financial consequences of the injuries resulting from motor vehicle crashes or the success of highway safety decision-making to prevent them. Outcome information describing what happens to all persons involved in motor vehicle crashes, regardless of injury, is needed.

Person specific outcome information is collected at the crash scene and en route by EMS personnel, at the emergency department, in the hospital,