

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Budget in Brief

TIRE
Everything Rides On It
SAFETY

FY 2004



U.S. Department of Transportation
**National Highway Traffic Safety
Administration**

NHTSA
People Saving People
www.nhtsa.dot.gov

**NATIONAL
HIGHWAY TRAFFIC
SAFETY ADMINISTRATION**

BUDGET IN BRIEF

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For a detailed presentation and explanation of NHTSA's FY 2004 Budget Request, refer to Budget Estimates Fiscal Year 2004, NHTSA: Submission to the Committees on Appropriations.

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Statement from the Administrator



The Department of Transportation and the National Highway Traffic Safety Administration (NHTSA) are committed to supporting a performance-based budget that addresses one of our Nation's most pressing public health problems – motor vehicle deaths and injuries. We intend to do this by meeting the Administration's highway safety goals, as well as achieving improvements directed by the President's Management Agenda. NHTSA's FY 2004 Budget Request of \$665 million includes \$218 million for Operations and Research and \$447 million for Highway Traffic Safety Grants.

More than 42,000 Americans are killed each year on the Nation's highways. Motor vehicle crashes are the leading cause of death and disability for Americans aged 35 and under. The impact of these deaths and the 3.3 million serious injuries that occur every year touch families and communities in ways that go far beyond these grim statistics.

The economic burden of traffic crashes on the Nation is staggering. Motor vehicle crashes cost America \$231 billion annually, or 2.3 percent of the U.S. gross domestic product, including \$21 billion from Federal and State tax revenues (\$203 of tax for every household in the country). This figure includes approximately \$32 billion for medical expenditures and \$59 billion in property damage. Crash related injuries are one of the leading causes of lost workdays for American industry. Financial costs pale in comparison to the ongoing pain, disability, psychological stress and emotional strain experienced by victims of crash-related injury.

To combat these tragedies, NHTSA is committed to pursuing an aggressive safety agenda that will result in meeting the Department's FY 2004 highway fatality goal of no more than 1.38 fatalities per 100 million vehicle miles traveled (VMT). In contributing to the Department's aim to reach this lifesaving goal, NHTSA's FY 2004 Budget Request is presented around three major strategic goals: *Vehicle Safety*, *Behavioral Safety* and *Human and Natural Environment*.

Under the strategic goal of *Vehicle Safety*, the agency is dedicating resources to both crash avoidance and crashworthiness activities to improve motor vehicle safety performance. Preventing crashes in the first place and preventing death and injury when they do occur are the paramount strategic objectives of NHTSA's vehicle safety programs. Crash avoidance activities are directed at reducing headlight glare, enhancing motor vehicle braking performance, improving heavy truck brakes and preventing vehicle rollover. Crashworthiness activities aim to improve seating systems, side impact, and rollover protection. The New Car Assessment Program will conduct frontal and side crashworthiness testing to provide important safety ratings to consumers, support rating of child safety seats, and develop braking performance ratings and rollover static and dynamic test ratings.

NHTSA will continue to remove defective vehicles from the highways and is proposing an improved data collection and analysis system, Artemis, to enhance our ability to identify defects. Modernizing NHTSA's database is an essential activity in understanding the complex events that contribute to crashes. The new Motor Vehicle Crash Causation Study will update 25 year-old data to identify and understand events that lead to motor vehicle crashes. That knowledge is vital to the development and evaluation of crash prevention countermeasures.

(Continued on the following page)

Behavioral Safety initiatives will be directed to increasing safety belt use and deterring impaired driving, which are central to achieving the Department's traffic fatality goal. Safety belt use is one of our most effective strategies, and our goal is belt use of 79 percent by the end of 2004. Primary usage laws are the key; States with these laws achieved 80 percent usage in 2002, compared to a 69 percent average in secondary law States. Achieving a two percentage point gain in safety belt use in 2002 translates to six million more people belted, which saves 500 lives a year. In FY 2004, NHTSA will continue to encourage adoption and enforcement of primary laws, proven to increase belt use by an average of 11 percentage points in States that have them.

Over 17,400 people were killed in alcohol-related crashes in 2001, equivalent to a FY 2001 rate of 0.63 fatalities per 100 million VMT. Our partners and law enforcement are promoting stricter penalties for impaired driving, and a new grant program will encourage States to evaluate their alcohol programs and identify improvements to reduce alcohol-related deaths. States that have enacted and enforced strong laws and have effective adjudication programs have experienced significant decreases in alcohol-related traffic deaths.

Emergency Medical Services (EMS) programs in this budget request will continue NHTSA's leadership in the EMS field in coordinating wireless emergency access and response activities among the federal agencies, and developing protocols, operational guidance and education to assist State and local EMS systems. The new Section 407 grants will help States coordinate and develop improved response systems, including wireless E911. These types of enhancements will address the agency's mandate to reduce post-crash fatalities by enhancing a more rapid response and treatment of crash victims.

NHTSA's mandate to administer the Nation's fuel economy program will continue the work begun in FY 2002 and FY 2003. The program will support the third strategic goal, *Human and Natural Environment*, in keeping with the President's goals of energy, security, safety and securing American jobs. Improvements to fleet efficiency in future years will be brought about largely by FY 2004 rulemaking and research efforts.

NHTSA's FY 2004 budget request is performance-based and results-oriented. We will continue to invest in activities that are data driven and effective in saving lives and reducing injuries.

Jeffrey W. Runge, M.D.

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.

On November 1, 2000, the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act (Pub. L. 106-414), was enacted. The TREAD Act requires NHTSA to undertake more than a dozen rulemaking actions in the areas of tire safety standards, rollover propensity, and improving child safety.

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 exchange of driver licensing information concerning problem drivers whose licenses to drive have been suspended or revoked for cause.

Overview

The FY 2004 Budget Request reflects a performance-based budget dedicated to attaining the FY 2004 Departmental goal of reducing highway fatalities to no more than 1.38 for every 100 million vehicle miles traveled (VMT). This Budget in Brief is organized and presented by grouping NHTSA's highway traffic safety programs within each of the three performance goals they are dedicated to meet: Vehicle Safety, Behavioral Safety, and Human and Natural Environment. The performance goals appear at the beginning of each section. Highlights of the FY 2004 Budget Request, describing critical program activities dedicated to attaining the FY 2004 Departmental goal, are included in each section. The funding levels below include staffing, administrative, and program costs.

NHTSA FUNDING (Dollars in Thousands)

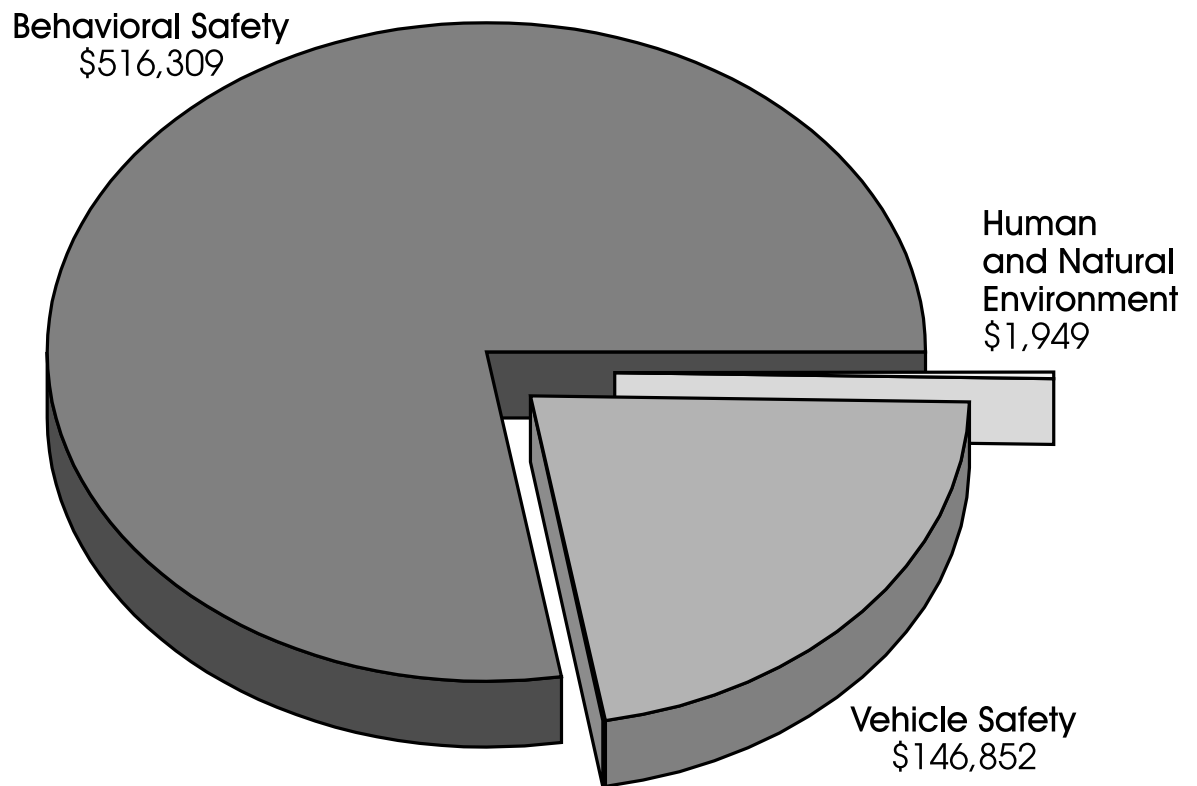
PROGRAMS	FY 2002 Enacted	FY2003 Request	FY2004 Request	+/- 03/04
Vehicle Safety	\$126,952	\$129,262	\$146,852	+\$17,590
Behavioral Safety	\$296,206	\$294,543	\$516,309 ¹	+\$221,766
Human and Natural Environment	\$441	\$1,640	\$1,949	+\$309
Total²	\$423,599	\$425,445	\$665,110	+\$239,665

¹ Includes \$222 million of TEA-21 resources for the Sections 157 and 163 grant programs formerly appropriated in the Federal Highway Administration budget. NHTSA has always administered these funds; therefore, the budget proposes that the funding be appropriated directly to NHTSA.

² Funding does not include CSRS accruals. The total CSRS accruals are \$4.43 million in FY 2003 and \$5.04 million in FY 2004.

**TOTAL FY 2004
NHTSA REQUEST: \$665,110**

Dollars in Thousands



VEHICLE SAFETY

This request would allow DOT to reduce highway fatalities by improving the safety performance of motor vehicles through issuing safety standards, investigating defects, and conducting research. These improvements promote greater crash avoidance and crashworthiness of vehicles, thereby making motor vehicle crashes increasingly preventable and survivable.

VEHICLE SAFETY SUMMARY (Dollars in Thousands)

PERFORMANCE BASED PROGRAMS	FY 2002 Enacted	FY 2003 Request	FY 2004 Request	+/- 03/04
Rulemaking	\$20,587	\$22,320	\$23,555	+\$1,235
Enforcement	\$29,813	\$30,999	\$33,367	+\$2,368
Research & Development	\$65,898	\$64,952	\$78,016	+\$13,064
General Administration	\$6,528	\$6,734	\$7,378	+\$644
Administrator's Office	\$4,126	\$4,257	\$4,536	+\$279
Total¹	\$126,952	\$129,262	\$146,852	+\$17,590

¹ Funding does not include CSRS accruals.

FY 2004 HIGHLIGHTS

RULEMAKING

- *Safety Standards Support* — Provide testing, cost and leadtime studies, and other support for crash avoidance and crashworthiness rulemakings to improve seating systems, side impact protection, and standards applicable to motorcycles, and to reduce headlight glare.
- *New Car Assessment Program* — Provide testing and consumer information for frontal and side crashworthiness ratings, child safety seat Ease-of-Use, and rollover static and dynamic test ratings. Provide support for evaluating child seats in dynamic sled tests, developing braking performance ratings, and improving vehicle safety consumer information.
- *Theft* — Provide support for a legislatively required report on information regarding theft and recovery of motor vehicles (including passenger cars, light trucks, and multi-purpose vehicles), comprehensive insurance coverage, and actions taken by insurers to reduce motor vehicle thefts.

ENFORCEMENT

- *Vehicle Safety Compliance* — Verify compliance of new vehicles and equipment with the requirements of the Federal Motor Vehicle Safety Standards to support reduction of motor vehicle fatality rates. Conduct heavy truck brake testing and develop new test procedures in response to TREAD Act rulemaking.
- *Defects Investigation* — Develop a new improved data retention and management system to enhance NHTSA's ability to perform statistical analyses and complex analytical queries. Utilize the new data warehouse required by the TREAD Act, increasing NHTSA's ability to identify defects earlier by using early warning data submitted by manufacturers and allowing increased public access to vehicle safety information.

Program

- *Odometer Fraud* — Initiate new cooperative agreements with two States to supplement NHTSA's Odometer Fraud Program with State law enforcement agents and award funding to two additional States to initiate or enhance their odometer fraud programs.

RESEARCH AND DEVELOPMENT

- *Safety Systems* — Conduct research to upgrade safety standards for compatibility, frontal crash protection, advanced air bag systems, side crash protection, roof crush protection, ejection prevention, fuel system integrity, and child safety.
- *Biomechanics* — Continue experimental, analytical, and field research efforts to enhance basic understanding of prevalent injury mechanisms; develop injury criteria and performance limits for injury detection and control; and design, test, evaluate, and document for incorporation into safety regulations a family of advanced crash test dummies.
- *Heavy Vehicles* — Conduct research to support upgrading safety standards for braking and indirect visibility of heavy trucks.
- *Intelligent Vehicle Initiative* — Conduct research (under the aegis of the USDOT Intelligent Transportation Systems program) into the application of advanced technologies, such as radar sensors, advanced computational algorithms, and user-friendly driver interfaces, to improve crash prevention and injury mitigation capabilities of drivers and vehicles.
- *Pneumatic Tire Research* — Complete test procedures development and requirements for tire aging.
- *Fatality Analysis Reporting System (FARS)* — Collect national highway fatality data that are vital to NHTSA's ability to identify life-threatening problems on the Nation's highways. Provide the essential metrics for determining the real-world effectiveness of countermeasures aimed at reducing deaths.
- *National Automotive Sampling System (NASS)* — Provide data critical to government and commercial researchers in developing and monitoring motor vehicle safety systems that save thousands of lives each year.
- *Data Analysis Program* — Conduct essential analytical projects, provide responses to over 20,000 requests from the public at large, and generate metrics that enable NHTSA to track its progress toward meeting national goals.
- *State Data Program* — Provide essential crash information not available from other data collection programs, filling an important gap by permitting the agency to further understand crash outcome information, discover medical/financial data of victims, and the specific detail needed to support motor vehicle defect investigations.
- *Special Crash Investigations (SCI)* — Identify and document the effects of rapidly changing vehicle technologies to assess their impacts on real-world motor vehicle crashes. Evaluate newly introduced advanced occupant systems and their affect on occupants in real-world crashes.
- *Motor Vehicle Crash Causation Survey (MVCCS)* — Collect up-to-date, real-world, crash causation data to identify and understand motor vehicle crash factors that are integral to developing and evaluating crash-preventing countermeasures.

GENERAL ADMINISTRATION

- *International Harmonization of Vehicle Safety Standards* — Foster cooperative activities on bilateral and multilateral bases to learn best practices leading to the development and adoption of globally harmonized vehicle safety regulations. Enhance motor vehicle safety and minimize technical barriers to trade, reducing both consumer and manufacturer costs.
- *Program Evaluation* — Provide objective quantitative information on the effectiveness, benefits, and costs of existing regulations and programs and continue evaluating antilock brake systems for heavy trucks, advanced frontal air bags, safety belt pretensioners, upper interior injury protection, and child passenger safety measures.
- *Strategic Planning* — Complete a study of long-range demographic and environmental factors that may contribute to changes in highway fatalities and injuries. Use strategic planning as a management tool for setting organizational direction and developing action plans to accomplish the agency's mission to reduce highway-related fatalities and injuries.
- *Economic Analysis* — Continue to develop the Functional Capacity Index (FCI) to classify the long-term effects of injuries.

BEHAVIORAL SAFETY

This request would allow DOT to reduce highway fatalities by developing effective countermeasures that emphasize the benefits of occupant restraints, the risk of impaired driving, and the need to adhere to traffic safety laws and encourage more responsible driving behavior on the nation's roadways, avoiding loss of life or serious injuries due to traffic crashes.

BEHAVIORAL SAFETY SUMMARY (Dollars in Thousands)

PERFORMANCE BASED PROGRAMS	FY 2002 Enacted	FY 2003 Request	FY 2004 Request	+/- 03/04
Highway Safety	\$58,523	\$54,404	\$53,606	-\$798
Research and Development	\$7,325	\$7,544	\$7,645	+\$101
Highway Traffic Safety Grants	\$222,992	\$225,000	\$447,000	+\$222,000
General Administration	\$5,240	\$5,402	\$5,721	+\$319
Administrator's Office	\$2,126	\$2,193	\$2,337	+\$144
Total¹	\$296,206	\$294,543	\$516,309	+\$221,766

¹ Funding does not include CSRS accruals.

FY 2004 HIGHLIGHTS

HIGHWAY SAFETY

- *Impaired Driving Program* — Support two intense national enforcement mobilizations, with best practice demonstrations, legislative analyses and tracking, law enforcement training, guidance for prosecutorial and judicial services, and Drug Recognition Expert data demonstrations. Expand outreach utilizing the social marketing approach to influence high-risk populations.
- *Occupant Protection Program* — Maintain focus on biannual enforcement mobilizations, evaluating targeted youth enforcement and education strategies, and developing approaches for reaching high-risk groups and environments such as diverse populations and nighttime drivers. Continue to implement the TREAD booster seat education campaign and develop methods for continuing gains in child safety seat use.
- *Pedestrian, Bicycle and Motorcycle Safety* — Develop high visibility, community-based, pedestrian safety initiatives; implement innovative law enforcement strategies; and leverage pedestrian safety with livability initiatives. Collaborate with national partners on motorcycle and bicycle safety policy and programs.

Program

- *Enforcement and Justice Services* — Focus investments in new technologies, demonstrate programs, and provide technical assistance and education in working with criminal justice partners and licensing authorities on traffic safety issues, particularly impaired driving, occupant protection, and speed management.
- *Emergency Medical Services (EMS)* — Continue to provide technical assistance to States and national organizations to implement the outcomes from the *National EMS Agenda*, including EMS education, trauma systems, research, wireless E 9-1-1, data, and performance measurement.
- *Highway Safety Research* — Focus on impaired driving and occupant protection and continue efforts to reduce crashes by young drivers, pedestrians, bicyclists, and motorcyclists.
- *Traffic Records, Driver Licensing & Driver Education* — Improve timeliness, accuracy, completeness, and accessibility of State Transportation Safety Information System data and advance standardized driver licensing procedures and testing, including enhanced uniform identification practices.
- *National Driver Register (NDR)* — Increase capacity and improve efficiency of the national data base to assist States in processing individual drivers licenses by identifying drivers whose licenses are denied, suspended, or revoked for serious traffic offenses. Test improved technology and begin research into a nationwide all driver licensing system to reduce traffic deaths and injuries.

RESEARCH AND DEVELOPMENT

- *Driver/Vehicle Performance* — Conduct driver-vehicle safety research related to driving performance, driver workload demands, driver distraction issues, the safety impact of in-vehicle devices, and research in driver alertness and driver workload management.
- *Driver Simulator* — Conduct research to examine a variety of important issues, including driver distraction (use of advanced technology) and alcohol impaired drivers (under conditions of task and environmental demand, and fatigue), utilizing the National Advanced Driving Simulator.

HIGHWAY TRAFFIC SAFETY GRANTS

- *Section 402 State & Community Highway Safety Program* — Provide a three-part grant program comprised of 1) Basic Formula Funds, 2) Impaired Driving Initiative Funds, and 3) Performance Incentive Funds. States use these funds to support performance-based highway safety programs focused on achieving national safety goals. Included are primary safety belt performance grants that will be awarded to States that adopt primary safety belt laws or meet or exceed the average safety belt use rate of States with primary laws.
- *Traffic Records/Data Improvement Program* — Provide incentive grants to the States to support highway safety data improvement activities
- *Emergency Medical Services Grant Program* — Provide grants to assist States in developing comprehensive wireless emergency access and response systems.

HUMAN AND NATURAL ENVIRONMENT

This request would allow DOT to improve fuel efficiency in the light vehicle fleet, thereby reducing American dependence on foreign oil, conserving a non-renewable natural resource, and protecting the environment through reductions in pollution from motor vehicles.

HUMAN AND NATURAL ENVIRONMENT SUMMARY (Dollars in Thousands)

PERFORMANCE BASED PROGRAM	FY 2002 Enacted	FY 2003 Request	FY 2004 Request	+/- 03/04
Safety Performance — Fuel Economy	\$441	\$1,640	\$1,949	+\$309
Total¹	\$441	\$1,640	\$1,949	+\$309

¹ Funding does not include CSRS accruals.

FY 2004 HIGHLIGHTS

FUEL ECONOMY PROGRAM

- Determine future fuel economy standards by maintaining, updating, and expanding the Corporate Average Fuel Economy (CAFE) database to perform analyses and to quickly respond to inquiries for data and analysis.
- Conduct analyses to determine automobile manufacturers' capability to improve the fuel economy performance of their light duty vehicles.
- Perform technology reviews to assess the practicability and potential fuel savings of fuel economy technologies.
- Perform economic analyses to understand the economic impacts of revised fuel economy standards.
- Meet the National Environmental Policy Act requirement that Federal Agencies prepare an environmental impact statement for proposals that significantly affect the quality of the human environment.

OUTCOME MEASURES

The agency's FY 2004 Budget Request to Congress includes NHTSA's annual Performance Plan highlighting the agency 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 severity of highway crashes and the resulting fatalities and injuries, there is documented evidence that 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.

DOT Outcome Goal:
 Reduce the number of highway-related fatalities to no more than 1.0 per 100 million vehicle miles traveled (VMT) by the end of 2008.

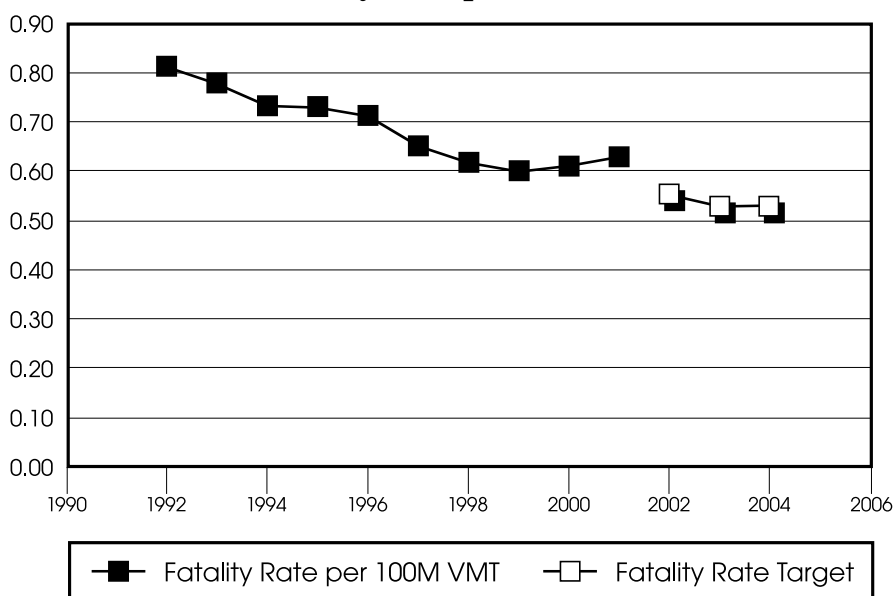
Reduce the rate of alcohol-related highway fatalities per 100 million vehicle miles traveled (VMT).

- 2001:** 0.63
- 2002 Target:** 0.55
- 2003 Target:** 0.53
- 2004 Target:** 0.53

In 2001, the rate of alcohol-related fatalities was 0.63 fatalities per 100 million VMT (17,448 people were killed in alcohol-related crashes). The 2003 target of 0.53 per 100 million VMT, if met, will result in a reduction of alcohol-related fatalities to 15,600, assuming that VMT will continue to increase by an average of 2.0 percent each year. It will be a challenge to meet this target by the end of 2003. The agency is implementing new programs in 2003 that should begin to see positive results by the end of

the year. Because the 2003 target is so challenging, NHTSA has decided to keep the target at 0.53 for 2004. Even though NHTSA should begin to see results in 2003, the agency still may not be able to achieve the target without the States and communities enacting and, more importantly, enforcing strong alcohol laws and reforming their individual impaired driving control systems.

Alcohol Fatality Rate per 1000 Million VMT



Source: FARS

Increase safety belt use.

2000: 71 percent

2001: 73 percent

2002: 75 percent

2003 Target: 78 percent

2004 Target: 79 percent

Safety belt use in 2002 increased to 75 percent—an all-time high. The agency has set 2003 and 2004 safety belt use targets of 78 and 79 percent respectively. These targets are reasonable, yet challeng-

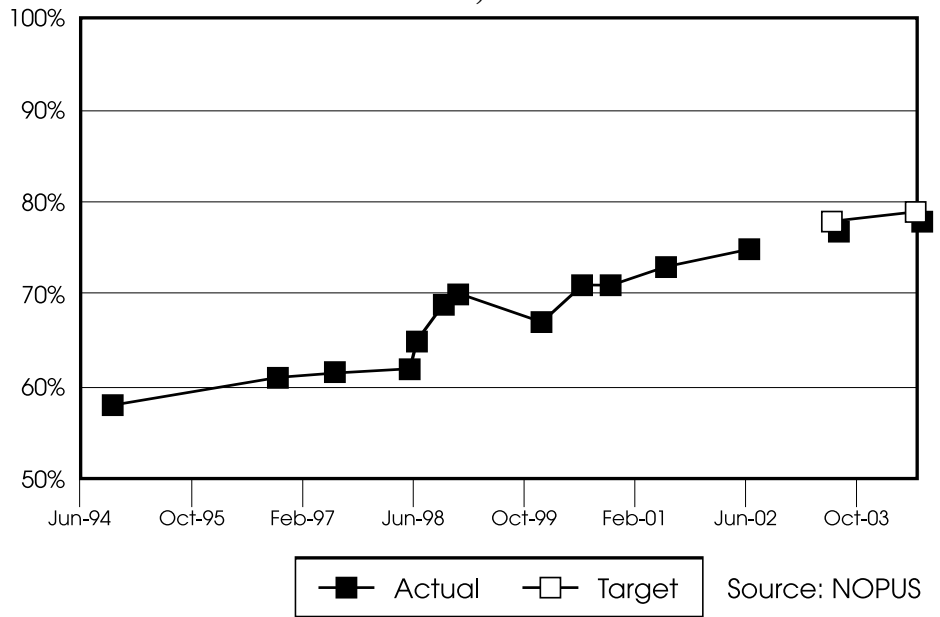
ing. Over the past several years, the agency has been converting approximately 8.5 percent of the non-safety belt users to more regular users. Continuing to convert this number each year becomes more difficult as the set of “hard core” non-users

becomes a higher proportion of all

remaining non-users. States and communities will need to pass and enforce safety belt laws and encourage their use in order for the national target of 79 percent to be met.

Current safety belt use prevents an estimated 12,000 fatalities and 325,000 serious injuries every year, saving \$50 billion in medical care, lost productivity, and other injury related costs. Conversely, the failure of crash victims to wear safety belts leads to an estimated 9,200 preventable fatalities and 143,000 needless injuries, costing society \$26 billion. For each percentage point increase in safety belt use, 2.8 million more people buckle up, saving approximately 250 lives and preventing over 6,400 injuries each year. Factoring in the expected growth in VMT and population, achieving the 2004 target will result in about 12 million more people buckling up in 2004 than in 2002, saving 1,040 lives and preventing over 27,000 injuries.

Belt Use, in Percent



Reduce the number of child occupant fatalities (0-4 years).

2000: 541

2001: 513

2002 Target: Less than CY 2001

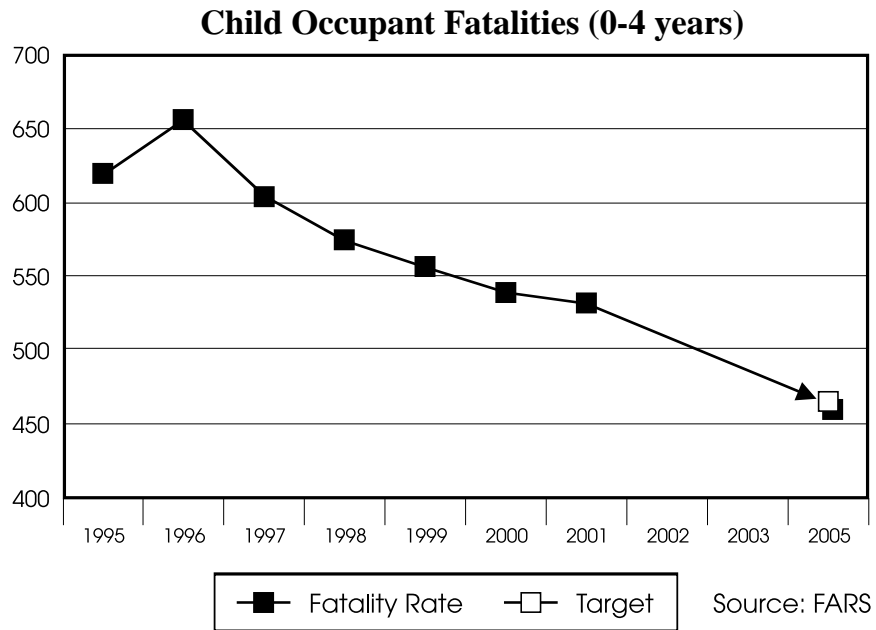
2003 Target: Less than CY 2002

2004 Target: Less than CY 2003

Child restraints are the most effective restraint systems available to child occupants of passenger cars. Rear-facing infant seats reduce the risk of fatal injury in a car crash by 71 percent, forward-facing safety seats for toddlers by 54 percent, and safety belts by 45 percent. From 1975 to 2001, an estimated 5,085 lives were saved by the use of restraints (child safety seats, booster seats, or adult belts). In 2001, an estimated 269 children under the age of 5 were saved as a result of child restraint use.

If 100 percent of motor vehicle occupants under age 5 were protected by child restraints, an estimated 407 lives (an additional 138 lives) could have been saved in 2001.

The agency has set its annual target to reduce child occupant fatalities, 0-4 years of age, to less than the number reported in previous years, with an ultimate target goal of 465 or fewer by 2005 (a 25% reduction from the baseline fatalities in 1995 of 620 child occupant deaths). The agency plans to do so by increasing restraint use among all children and ensuring that the appropriate restraint systems are used correctly. The agency relies on the States, communities, and other groups to encourage the use of child restraints and booster seats.



**HIGHWAY TRAFFIC SAFETY GRANTS
DISTRIBUTION OF NHTSA SECTION 402
(BASIC FORMULA GRANTS)
(Dollars in Thousands)**

STATE/TERRITORY	Estimated Obligations	STATE/TERRITORY	Estimated Obligations
	FY 2004 NHTSA		FY 2004 NHTSA
ALABAMA	\$2,655	NEBRASKA	\$1,557
ALASKA	780	NEVADA	1,157
AMERICAN SAMOA	390	NEW HAMPSHIRE	780
ARIZONA	2,553	NEW JERSEY	3,671
ARKANSAS	1,989	NEW MEXICO	1,288
CALIFORNIA	14,997	NEW YORK	8,577
COLORADO	2,516	NORTH CAROLINA	4,143
CONNECTICUT	1,545	NORTH DAKOTA	1,076
DELAWARE	780	N. MARIANAS	390
DISTRICT OF COLUMBIA	780	OHIO	5,603
FLORIDA	7,434	OKLAHOMA	2,434
GEORGIA	4,334	OREGON	1,989
GUAM	390	PENNSYLVANIA	5,996
HAWAII	780	PUERTO RICO	1,648
IDAHO	951	RHODE ISLAND	780
ILLINOIS	6,225	SEC. OF INTERIOR	1,170
INDIANA	3,295	SOUTH CAROLINA	2,214
IOWA	2,234	SOUTH DAKOTA	1,092
KANSAS	2,342	TENNESSEE	3,084
KENTUCKY	2,347	TEXAS	11,101
LOUISIANA	2,345	UTAH	1,284
MAINE	780	VERMONT	780
MARYLAND	2,385	VIRGIN ISLANDS	390
MASSACHUSETTS	2,847	VIRGINIA	3,471
MICHIGAN	5,086	WASHINGTON	3,100
MINNESOTA	3,201	WEST VIRGINIA	1,066
MISSISSIPPI	1,824	WISCONSIN	3,191
MISSOURI	3,393	WYOMING	780
MONTANA	1,016	UNDISTRIB: ADMIN. COSTS	5,994
		TOTAL	\$162,000

National Highway Traffic Safety Administration

