

# **FY2001 Budget in Brief**

**U.S. Department of Transportation**

**National Highway Traffic Safety  
Administration**

**January 2000**

**NATIONAL  
HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION**

**BUDGET IN BRIEF**

**TABLE OF CONTENTS**

A Statement from the Acting Administrator ..... 1

**Overview**

Summary of Authorizing Legislation ..... 2  
NHTSA Strategic Plan ..... 3  
Historical Funding Table ..... 4  
Chart: Total FY 2000 NHTSA Request ..... 5

**Programs**

Safety Performance Standards ..... 6-7  
Safety Assurance ..... 8-9  
Highway Safety ..... 10-11  
Research and Analysis ..... 12-13  
General Administration ..... 14-15  
Highway Traffic Safety Grants ..... 16-17

**Miscellaneous**

Outcome Measures ..... 18-19  
Distribution of Section 402 Highway Traffic Safety  
Grant Programs ..... 20  
Organizational Chart ..... 21

For a detailed presentation and explanation of NHTSA's FY 2001 Budget Request, refer to Budget Estimates Fiscal Year 2001, NHTSA: Submission to the Committees on Appropriations.

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## A Statement from the Acting Administrator

Safety is President Clinton's highest transportation priority. This Fiscal Year 2001 budget proposal for the National Highway Traffic Safety Administration (NHTSA) will support new and expanded

initiatives, combined with highly successful on-going programs, to realize the President's and Secretary Rodney Slater's vision for significantly improving transportation safety and reducing the costly human and economic consequences of motor vehicle crashes. To accelerate progress toward a safe transportation system for all Americans, we must embrace innovation—not only promising technologies, but also new approaches to problems and new ways of doing the people's business. NHTSA has two core missions: reducing the number, rate, and severity of motor vehicle crashes; and enabling states and communities to solve their unique traffic safety problems. Innovation is the cornerstone of both.

The NHTSA Fiscal Year 2001 budget proposal of \$499,475,000 reflects President Clinton's and Secretary Slater's intention to pursue innovation aggressively in the drive toward safer roads. The \$132,603,000 increase over the Fiscal Year 2000 budget will support on-going and new initiatives that rely on non-traditional approaches to create a climate of innovation in traffic safety.

To reduce the number, rate, and severity of motor vehicle crashes, NHTSA will begin *Crash Avoidance and Driver Vehicle Performance* initiatives, increasing our understanding of crash prevention, advanced technologies to augment vehicle handling and stability, and older driver competencies. We will continue the Nation's assault on alcohol- and drug-impaired driving through the *You Drink and Drive. You Lose.* campaign. With strong laws, aggressively enforced; public information and education; and partnerships, particularly aimed at high risk and hard-to-reach populations, we can reach Secretary Slater's goal of no more than 11,000 alcohol-related motor vehicle crash fatalities by the end of 2005.

We propose further to combat dangerous driving, such as red light running, speeding, unsafe lane changes, and ignoring rail-highway grade crossing gates, through the new *Safe Roads America: an Initiative to Reduce High Risk and Aggressive Driving*. We will expand our effort to define and measure this problem, develop and test countermeasures through demonstration grants and evaluation of their effectiveness, and accelerate dissemination of promising strategies.

The Fiscal Year 2001 NHTSA budget introduces the *Target Populations* initiative to develop and disseminate culturally and linguistically appropriate materials and

engage national minority and rural organizations in partnerships. Teenagers are the focus of the *Safe Passages for Youth* initiative, which involves peer group programs, parent and teen outreach, increased media participation, state and local enforcement agency grants, and college and university programs targeting binge drinking.

NHTSA's *Crashworthiness* initiatives include expanding the National Biomechanics and Research Center's research on the human injury consequences of crashes, particularly for children and the elderly. Broadening our study of advanced occupant restraint systems through enhanced measurement capabilities will enable improved crash protection for all occupant sizes. Our data programs continue to be models for excellence. The *Fatality and Accident Reporting System* (FARS) provides accurate information throughout the Department of Transportation and to states and communities across the country. Our *National Automotive Sampling System* (NASS) provides detailed information to improve our knowledge of vehicle crash scenarios and safety devices.

In Fiscal Year 2001, NHTSA will explore providing consumers additional information about the safety characteristics of their vehicles. Through the current *New Car Assessment Program*, NHTSA evaluates front and side impact protection. Future options include braking system performance, rollover propensity, and head lamp effectiveness.

NHTSA's Section 402 state grants remain the backbone of our effort to enable states and communities to address their traffic safety problems. Helping recipients explore new approaches improves our effectiveness in reducing the toll of motor vehicle crashes. As coordinator of the Department's *Liveable Communities* initiative, NHTSA develops and distributes ONE DOT materials and services. Communities identify their priority problems, and through community programming, NHTSA helps them develop solutions. The *Safe Mobility for an Aging America* initiative examines the safety consequences of the aging population on the Nation's highways, including education, licensing practices, and crash protection for the elderly.

We have accomplished a lot, saved thousands of lives, and prevented countless injuries. When motor vehicle crashes, the leading cause of death for children between 5 and 15 years old, continue to kill more than 40,000 Americans each year, we must accelerate our efforts through new and on-going programs to solve this difficult problem. Innovation is our most promising strategy.

  
Rosalyn G. Millman

# Overview

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## SUMMARY OF AUTHORIZING LEGISLATION

The National Highway Traffic Safety Administration (NHTSA) was established as a separate organization within the Department of Transportation (DOT) in March 1970 to administer the Department's motor vehicle and highway safety programs. NHTSA succeeded the Department's Federal Highway Administration's National Highway Safety Bureau, which originally was charged with administering these programs.

On June 9, 1998, the Transportation Equity Act for the 21st Century (TEA 21) (Pub. L. 105-178) reauthorized all of NHTSA's motor vehicle and highway safety programs and created several new highway safety incentive grant programs that NHTSA administers. As amended, the NHTSA statutes are as follows:

**Motor Vehicle Safety (chapter 301 of title 49, U.S. Code)**, provides for the establishment and enforcement of safety standards and regulations for the manufacture of new motor vehicles and motor vehicle equipment, together with supporting research.

**Motor Vehicle Information and Cost Savings (part C of subtitle VI of title 49, U.S. Code)**, provides for the establishment of low-speed bumper protection standards, consumer information activities, odometer regulations, fuel economy standards, and motor vehicle theft prevention standards.

**Highway Safety (chapter 4 of title 23, U.S. Code)**, provides for coordinated national highway safety grant programs carried out by the states and local communities (Section 402), supported by research and development programs (Section 403). Highway safety incentive grant programs are provided to encourage the states to enhance the effectiveness of: (1) occupant protection programs and laws (Section 405); (2) alcohol-impaired driving countermeasures and laws (Section 410); and (3) highway safety data improvement programs (Section 411).

**National Driver Register (chapter 303 of title 49 U.S. Code)**, provides for the operation of the National Driver Register (NDR), which facilitates the interstate transfer of driver licensing information concerning problem drivers whose licenses to drive have been suspended or revoked for cause.

## **NHTSA STRATEGIC PLAN Promoting Safe Passage into the 21st Century**

Over the past 30 years, NHTSA developed successful strategies that helped reduce traffic fatalities and injuries. Recently, changing environmental conditions have resulted in flattened traffic death and injury trends. Nonetheless, NHTSA is committed to a goal of reducing fatalities and injuries 20 percent by the year 2008. To achieve this aggressive goal, the agency faces the challenge of identifying new approaches for reducing fatalities and injuries.

### **NHTSA HAS TWO STRATEGIES FOR ACHIEVING THE YEAR 2008 GOAL:**

- Identify new approaches in the behavioral, vehicular, and program delivery areas.
- Identify and correct operational impediments preventing NHTSA from implementing the new approaches.

The strategic plan describes activities for implementing these strategies in the following areas:

- **Safety:** Vehicular and behavioral safety problems are defined, and NHTSA's strategies for solving them are identified. For NHTSA to achieve the year 2008 goal, these strategies must be successful. The problems and strategies are organized according to the Haddon Matrix, which is composed of three time phases of the crash event (pre-crash, crash, and post-crash), organized by the three areas (human, vehicle, and environment) influencing each of the phases.
- **Mobility, Economic Growth and Trade, Human and Natural Environments:** Problems and strategies related to these DOT non-safety goals are discussed. Although NHTSA's primary focus in these areas is on safety, solutions to the problems will produce secondary outcomes that directly contribute to DOT's non-safety goals.
- **Program Delivery:** NHTSA's strategies for delivering its products and services are discussed. Cost-effective program delivery strategies are increasingly important as NHTSA seeks to meet expanding safety responsibilities.
- **Corporate Management Strategies:** This section identifies key operational areas that will enable NHTSA management to continue the agency's orderly transition to a modern, more effective organization.

# Overview

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The FY 2001 Budget Request reflects the priority placed on highway safety programs by the Secretary and the Administration. Motor vehicle crashes account for 94 percent of the deaths and 99 percent of the injuries in U.S. transportation. The funding levels below include staffing, administrative, and program costs. All funding is proposed from the Highway Trust Fund.

## NHTSA HISTORICAL FUNDING (Dollars in Thousands)

<b>PROGRAMS</b>	<b>FY 1999 Enacted</b>	<b>FY2000 Enacted</b>	<b>FY2001 Request</b>	<b>+/- 00/01</b>
Safety Performance Standards	\$13,183	\$13,908	\$20,172	+\$6,264
Safety Assurance	\$20,702	\$20,509	\$25,619	+\$5,110
Highway Safety	\$48,757	\$47,613	\$95,157	+\$47,544
Research and Analysis	\$64,633	\$63,628	\$121,433	+\$57,805
General Administration	\$9,260	\$10,128	\$11,866	+\$1,738
Office of the Administrator	\$3,891	\$4,286	\$4,728	+\$442
<b>Subtotal, Operations and Research</b>	<b>\$160,426</b>	<b>\$160,072</b>	<b>\$278,975</b>	<b>\$118,903</b>
Section 402 State and Community Grants	\$150,000	\$152,800	\$155,000	+\$2,200
Section 410 Alcohol Driving Countermeasures Grants	\$35,000	\$36,000	\$36,000	\$0
Section 405 Occupant Protection Incentive Grants	\$10,000	\$10,000	\$13,000	\$3,000
Section 2003(b) Child Passenger Protection Education Grants*	\$0	\$0	\$7,500	+\$7,500
Section 411 Safety Data	\$5,000	\$8,000	\$9,000	+\$1,000
National Driver Register**	[\$2,000]	[\$2,000]	[\$2,000]	\$0
<b>Subtotal, Highway Safety Grants</b>	<b>\$200,000</b>	<b>\$206,800</b>	<b>\$220,500</b>	<b>\$13,700</b>
<b>Total</b>	<b>\$360,426</b>	<b>\$366,872</b>	<b>\$499,475</b>	<b>+\$132,603</b>

\* TEA-21 authorizes funding from the Operations and Research account.

\*\* NDR funding is included in the Highway Safety program.

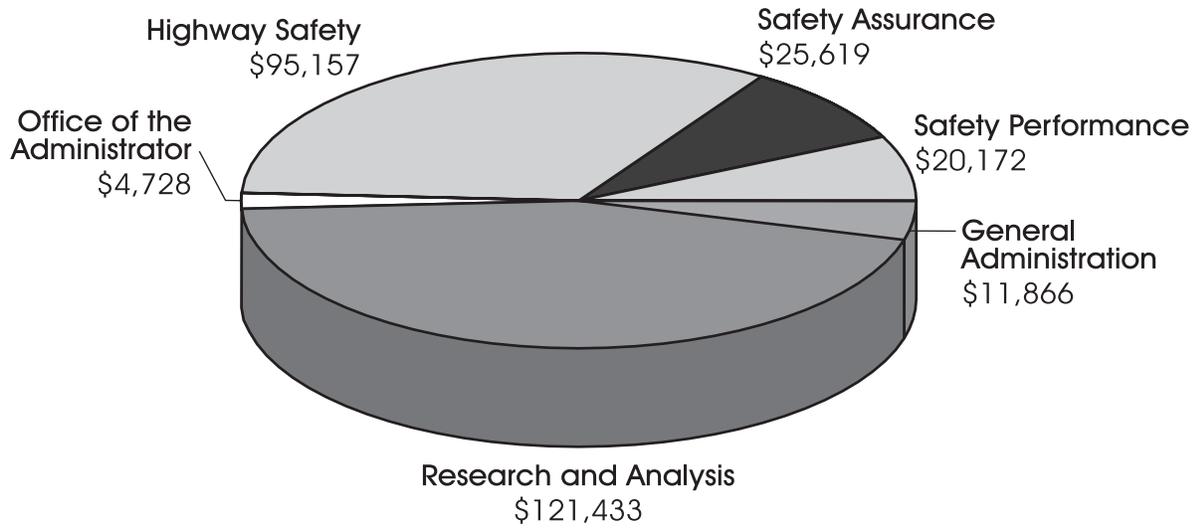
# Overview

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**TOTAL FY 2001 NHTSA REQUEST: \$499,475**

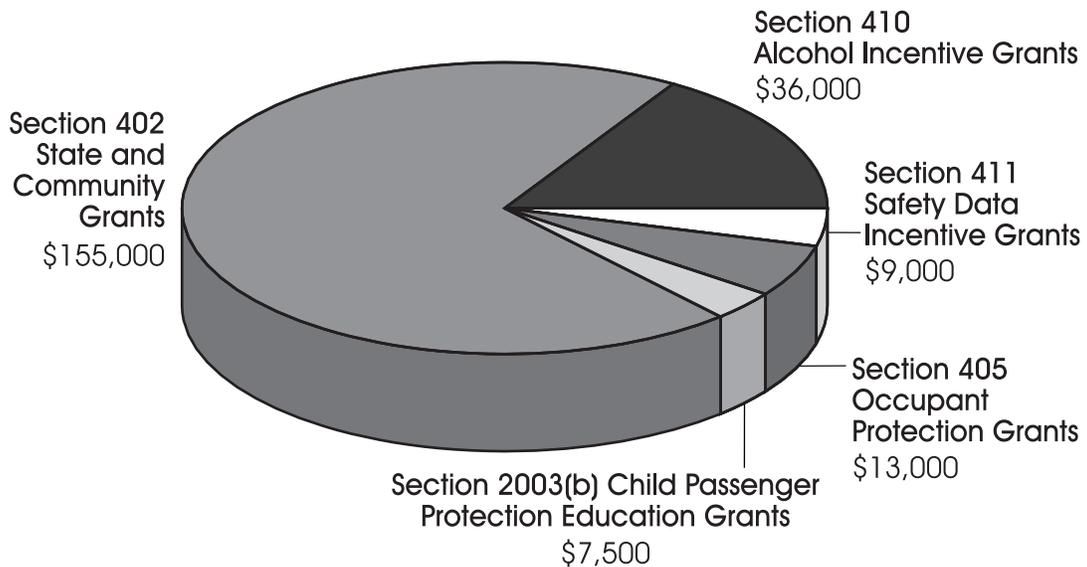
Dollars in Thousands

## Operations and Research



**FY 2001 TOTAL REQUEST: \$278,975**

## Highway Traffic Safety Grants



**FY 2001 TOTAL REQUEST: \$220,500**

## SAFETY PERFORMANCE STANDARDS

There are five programs in Safety Performance Standards. The *Safety Standards Support Program* conducts tests and gathers data in support of regulatory initiatives to increase motor vehicle safety. The *New Car Assessment Program* (NCAP) conducts tests to evaluate the comparative safety performance characteristics of passenger vehicles and to motivate vehicle manufacturers to provide higher levels of safety by using market forces. The *Consumer Information Program* provides the NCAP test results and other vehicle safety information to consumers, through various media and marketing, to assist in the purchase of safer vehicles and the proper use of vehicle safety features. The *Fuel Economy Program* monitors manufacturer progress in achieving established passenger automobile and light truck fuel economy standards and sets annual standards for light trucks as prescribed by law. The *Theft Prevention Program* establishes standards to reduce the number of motor vehicle thefts and provides information to the public on theft and recovery of passenger cars and light trucks.

### SAFETY PERFORMANCE STANDARDS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 1999 Enacted	FY 2000 Enacted	FY 2001 Request	+/- 00/01
Safety Standards Support	\$708	\$708	\$1,708	+\$1,000
New Car Assessment Program	\$2,830	\$2,691	\$5,456	+\$2,765
Consumer Information Program	-0-	-0-	\$814	+\$814
Fuel Economy Program	\$0	\$0	\$60	+\$60
Theft and Other Programs	\$30	\$30	\$50	+\$20
<b>Total</b>	<b>\$3,568</b>	<b>\$3,429</b>	<b>\$8,088</b>	<b>+\$4,659</b>

# Program

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## ***FY 2001 HIGHLIGHTS***

### ***SAFETY STANDARDS SUPPORT***

- Conduct cost, weight, and lead time studies for such projects as upgraded roof crush protection, side impact protection, vehicle compatibility, advanced electronic braking systems for trucks, and other emerging safety priorities.
- Analyze data and refine test procedures in the areas of improved seat standards, improved head restraint standards, electric vehicles, fuel system integrity, child restraints, motorcycle helmets, occupant ejection prevention through improved door locks, and seat belt anchorages.
- Conduct testing to quantify and reduce the glare drivers experience from other vehicles' lights.
- Update safety standards to reflect newer technology in vehicle braking systems.
- Evaluate large truck and light vehicle electronic braking systems and light vehicle electronic steering.
- Support international harmonization by testing car and light truck tire safety in severe maneuvers, and through evaluation and development of a global technical regulation for light vehicle braking.
- Provide support to maintain an information system on trunk entrapment and other vehicle safety issues.
- Collect information on vehicles adapted for the disabled population.
- Conduct testing to measure light vehicle rollover propensity.

### ***NEW CAR ASSESSMENT PROGRAM***

- Increase the amount of crash test information available to the public by providing frontal and side impact crash test results on 80-90 percent of new vehicles.
- Conduct frontal NCAP tests on passenger vehicles, using the 5th percentile female dummy in the driver and front seat passenger positions.
- Establish a testing program for braking system performance and headlamp effectiveness.

### ***CONSUMER INFORMATION PROGRAM***

- Conduct consumer research to develop new campaigns and materials on high interest issues such as airbags, rollover, antilock brakes, adapted vehicles, and other emerging issues.
- Develop new activities and improved materials to deliver NCAP and other vehicle safety information more effectively and to a greater share of consumers.
- Develop diversity initiatives and materials to better reach underserved populations.

### ***FUEL ECONOMY***

- Maintain the "plants and lines" database that provides automobile industry data to assess industry capabilities for improving fuel economy performance.

### ***THEFT PREVENTION PROGRAM***

- Conduct data analysis activities to compile and publish insurer reports on theft and recovery of motor vehicles, comprehensive insurance coverage, and actions taken by insurers to reduce motor vehicle thefts.

# Program

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## **SAFETY ASSURANCE**

There are four programs in Safety Assurance. The *Vehicle Safety Compliance Program* ensures that motor vehicles and motor vehicle equipment sold in the U.S. provide the safety benefits intended by federal safety standards. The *Defects Investigation Program* identifies and removes motor vehicles found to contain safety-related defects from the nation's highways. The *Auto Safety Hotline* provides a toll-free, automated telephone service for consumers to request motor vehicle and highway safety information and provide information to NHTSA about possible safety defects. The *Odometer Fraud Program* helps reduce odometer fraud by enforcing federal laws and regulations, encouraging states to enforce aggressively, laws to increase public awareness, and monitor motor vehicle titling systems.

### **SAFETY ASSURANCE PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)**

<b>PROGRAMS</b>	<b>FY 1999 Enacted</b>	<b>FY 2000 Enacted</b>	<b>FY 2001 Request</b>	<b>+/- 00/01</b>
Vehicle Safety Compliance	\$5,635	\$5,000	\$7,245	+\$2,245
Defects Investigation	\$3,061	\$2,663	\$3,726	+\$1,063
Auto Safety Hotline	\$1,395	\$1,232	\$1,529	+\$297
Odometer Fraud	\$150	\$150	\$150	\$0
<b>Total</b>	<b>\$10,241</b>	<b>\$9,045</b>	<b>\$12,650</b>	<b>+\$3,605</b>

## *FY 2001 HIGHLIGHTS*

### ***VEHICLE SAFETY COMPLIANCE***

- Conduct full-scale crash testing of new motor vehicles, including: 16 tests for verification of compliance with the requirements of frontal occupant crash protection standards; 20 tests for verification of compliance with dynamic side impact standards; 10 tests for verification of compliance with the requirements of new upper interior head protection standards; 20 tests for verification of compliance with fuel system integrity requirements; and five dynamic, side impact pole tests to assess the performance of new technology for head protection being introduced into new vehicles.
- Continue to test child restraint systems and motorcycle helmets offered in the marketplace to all safety standard requirements.
- Purchase, assemble, and calibrate a new family of adult and child crash test dummies for measuring the enhanced dynamic performance requirements for air bags that are anticipated to be effective in 2002. The new test dummies are essential for the development of complex compliance test procedures prior to the effective date of the new requirements.

### ***DEFECTS INVESTIGATION***

- Implement new initiatives for FY 2001 which include: expand screening/investigation of additional types of small population vehicle groups (beyond the current focus on heavy trucks) to include transit buses, recreational vehicles, motorcycles, and emergency/rescue vehicles; enhance agency defects investigation databases to maintain consistency with industry practices; purchase, acquire training in, and utilize computer-aided programs not currently available in the Office of Defects Investigation; increase investigative testing and survey capability to eliminate delays in completing investigations and enhance quality of investigations; conduct on-site investigations of crashes that appear to relate to a defect; and expand Internet capabilities to provide more options and information to customers.
- Monitor the effectiveness of safety recall campaigns to ensure that owners are notified, the scope of the recall is appropriate, and the remedy is adequate.

### ***AUTO SAFETY HOTLINE***

- Continue to utilize the Auto Safety Hotline as the single point of contact for consumers with the National Highway Traffic Safety Administration.
- Continue the outreach program to increase public awareness of the Hotline and Internet web site and to encourage motorists to report potential safety-related defects.

### ***ODOMETER FRAUD***

- Enter into new cooperative agreements with two states to supplement NHTSA's Odometer Fraud Program with state law enforcement agents and award funding to two other states to initiate or enhance the odometer fraud program.
- Provide in-depth training for state investigators, increase NHTSA's capability for investigating odometer fraud for federal prosecution, and enhance the states' capability to investigate and deter odometer fraud.

# Program

## HIGHWAY SAFETY

There are three program offices in Traffic Safety Programs (TSP). The *Traffic Injury Control Program (OTICP)* provides national leadership in planning and developing programs directed at preventing and reducing the occurrence of highway crashes and their resultant deaths, injuries, and economic costs. This office develops, coordinates, and facilitates the execution of demonstration programs, program development, technology development, technical assistance and information transfer activities aimed at improving traffic injury programs throughout the country. The *Office of Communications and Outreach (OCO)* serves as the focal point responsible for the development, marketing, and promotion of public information campaigns and materials in support of TSP programs. The OCO works with public and private sector organizations, other Federal agencies, and elected officials to develop and implement programs in support of TSP's goals and objectives. This office also supports coalition-building activities at the national, state, and local levels. The *Office of Research and Traffic Records (ORTR)* provides for the formulation and conduct of national research, demonstration, technology development and evaluation programs necessary to build an information base supporting traffic safety programs related to driver, passenger, pedestrian, and cyclist behavior. ORTR also develops, conducts and evaluates countermeasures aimed at reducing or eliminating unsafe actions and crash generating situations. The office also develops and coordinates a program of research and demonstration, as well as technology and information transfer related to traffic records and driver licensing.

### HIGHWAY SAFETY PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 1999 Enacted	FY 2000 Enacted	FY 2001 Request	+/- 00/01
Impaired Driving	\$10,648	\$9,292	\$11,181	\$1,889
Ped/Bicycle/Pupil Transportation	\$1,102	\$1,058	\$1,802	\$744
Motorcycle	\$509	\$414	\$1,259	\$845
Drugs, Driving and Youth	\$1,400	\$1,138	\$1,400	\$262
National Occupant Protection	\$11,473	\$9,742	\$11,363	\$1,621
Traffic Law Enforcement	\$1,713	\$2,036	\$3,342	\$1,306
Emergency Medical Services	\$2,592	\$1,425	\$1,843	\$418
Records and Licensing	\$1,917	\$2,296	\$3,410	\$1,114
Highway Safety Research	\$5,437	\$7,152	\$7,446	\$294
New/Emerging/TEA-21 Issues	\$0	\$1,000	\$1,500	\$500
Driver License Identification	\$325	\$0	\$0	\$0
Share the Road	\$0	\$0	\$500	\$500
NOPUS	\$300	\$850	\$555	(\$295)
National Driver Register	\$1,110	\$1,110	\$1,110	\$0
Target Populations	\$0	\$0	\$7,849	\$7,849
Liveable Communities	\$0	\$0	\$3,041	\$3,041
Safe Mobility for Aging America	\$0	\$0	\$7,525	\$7,525
Safe Passages for Youth	\$0	\$0	\$10,898	\$10,898
High Risk and Aggressive Driving	\$0	\$0	\$3,300	\$3,300
<b>Total</b>	<b>\$38,526</b>	<b>\$37,513</b>	<b>\$79,324</b>	<b>\$41,811</b>

# Program

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## *FY 2001 HIGHLIGHTS*

Highway Safety program strategies are designed to meet Presidential and Secretarial goals as follows: increase seat belt usage to 90 percent by 2005, reduce alcohol related fatalities to 11,000 by 2005, and reduce child fatalities (0-4 years old) by 25 percent, from 653 in 1996 to 490 in 2005. New initiatives to reduce traffic fatalities and injuries are:

- ***Target Populations*** – Reduce impaired driving and increase seat belt and child safety seat use among minority and rural groups.
- ***Safe Livable Communities*** – Integrate and coordinate into all modes of transportation initiatives to improve the community's quality of life through enhanced safety, mobility, and access to services.
- ***Safe Mobility for an Aging America*** – Conduct research to find ways to enhance older driver's safety, without the loss of mobility.
- ***Safe Passages for Youth*** – Reduce teen crash injuries and fatalities through a comprehensive traffic safety program of research, education, and innovative grants.
- ***Safe Roads America: an Initiative to Reduce High Risk and Aggressive Driving*** – Conduct enforcement demonstration programs targeting selected high risk driving behaviors; implement a high profile national media campaign targeting aggressive driving; and conduct research to determine the effectiveness of programs designed to reduce aggressive driving.

### ***PRESIDENTIAL INITIATIVE TO INCREASE SEAT BELT USE NATIONWIDE***

- Implement the ***Presidential Initiative for Increasing Seat Belt Use Nationwide*** through the Buckle Up America Campaign, emphasizing enhanced enforcement and education. Campaign partners include the Air Bag and Seat Belt Safety Campaign, governmental agencies, businesses, industry leaders, and national organizations representing law enforcement, health and medical professionals, diverse populations, safety education, youth, and service organizations.
- Support the Child Passenger Seat Usage Program by working with industry and the private sector to promote the use of booster seats and to establish permanent child safety seat fitting stations in fire stations, hospitals, and other equally accessible sites.
- Educate the public about the life-saving potential of air bags; and coordinate agency air bag education programs with private sector organizations for maximum impact and public awareness.

### ***IMPAIRED DRIVING, DRUGS AND YOUTH***

- Implement Partners in Progress to achieve the Secretary's alcohol goal by conducting outreach to national organizations; supporting law enforcement, prosecutorial, and adjudication initiatives; working with communities to enforce zero tolerance laws and developing comprehensive youth programs; and continuing a national impaired driving prevention campaign, targeting states with a high rate of alcohol-related fatalities, entitled, ***You Drink and Drive. You Lose.***
- Support ***Presidential Initiative on Drugs, Driving and Youth*** by conducting research on the incidence of drugs and driving and providing training, technical assistance, and technology applications to law enforcement officers, prosecutors, and judges on alcohol and drug issues.
- Support ***Presidential Initiative on .08 BAC*** by providing technical assistance to state and national organizations.

## RESEARCH AND ANALYSIS

There are five programs in Research and Analysis. The *Crashworthiness Research Program* promotes transportation safety through continuing research on vehicle safety, vehicle aggressivity and compatibility, and by improving occupant safety in crashes involving passenger cars, light trucks, and vans through developing advanced air bags and other crash countermeasures, human injury criteria, and family of dummies. The *Crash Avoidance Research Program* focuses on passenger and commercial vehicle research to help drivers avoid crashes or decrease severity when they occur by improving visibility, directional control and braking, and rollover stability. A major part of NHTSA crash avoidance research is being done as part of the Intelligent Vehicle Initiative (IVI) of the Department's Intelligent Transportation Systems (ITS) program. The agency has also constructed the National Advanced Driving Simulator (NADS) for use in human factors research to evaluate the safety potential and effectiveness of various collision avoidance countermeasures. The *National Center for Statistics and Analysis* continues operation of high quality, large scale databases on crashes that are used by both public and private sectors to support critical highway safety, vehicle regulatory, and safety recall programs. NHTSA's role in the President's *Partnership for a New Generation of Vehicles (PNGV)* ensures the safety of future high fuel efficiency vehicles. The *Vehicle Research and Test Center* serves as NHTSA's in-house research and development and test laboratory.

### RESEARCH AND ANALYSIS PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 1999 Enacted	FY 2000 Enacted	FY 2001 Request	+/- 00/01
Crashworthiness	\$13,054	\$8,858	\$19,884	+\$11,026
NTBRC	\$12,455	\$13,232	\$23,186	\$9,954
Crash Avoidance*	\$3,000	\$4,840	\$25,423	+\$20,583
National Center for Statistics and Analysis	\$21,701	\$21,021	\$34,793	+\$13,772
Technology Transfer	\$40	\$0	\$40	\$40
Vehicle Research and Test Center	\$950	\$950	\$950	\$0
<b>Total</b>	<b>\$51,200</b>	<b>\$48,901</b>	<b>\$104,276</b>	<b>+\$55,375</b>

\*Funding of \$10 million for National Advanced Driving Simulator and \$22.65 million for NHTSA's Intelligent Transportation System Crash Avoidance Research program is requested in the FHWA budget.

## ***FY 2001 HIGHLIGHTS***

### ***CRASHWORTHINESS RESEARCH***

- Conduct Research in support of upgrading safety standards for roof crush protection, side impact protection, ejection prevention, and fuel system integrity.
- Develop test devices and test procedures suitable for compliance testing of the standards above.
- Conduct research to address the issue of vehicle compatibility by analyzing the crash data and the fleet characteristics to define the safety problem, by developing suitable countermeasures to address the problems and by testing and evaluating the effectiveness of countermeasures developed.
- Conduct research to ensure that PNGV vehicles, in spite of their light weight and new and advanced materials, are safe in crashes and they meet or exceed existing and future crashworthiness safety standards.

### ***NATIONAL TRANSPORTATION BIOMECHANICS RESEARCH CENTER (NTBRC)***

- Conduct research to develop suitable injury criteria for upgrades of existing safety standards or any future standards in frontal crash protection, side crash protection and rollover protection.
- Collect and analyze human injury data by conducting in-depth investigations of vehicle crashes and develop injury measures and correlate them to the risk of injury in crashes.
- Develop, test and evaluate family of dummies for safety evaluations of vehicles and federalize them for incorporation into safety regulations.

### ***CRASH AVOIDANCE RESEARCH***

- Conduct analyses of crash data with the objective of identifying causal factors and for the development of suitable countermeasures for crash prevention.
- Conduct research in support of upgrading standards to improve vehicle braking, directional and rollover stability, traction performance, and vehicle lighting and signaling.
- Conduct research in advanced technologies such as pre-crash sensors, and sensors for proximity and relative speed for crash prevention by developing specifications, integrating them into vehicles, and testing them to evaluate their feasibility and their safety potential.
- Conduct human factors research related to driving performance and driver-vehicle interaction to understand driver work load demands, driver distraction issues, and the impact of in-vehicle devices on safe driving.
- Conduct operational tests of advanced technologies incorporated into passenger vehicles and heavy trucks to assess their potential for preventing crashes and at the same time to identify unintended safety consequences.

### ***NATIONAL ADVANCED DRIVING SIMULATOR***

- Complete installation and integration of NADS in the University of Iowa facility, conduct certification and acceptance testing and commence operation and research using NADS,

### ***NATIONAL CENTER FOR STATISTICS AND ANALYSIS***

- Collect data related to fatalities and injuries in vehicle crashes and analyze vital information related to automobile crashes, occupant injuries and injury mechanism, especially as they relate to newly introduced technologies such as front and side air bags and other technologies and identify crash causal factors.
- Use Crash Data Outcome Data Evaluation Systems(CODES) grants to link crash and health care data to study crash outcomes.
- Use the latest technologies to improve the efficiency in data collection and to improve the quality and quantity of data collected.

# Program

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## GENERAL ADMINISTRATION

There are three programs in General Administration. The *Program Evaluation Program* determines effectiveness of vehicle regulatory and highway safety programs. The *Strategic Planning Program* develops, updates, and publishes the agency's Strategic Plan, Strategic Execution Plans, and Government Performance and Results Act (GPRA) submissions in addition to providing long range planning support to agency programs. The *Economic Analysis Program* develops methods to quantify the economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification and evaluation, regulatory analysis, priority setting, and policy analysis.

### GENERAL ADMINISTRATION PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 1999 Enacted	FY 2000 Enacted	FY 2001 Request	+/- 00/01
Program Evaluation	\$513	\$468	\$513	+\$45
Strategic Planning	\$98	\$90	\$98	+\$8
Economic Analysis	\$98	\$87	\$98	+\$11
<b>Total</b>	<b>\$709</b>	<b>\$645</b>	<b>\$709</b>	<b>+\$64</b>

## *FY 2001 HIGHLIGHTS*

### ***PROGRAM EVALUATION***

Evaluations provide objective quantitative information to aid in making decisions on present and future rulemaking and programs. This information helps to determine if the objectives of regulations and programs are being achieved, and if not, the information can help identify changes in the rule or program that may result in the achievement of the intended goals and objectives. To determine the cost effectiveness of regulations, as called for in Executive Order 12866, cost studies of motor vehicle equipment are performed. The following activities in FY 2001 contribute to the evaluation of regulations and programs:

- Continue to measure the effects of changes to improve air bag technology and reduce their risks to children and other occupants.
- Develop cost benefit analyses on heavy truck antilock braking systems effectiveness in reducing crashes and survey the truck fleet maintenance and durability of these systems.
- Continue cost studies of antilock brakes for heavy trucks and survey truck fleets to assess the maintenance and durability of these systems.
- Continue the evaluation of head injury protection upgrade (FMVSS 201).
- Continue the evaluation of side impact protection upgrade (FMVSS 214), including a cost analysis of side air bags and performance of baseline, pre-standard passenger cars.

### ***STRATEGIC PLANNING***

The role of Strategic Planning within NHTSA is to help set organizational direction, provide agency leadership in cross-cutting program planning, and lead the agency in continuous improvement initiatives. For FY 2001, Strategic Planning objectives are:

- Quantify the effects of external factors on NHTSA's programs and the ability of agency programs to meet safety goals.
- Serve as the agency lead for developing and implementing GPRA performance-based program effectiveness measurement.
- Design and implement continuous improvement activities to improve agency efficiency.

### ***ECONOMIC ANALYSIS***

- Research and develop methods for quantifying economic and societal injury outcomes.
- Update and publish a report on the overall societal burden resulting from motor vehicle crash injuries.
- Initiate the development of a version of the Functional Capacity Index that focuses on the injuries to older persons.

# Program

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## HIGHWAY TRAFFIC SAFETY GRANTS

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding for numerous highway safety grant programs for the states in FY 2001, including the following programs under the National Highway Traffic Safety Administration: the *Section 402 State and Community Grant Program* provides for a coordinated national highway safety program. All states, the District of Columbia, the Commonwealth of Puerto Rico, the Trust Territories, and Indian Nations are provided with formula grants to encourage and facilitate implementation of effective programs to improve highway safety. The *Section 405 Occupant Protection Incentive Grant Program* awards grants to states that adopt or demonstrate specific laws and programs, such as primary safety belt use laws and special traffic enforcement programs, to increase seat belt and child safety seat use. Under the *Section 2003 (b) Child Passenger Protection Education Grant Program*, the Secretary may make grants to states that carry out specific child passenger protection and education activities. The *Section 410 Alcohol-Impaired Driving Incentive Grant Program* encourages states to enact stiffer laws and implement stronger programs to detect and remove impaired drivers from the roads. The *Section 411 State Highway Safety Data Improvements Incentive Grant Program* encourages states to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data.

### HIGHWAY TRAFFIC SAFETY GRANTS PROGRAM SUMMARY (Dollars in Thousands)

<b>PROGRAMS</b>	<b>FY 1999 Enacted</b>	<b>FY 2000 Enacted</b>	<b>FY 2001 Request</b>	<b>+/- 00/01</b>
Section 402 State and Community Formula Grant Program	\$150,000	\$152,800	\$155,000	+\$2,200
Section 405 Occupant Protection Incentive Grant Program	\$10,000	\$10,000	\$13,000	+\$3,000
Section 2003 (b) Child Passenger Protection Education Grant Program	\$0	[\$7,500]	\$7,500	+\$7,500
Section 410 Alcohol-Impaired Driving Incentive Grant Program	\$35,000	\$36,000	\$36,000	\$0
Section 411 State Highway Safety Data Improvements	\$5,000	\$8,000	\$9,000	+\$1,000
<b>Total</b>	<b>\$200,000</b>	<b>\$206,800</b>	<b>\$220,500</b>	<b>+\$13,700</b>

## ***FY 2001 HIGHLIGHTS***

### ***SECTION 402 STATE AND COMMUNITY GRANTS***

- Provide formula grants to support performance-based highway safety programs in every state, territory, and the Indian Nations for the purpose of reducing highway crashes, deaths, and injuries.
- Support programs, developed and managed by the states, to address their highway safety goals, performance measures, and strategic plans
- Support national priority programs, such as encouraging proper use of occupant protection devices; reducing alcohol and drug-impaired driving; reducing motorcycle crashes; improving police traffic services; improving emergency medical services and trauma care systems; increasing pedestrian and bicyclist safety; improving traffic record systems; and improving roadway safety.

### ***SECTION 405 OCCUPANT PROTECTION INCENTIVE GRANTS***

- Provide grants that will encourage states to pass stronger laws and implement effective measures to increase safety belt and child safety seat use, such as: passing primary enforcement laws; minimum fines or penalty points for seat belt and child protection law violations; and stepped-up police enforcement of occupant protection laws.

### ***SECTION 2003(B) CHILD PASSENGER PROTECTION EDUCATION GRANTS***

- Provide grants to encourage states to implement child passenger protection programs designed to prevent deaths and injuries to children; educate the public concerning the proper installation of child restraints; and train child passenger safety professionals, emergency personnel, and other educators concerning child restraint use.

### ***SECTION 410 ALCOHOL-IMPAIRED DRIVING INCENTIVE GRANTS***

- Provide grants that will encourage states to pass stronger laws and implement effective measures to reduce safety problems stemming from driving while impaired by alcohol, such as: administrative driver license actions within stated time frames; graduated licensing systems; and young adult drinking and driving prevention programs. Supplemental grants are given for meeting additional criteria.

### ***SECTION 411 STATE HIGHWAY SAFETY DATA IMPROVEMENTS INCENTIVE GRANTS***

- Provide grants that will encourage states to implement effective programs to improve state data that is needed to identify priorities for national, state, and local highway safety programs, including a traffic records coordinating committee and a strategic plan.

## OUTCOME MEASURES

The National Highway Traffic Safety Administration served as a pilot agency under the Government Performance and Results Act of 1994 (GPRA). The agency's FY 2001 Budget Request to Congress includes NHTSA's annual Performance Plan highlighting the outcome measures and their linkage to agency activities and programs. The plan ties directly to the goals and strategies outlined in both NHTSA's and the Department's Strategic Plans. Although a number of factors outside of NHTSA's control influence the number and severity of highway crashes and the resulting fatalities and injuries, federal vehicle and highway safety programs (in conjunction with the state, local, and private programs engendered in part by the federal initiatives) have been highly effective in reducing highway deaths and injuries.

### Strategic Outcome Goal:

Reduce the number of highway-related fatalities and injuries by 20 percent by 2008.

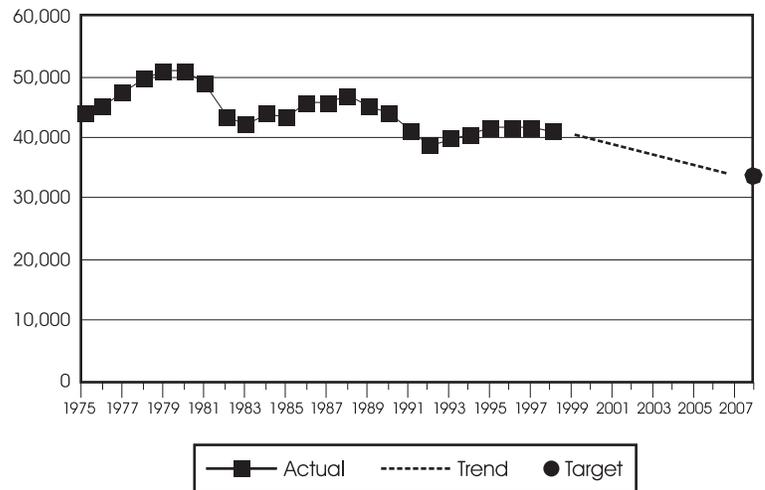
#### Number of Fatalities

**1998: 41,471**

**2000 Target: Less than CY 1999**

**2008 Target: 33,500**

**TREND:** The total number of fatalities has declined by 19 percent from its peak in 1979. Although this may not seem like a large decrease, vehicle miles traveled (VMT) has increased by 71 percent in the same time period. This means that even though Americans are driving more, their fatality risk is lower.



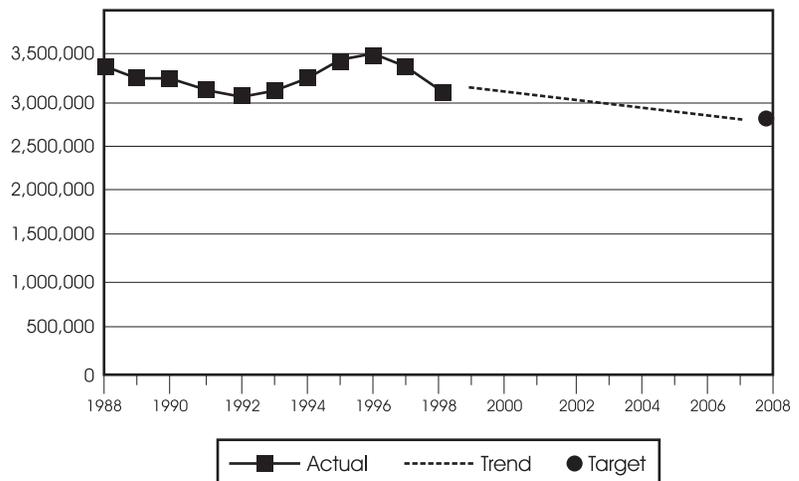
#### Number of Injuries

**1998: 3,192,000**

**2000 Target: Less than 1999**

**2008 Target: 2,809,000**

**TREND:** In 1997, the total number of injuries declined for the first time in four years. In 1998, injuries declined again to 3,192,000, down from 3,348,000 in 1997.



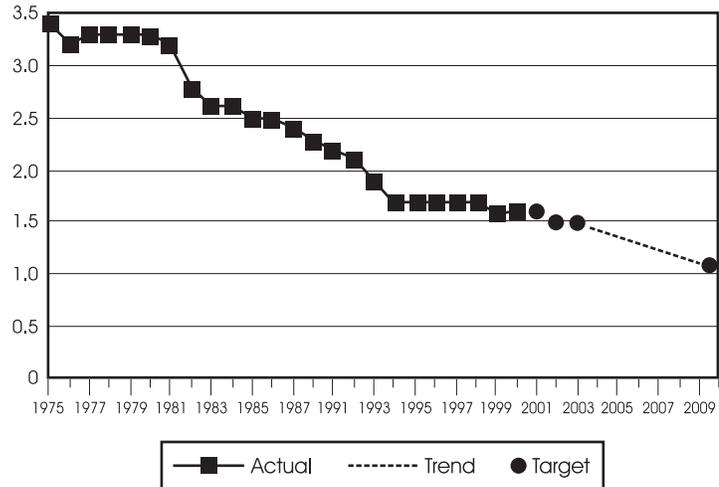
## Fatalities per 100 Million VMT

**1998: 1.6**

**2000 Target: 1.5**

**2008 Target: 1.0**

**TREND:** Since the inception of the federal program in 1966, there has been an overall decline in the fatality rate per 100 million VMT, from 5.5 in 1966 to a record low 1.6 in 1997. The rate remained at 1.6 in 1998.



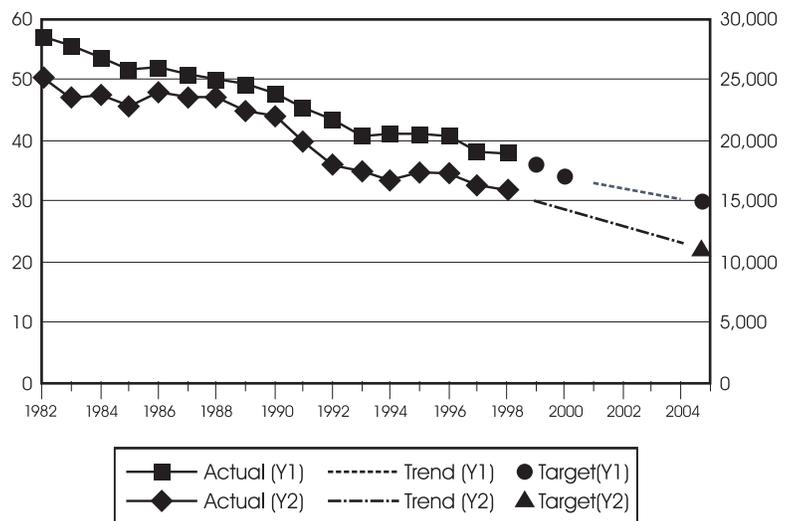
## Alcohol-Related Fatalities

**1998: 38.4 percent**

**2000 Target: 35 percent**

**2005 Target: 30 percent**

**TREND:** Alcohol involvement in fatal traffic crashes has shown a steady decline since the early 1980's. In 1998, the total number of alcohol-related fatalities was 15,935. This set another new record low. Also, the alcohol involvement rate remained below 40 percent.



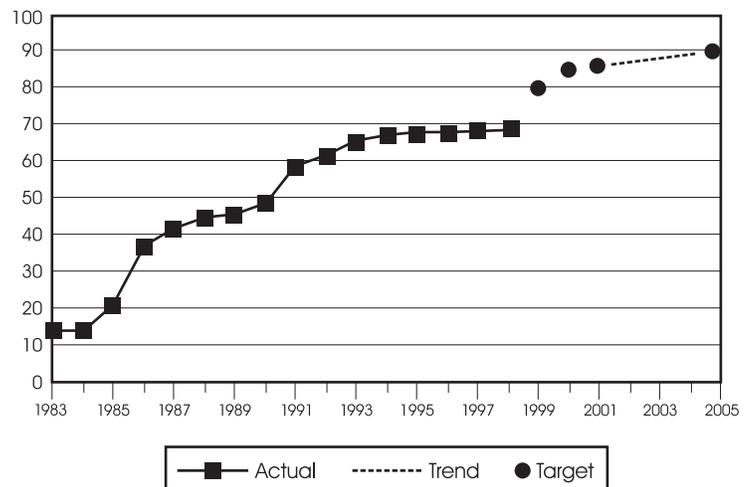
## Seat Belt Use

**1998: 69 percent**

**2000 Target: 85 percent**

**2005 Target: 90 percent**

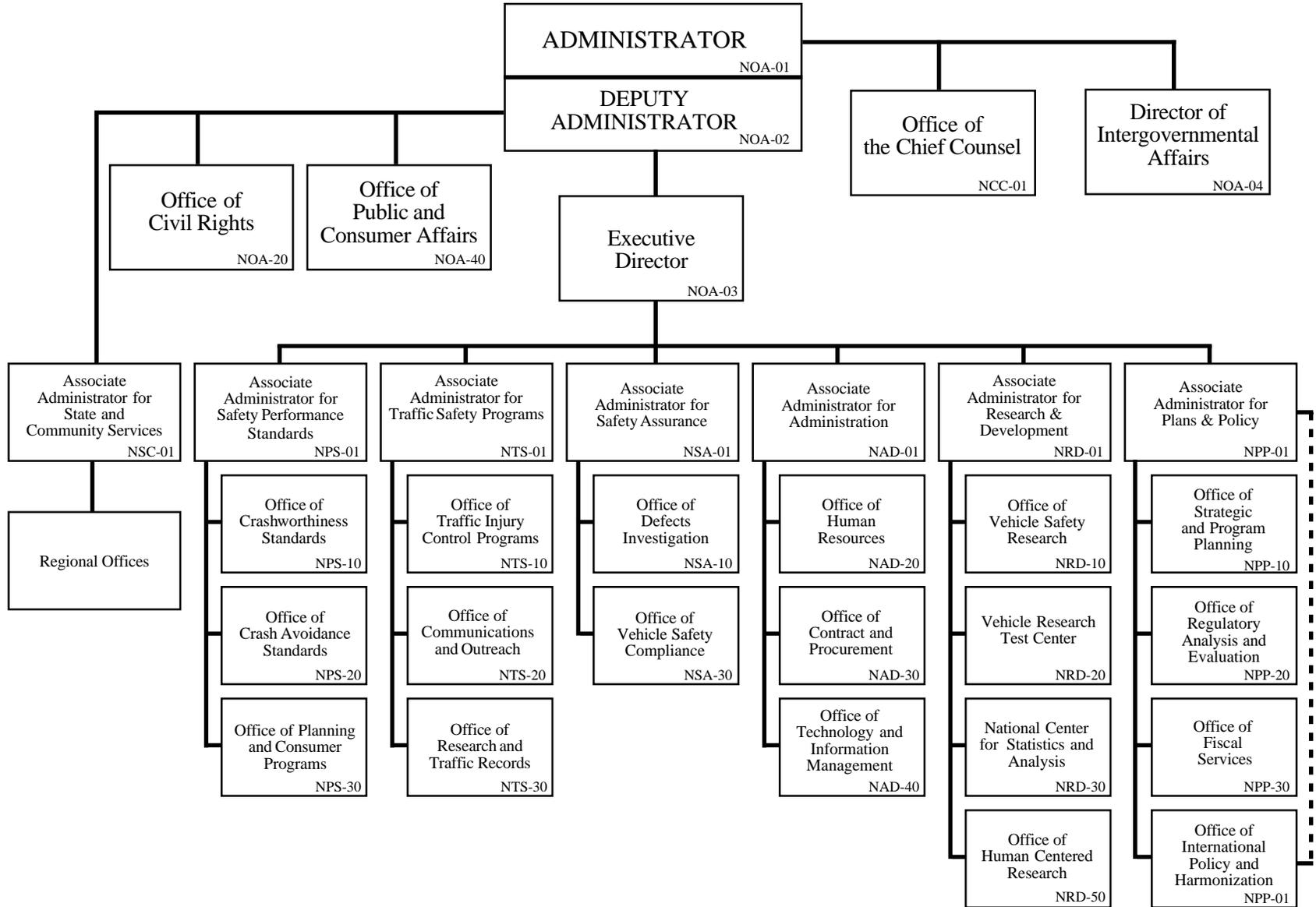
**TREND:** Seat belt use increased in the 1980's, but remained below 50 percent as recently as 1990. By the end of 1997, national belt use had reached 69 percent, growing by only one percentage point annually in the last few years. Seat belt use remained at 69 percent in 1998.



**DISTRIBUTION OF NHTSA SECTION 402  
HIGHWAY TRAFFIC SAFETY GRANT PROGRAMS**  
(Dollars in Thousands)

<u>STATE/TERRITORY</u>	<u>Estimated Obligations FY 2001 NHTSA</u>	<u>STATE/TERRITORY</u>	<u>Estimated Obligations FY 2001 NHTSA</u>
ALABAMA .....	\$2,554	NEBRASKA .....	\$1,497
ALASKA .....	737	NEVADA .....	918
AMERICAN SAMOA .....	368	NEW HAMPSHIRE .....	737
ARIZONA .....	2,061	NEW JERSEY .....	3,598
ARKANSAS .....	1,846	NEW MEXICO .....	1,177
CALIFORNIA .....	14,099	NEW YORK .....	8,632
COLORADO .....	2,158	NORTH CAROLINA .....	3,690
CONNECTICUT .....	1,579	NORTH DAKOTA .....	1,044
DELAWARE .....	737	N. MARIANAS .....	368
DISTRICT OF COLUMBIA .....	737	OHIO .....	5,636
FLORIDA .....	6,516	OKLAHOMA .....	2,338
GEORGIA .....	3,760	OREGON .....	1,963
GUAM .....	368	PENNSYLVANIA .....	6,102
HAWAII .....	737	PUERTO RICO .....	1,624
IDAHO .....	863	RHODE ISLAND .....	737
ILLINOIS .....	6,078	SEC. OF INTERIOR .....	1,105
INDIANA .....	3,184	SOUTH CAROLINA .....	2,058
IOWA .....	2,184	SOUTH DAKOTA .....	1,040
KANSAS .....	2,245	TENNESSEE .....	2,841
KENTUCKY .....	2,220	TEXAS .....	9,849
LOUISIANA .....	2,331	UTAH .....	1,099
MAINE .....	737	VERMONT .....	737
MARYLAND .....	2,297	VIRGIN ISLANDS .....	368
MASSACHUSETTS .....	2,865	VIRGINIA .....	3,247
MICHIGAN .....	5,025	WASHINGTON .....	2,779
MINNESOTA .....	3,026	WEST VIRGINIA .....	1,080
MISSISSIPPI .....	1,745	WISCONSIN .....	3,073
MISSOURI .....	3,266	WYOMING .....	737
MONTANA .....	963	UNDISTRIB: ADMIN. COSTS .....	7,640
		<b>TOTAL .....</b>	<b>\$155,000</b>

# National Highway Traffic Safety Administration



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