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TITLE: Negligent-Operator Treatment Evaluation System - Progress Report

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PROTECT OBJECTIVE:

To describe the Negligent Operator Treatment Evaluation System (NOTES) and the Negligent Operator program elements, as it is currently implemented, which NOTES is designed to evaluate, to and describe the progress on the evaluation system itself.

SUMMARY:

Like the Post Licensing Control Report and Evaluation System (PLCRES), NOTES is a computerized system for generating ongoing annual program effectiveness reports.

Because the computer programs for NOTES were not implemented until the first quarter of 1985, this present report contains no actual effectiveness data. This report does present program costs along with some simulations of the range of potential accident reduction. The first report with actual data is planned for December 1985, however, it is expected that sufficient data for definitive program recommendations will not be available until December 1986.

In 1981, a new to approach to Negligent Operator (Neg-Op) treatment was implemented which altered the whole Neg-Op program in an attempt to make it more effective and more cost-beneficial. From 1976 to 1981, a series of evaluation reports based on the Post Licensing Control Reporting and Evaluation System (PLCRES) had shown a declining effectiveness and benefit-cost figures for the various components of the Neg-Op program from figures which were initially quite positive. The DMV formed a task force of driver safety and research personnel to review the whole Neg-Op program and recommend changes.

The new approach to the treatment and control of Neg-Ops has four levels: 1) warning letters (W/L), 2) notices of intent to suspend (N/I), 3) probation hearings (P/H), and 4) probation violator sanctions (P/V). Though the computer programs necessary to assign drivers to the treatment and control groups in the new evaluation system were not completed, it was possible to simulate the number of accidents prevented by the current and previous Neg-Op programs.

The results of this simulation suggest that even under pessimistic assumptions, the present NegOp program can be expected to provide a considerable (at least 64%) increase in traffic safety effectiveness measures compared to the old program.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

In 1982, evidence of declining effectiveness led the department to restructure its post licensing control system. Based on a simulation of its effectiveness, the restructured evaluation system should be continued.

SUPPLEMENTARY INFORMATION:

For related California DMV studies, see PLCRES Periodic Status Report #7 (Wooton, Carpenter, & Peck, 1981) which provides a summary of the findings. This report is available

through the Research and Development Office of DMV. A brief description of the previous program as it existed from 1971 to 1979 was published by DMV (1976, pp. 9-10). A description of the program change which occurred in 1979 can be found in PLCRES Status Report #5 (Kadell, Peck, Fong, & Marsh [1980, pp. 13-15]). Taken together, these two descriptions portray the previous program as it was configured from 1979 until the transition to the new program in 1982.