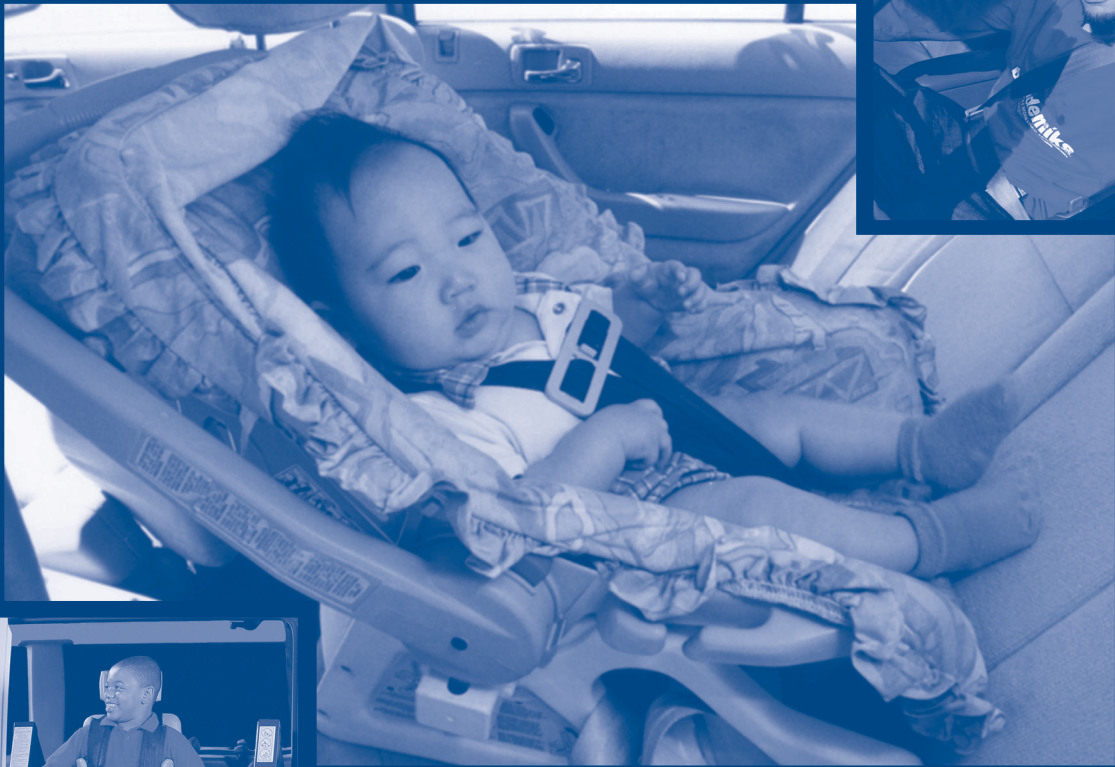


NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Budget In Brief

FY 2003



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

TABLE OF CONTENTS

A Statement from the Administrator 1

Overview

Summary of Authorizing Legislation 3
Historical Funding Table 4
Chart: Total FY 2003 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

Distribution of Section 402 Highway Traffic Safety
Grant Programs 19
Organizational Chart 21

For a detailed presentation and explanation of NHTSA's FY 2003 Budget Request, refer to Budget Estimates Fiscal Year 2003, NHTSA: Submission to the Committees on Appropriations.

The information presented was compiled by the Office of Plans and Policy, Office of Fiscal Services. For additional copies call Katherine Montgomery at (202) 366-1570 or Arlene Whittington at (202) 366-2578.

A Statement from the Administrator



This Administration is dedicated to providing a citizen centered, results oriented, and market based government. To that end, the Department of Transportation has set priorities of safety and security, growing transportation system capacity, and fostering competition. Consistent with these values, the National Highway Traffic Safety Administration's (NHTSA) FY 2003 Budget request of \$430 million supports programs that will improve the Nation's safety on the highways – a rapidly growing transportation sector. NHTSA's vehicle and behavioral programs are coordinated to reduce the numbers of highway-related fatalities and injuries and associated traffic-related health care and other economic costs to our citizens. The agency mandate to protect Americans in the face of ever-increasing motor vehicle traffic is carried out using national programs in education, engineering, and enforcement directed toward reducing the number and severity of crashes and mitigating their consequences when they do occur.

NHTSA's programs have proven to have a significant effect on decreasing highway traffic-related injuries and their adverse economic impact. As a result, traffic fatalities decreased from 51,091 in 1980 to 41,821 in 2000, even as vehicle miles have increased by 80 percent over the same period. Despite this track record, the decline in highway fatality and injury rates has slowed and the total number of highway fatalities actually increased in 1999 and in 2000. In particular, motorcycle fatalities have increased 15 percent since 1999. Fortunately, seat belt use, one of the agency's top priorities has increased to a record level of 73 percent in 2001.

Much more needs to be done, and NHTSA is dedicated to meeting the challenges. The American people expect the government to assure their safety on the highways. NHTSA is responding to the public's insistence on safer vehicle travel, and is taking the lead in developing programs and supporting proven programs. The FY 2003 budget request includes a strong commitment to restraint use and sober driving, changing dangerous driver behaviors, improving vehicle crashworthiness, and sustaining research activities to support the agency's behavioral and vehicular programs.

Throughout FY 2003, NHTSA will continue partnerships with the States, the private sector, and the American public to implement plans and coalitions in efforts to reduce impaired driving, pass primary enforcement laws, increase enforcement of current laws, and expand public education on the benefits of child safety seat and seat belt use.

We are confident that the FY 2003 performance-based, results-oriented budget will provide our citizens with programs that will better meet the Nation's priority of safe transportation.

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 within the next two years 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 transfer of driver licensing information concerning problem drivers whose licenses to drive have been suspended or revoked for cause.

Overview

The FY 2003 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.

NHTSA HISTORICAL FUNDING (Dollars in Thousands)

PROGRAMS	FY 2001* Enacted	FY2002* Enacted	FY2003* Request	+/- 02/03
Safety Performance Standards	\$18,812	\$22,020	\$25,085	+\$3,065
Safety Assurance	\$31,611	\$30,925	\$32,252	+\$1,327
Highway Safety	\$54,982	\$58,577	\$54,405	-\$4,172
Research and Analysis	\$72,920	\$74,377	\$73,674	-\$703
General Administration	\$10,902	\$12,230	\$12,665	+\$435
Office of the Administrator	\$4,922	\$6,556	\$6,800	+\$244
Subtotal, Operations and Research	\$194,419	\$204,685	\$204,881	+\$196
Section 402 State and Community Grants	\$154,659	\$160,000	\$165,000	+\$5,000
Section 410 Alcohol Driving Countermeasures Grants	\$35,921	\$38,000	\$40,000	+\$2,000
Section 405 Occupant Protection Incentive Grants	\$12,971	\$15,000	\$20,000	+\$5,000
Section 2003(b) Child Passenger Protection Education Grants**	[\$7,500]	[\$7,500]	\$0	\$0
Section 411 Safety Data	\$8,980	\$10,000	\$0	-\$10,000
National Driver Register***	[\$2,000]	[\$2,000]	[\$2,000]	\$0
Subtotal, Highway Safety Grants	\$212,531	\$223,000	\$225,000	+\$2,000
Total	\$406,680	\$427,685	\$429,881	+\$2,196

* Funding includes CSRS/FEHB accruals.

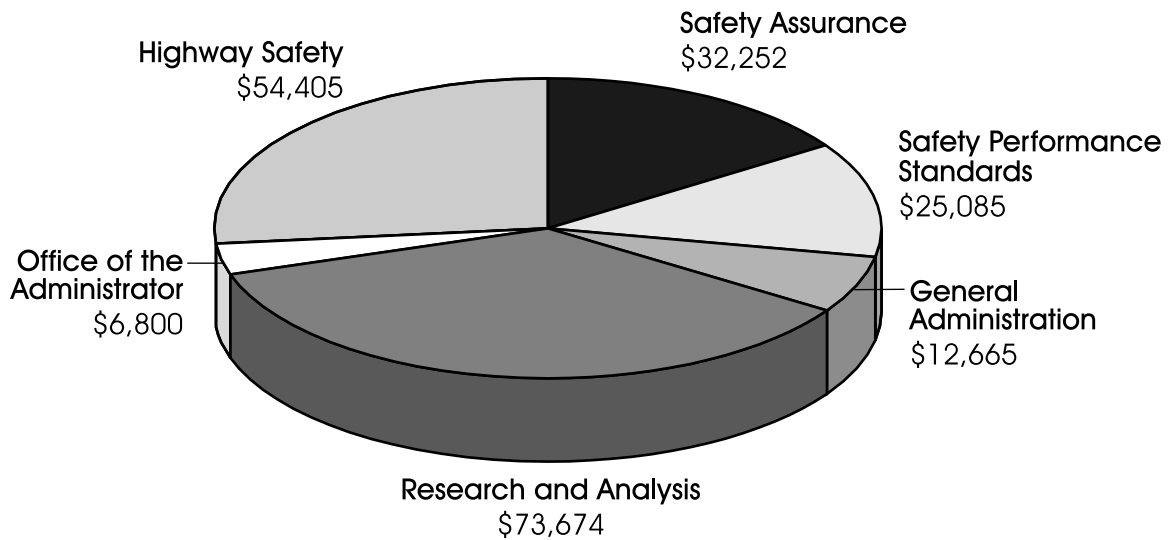
** Transferred from FHWA

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

TOTAL FY 2003 NHTSA REQUEST: \$429,881

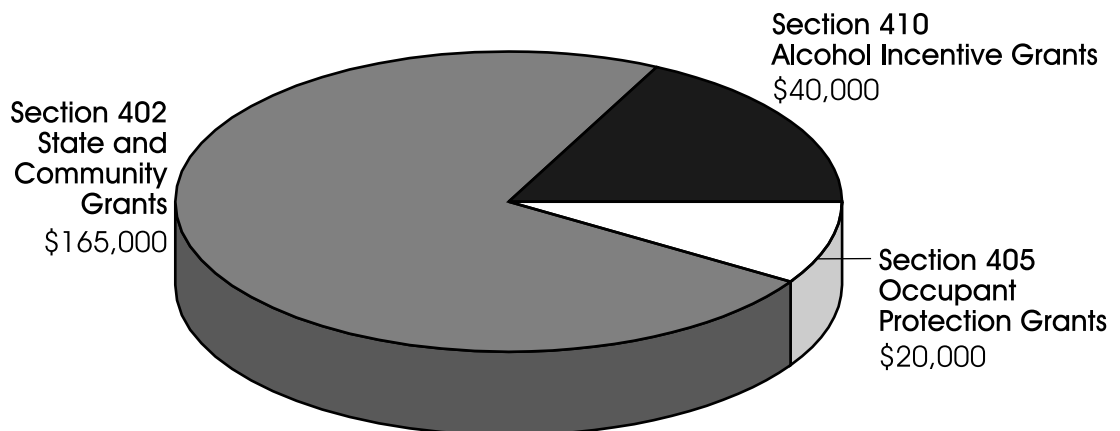
Dollars in Thousands

Operations and Research



FY 2003 TOTAL REQUEST: \$204,881

Highway Traffic Safety Grants



FY 2003 TOTAL REQUEST: \$225,000

SAFETY PERFORMANCE STANDARDS

There are four programs in Safety Performance Standards. The *Safety Standards Support Program* conducts tests, gathers data, and conducts analyses in support of regulatory and non-regulatory alternatives to increase motor vehicle safety. The *New Car Assessment Program* (NCAP) conducts tests to evaluate the comparative crashworthiness and crash avoidance characteristics of passenger vehicles and to motivate vehicle manufacturers to provide higher levels of occupant protection by using market forces. 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 2001 Enacted	FY 2002 Enacted	FY 2003 Request	+/- 02/03
Safety Standards Support	\$1,700	\$2,550	\$2,042	-\$508
New Car Assessment Program	\$5,531	\$5,231	\$7,300	+\$2,069
Fuel Economy Program	\$60	\$60	\$1,000	+\$940
Theft and Other Programs	\$50	\$50	\$51	+\$1
Total	\$7,341	\$7,891	\$10,393	+\$2,502

FY 2003 HIGHLIGHTS

SAFETY STANDARDS SUPPORT

- Provide testing and analytical support for meeting the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act for enhanced crash protection for children in child restraint systems, and for heavy truck tire safety.
- Conduct testing for new requirements for retread tires and tire pressure monitoring systems on commercial vehicles, to upgrade standard 121 to accommodate electronic control braking systems, to upgrade standard 111 to accommodate cross view mirrors on commercial vehicles, to upgrade standard 108 to address issues related to night time glare, and upgrade standard 122 to improve motorcycle braking performance.
- Perform tests to upgrade light vehicle and heavy truck braking standards, to accommodate new technologies and for harmonization with global standards.
- Collect and assess data on non-crash fatalities and on adapted vehicles.
- Conduct performance demonstration tests for the development of headlighting performance information for consumers.
- Assess upgrading crashworthiness standards for occupant protection in rear impacts, including seat strength requirements, offset frontal crash protection, the next generation of occupant protection systems for school buses, potential application of standards to motorcoaches, upgrading side impact safety standards for improved head protection, and conducting cost and lead time studies on bus emergency exits and window retention/release and rear impact protection.
- Continue technology assessments for the regulatory review of standards that have not had major updates since the 1980's.
- Develop and deliver vehicle safety information on tire safety, towing and trailering, antilock brakes and other vehicle issues, as well as developing diversity initiatives and materials to better reach underserved populations.

NEW CAR ASSESSMENT PROGRAM

- Provide frontal and side impact test ratings covering about 80 percent of new vehicles, based on approximately 70 passenger vehicle tests.
- Measure the static stability factor (rollover resistance) for approximately 100 vehicles.
- Support TREAD requirements through implementation of programs for a child restraint ratings system and a dynamic rollover rating program.
- Perform developmental testing on braking and headlighting performance tests.
- Support Consumer Information program activities to develop and deliver NCAP crash test results and safety information through brochures, campaigns, web-site enhancements and marketing initiatives for on-going and new NCAP information for rollover, braking and child safety seat ratings.

FUEL ECONOMY

- Maintain, update, and expand the CAFE database for analyses of CAFE changes.
- Conduct a study to determine the automobile manufacturers' capability to improve fuel economy.
- Conduct a study of the technological practicability of automotive technologies.
- Conduct a study of the environmental implications of higher CAFE standards.
- Conduct a study of the economic impacts of revised fuel economy standards.

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.

SAFETY ASSURANCE

There are currently three 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 **Odometer Fraud Program** enforces federal odometer laws and regulations and encourages States to enforce their odometer laws aggressively.

SAFETY ASSURANCE PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2001 Enacted	FY 2002 Enacted	FY 2003 Request	+/- 02/03
Vehicle Safety Compliance	\$6,974	\$6,974	\$7,500	+\$526
Defects Investigation ¹	\$7,579	\$7,940	\$8,110	+\$170
Auto Safety Hotline ¹	\$1,232	\$0	\$0	\$0
Odometer Fraud	\$150	\$150	\$150	\$0
Total	\$15,935	\$15,064	\$15,760	+\$696

¹Beginning in FY 2002, the Auto Safety Hotline's operating costs are shown under Operating Expenses, while the outreach portion is included in the Defects Investigation Program.

FY 2003 HIGHLIGHTS

VEHICLE SAFETY COMPLIANCE

- Conduct full-scale crash testing of new motor vehicles, including: 20 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; 15 tests for verification of compliance with the requirements of upper interior head protection standards using a head form; 20 tests for verification of compliance with dynamic rear and side fuel system integrity requirements; and 4 dynamic side impact pole tests to assess the performance of new technology for head protection.
- Continue to test motor vehicle equipment, with particular emphasis on child restraint systems and motorcycle helmets, to assure compliance with safety standard requirements.
- Develop and test new procedures for proposed amendments to safety standards for fuel system integrity, seating systems, and head restraints. Demonstration tests for these test procedures are also planned.
- Continue efforts to upgrade, repair, and calibrate a new family of adult and child crash test dummies for measuring the enhanced dynamic performance requirements for advanced air bags.
- Execute maintenance and interagency agreements to operate and staff the tire testing facility at San Angelo, Texas under the tire quality grading program, including traction testing of tires used on vehicles equipped with conventional and ABS brake systems.

DEFECTS INVESTIGATION

- Implement new initiatives required by the TREAD Act, which include the development and acquisition of a data warehouse that will incorporate the additional information to be received under the early warning requirements. The new data warehouse will provide statisticians and analysts with automated tools to promptly identify potential safety issues and concerns that should be investigated.
- Strengthen the Defects Investigation Program to enhance the following: screening of potential safety-related issues; petition analysis; investigations, including more extensive examination of complaint vehicles and equipment; site inspections of vehicle crashes; testing of vehicles and equipment; surveys of vehicle owners; and intensified recall oversight to ensure that the scope of each recall is appropriate and the remedy and completion rate are adequate.
- Expand the public's access to ODI files through the Internet. Continue outreach programs to encourage the reporting of safety-related problems in motor vehicles and motor vehicle equipment, and promote utilization by the public of the Auto Safety Hotline and the agency's web site.

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.

HIGHWAY SAFETY

There are three program offices in Traffic Safety Programs (TSP). The *Office of Traffic Injury Control Programs (OTICP)* provides national leadership in planning and developing programs directed at preventing and reducing highway crashes and resulting deaths, injuries, and economic costs. OTICP 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)* is responsible for the development, marketing, and promotion of public information campaigns and materials in support of TSP programs. OCO develops programs implemented with public and private sector organizations, other federal agencies, and elected officials 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)* conducts research, demonstration, and evaluation programs supporting traffic safety programs related to driver, passenger, pedestrian, and cyclist behavior. ORTR also develops, tests, 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, and also technology and information transfer related to traffic records, driver licensing and driver education.

HIGHWAY SAFETY PROGRAM CONTRACT PROGRAM SUMMARY (Dollars in Thousands)

PROGRAMS	FY 2001 Enacted	FY 2002 Enacted	FY 2003 Request	+/- 02/03
Impaired Driving	\$9,817	\$12,317	\$9,576	-\$2,741
Ped/Bicycle/Pupil Transportation	\$1,295	\$1,295	\$1,263	-\$32
Motorcycle	\$661	\$661	\$645	-\$16
Drugs, Driving and Youth	\$1,196	\$1,196	\$1,167	-\$29
National Occupant Protection	\$10,953	\$12,953	\$11,183	-\$1,770
Traffic Law Enforcement	\$2,192	\$2,192	\$2,138	-\$54
Emergency Medical Services	\$2,245	\$2,245	\$2,189	-\$56
Records and Licensing	\$2,591	\$2,591	\$2,527	-\$64
Highway Safety Research	\$7,277	\$7,277	\$7,098	-\$179
New/Emerging/TEA-21 Issues	\$1,196	\$1,196	\$1,167	-\$29
Share the Road	\$500	\$500	\$500	\$ 0
NOPUS	\$600	\$600	\$600	\$ 0
National Driver Register	\$1,110	\$1,110	\$1,100	\$ 0
Total	\$41,633	\$46,133	\$41,163	-\$4,970

FY 2003 HIGHLIGHTS

IMPAIRED DRIVING PREVENTION

- Analyze state enforcement project evaluations completed in five States, and complete enforcement demonstrations in two additional States. Promote the best practices that these evaluations produced.
- Develop strong support for enforcement of impaired driving laws and for swift and severe sanctions for offenders, through work with national organizations and the criminal justice system.
- Implement programs focusing on high risk groups: youth, 21-34 year olds, and repeat and high BAC offenders.
- Support State legislative initiatives to reduce impaired driving, such as 0.08 BAC and graduated licensing.
- Continue research, program implementation and training on drug-impaired driving.

OCCUPANT PROTECTION

Occupant protection activities are guided by the goals of increasing national seat belt use and reducing child-related fatalities.

- Implement incentive and innovative grant programs and promote “best practices” programs to States.
- Continue cooperative agreements with national organizations critical to the *Buckle Up America* campaign including special outreach efforts to high-risk populations, and expand occupant protection initiatives with racially and ethnically diverse populations.
- Conduct semiannual Operation ABC mobilizations; design and promote intensive enforcement programs to States through partnerships with enforcement organizations.
- Conduct research and collect nationally representative data on the use of occupant protection devices to guide development of occupant protection countermeasures.
- Implement the Booster Seat Education Plan as required by the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act.

PEDESTRIAN, BICYCLE AND MOTORCYCLE SAFETY

- Reinvigorate the *Partnership for a Walkable America* and implement the *National Strategies for Advancing Child Pedestrian Safety*.
- Collaborate with National Bicycle Safety Network partners and others to implement the *National Strategies for Advancing Bicycle Safety*.
- Implement recommendations from the *National Agenda for Motorcycle Safety* in collaboration with diverse organizations.

TRAFFIC LAW ENFORCEMENT

- Implement recommendations from *Traffic Safety in the Next Millennium: Law Enforcement Strategies*, build support for traffic safety in diverse communities, and emphasize general traffic enforcement approaches through law enforcement in-service training to enhance traffic safety and improve domestic security.
- Continue speed setting and enforcement demonstration projects.

EMERGENCY MEDICAL SERVICES

- Promote the *EMS Agenda for the Future* to care for motor vehicle crash victims.
- Support national implementation of wireless E9-1-1.
- Demonstrate strategies for EMS and public health, specifically with regard to preparation for terrorism response.

HIGHWAY SAFETY RESEARCH

- Provide the scientific basis for NHTSA’s national leadership in highway safety through studies of driver, passenger, and pedestrian and cyclist attitudes and behaviors, the circumstances and situations of crashes, and the most effective ways they can be reduced.
- Determine the causes of crashes, identify target populations, acquire the research for developing countermeasures, and evaluate the effectiveness of programs that will reduce traffic deaths, injuries, and associated costs.

EMERGING ISSUES

- Address emerging traffic safety issues such as older drivers, fatigue, distracted drivers and inattention, via public education initiatives.

TRAFFIC RECORDS, DRIVER LICENSING & DRIVER EDUCATION

- Improve timeliness, accuracy, completeness, and accessibility of State Transportation Safety Information System data.

NATIONAL DRIVER REGISTER

- Maintain an index of individuals whose licenses to operate motor vehicles have been suspended or who have been convicted of certain serious traffic offenses. State licensing officials and authorized users query the NDR to determine license eligibility.

RESEARCH AND ANALYSIS

There are four major programs in Research and Analysis. The **Crashworthiness Research Program** includes Crashworthiness and the National Transportation Biomechanics Research Center. Together they promote transportation safety through continuing research on vehicle safety, vehicle aggressivity and compatibility, human injury criteria, and by improving occupant safety in crashes involving passenger cars, light trucks, and vans through developing advanced air bags and other crash countermeasures and using a family of dummies for safety performance evaluation. The **Crash Avoidance Research Program** focuses on passenger and commercial vehicle research including visibility, directional control and braking, and rollover stability. The program also includes use of advanced technologies under the Intelligent Vehicle Initiative (IVI) of the Department's Intelligent Transportation Systems (ITS) program. The agency also undertakes driver-vehicle safety research including human factors research to evaluate the safety potential and effectiveness of various collision avoidance countermeasures. The **National Center for Statistics and Analysis** collects and analyzes high quality, large-scale vehicle crash databases that are used by both public and private sectors to support critical highway traffic safety, vehicle regulatory, and safety recall programs. The **Vehicle Research and Test Center** serves as NHTSA's in-house R&D test laboratory.

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

PROGRAMS	FY 2001 Enacted	FY 2002 Enacted	FY 2003 Request	+/- 02/03
Crashworthiness/NTBRC	\$23,453	\$23,038	\$23,038	\$0
Crash Avoidance	\$11,214	\$10,990	\$9,673	-\$1,317
National Center for Statistics and Analysis	\$21,721	\$22,320	\$22,320	\$0
Vehicle Research and Test Center	\$950	\$990	\$990	\$0
Total	\$57,338	\$57,338	\$56,021	-\$1,317

FY 2003 HIGHLIGHTS

CRASHWORTHINESS

- Conduct research in support of upgrading safety standards for frontal crash protection, side impact protection, roof crush protection, ejection prevention, fuel system integrity, and child safety.
- Develop test devices and test procedures for compliance testing under the above standards.
- Conduct research to address the issue of vehicle compatibility by analyzing the crash data and fleet characteristics, developing test procedures to evaluate a vehicle's compatibility within the fleet, and by testing and evaluating the effectiveness of developed countermeasures.
- Conduct research on advanced occupant protection systems utilizing promising new technologies and state-of-the-art hardware developments.

NATIONAL TRANSPORTATION BIOMECHANICS RESEARCH CENTER

- Conduct research to develop suitable injury criteria for upgrades of existing safety standards or any future standards in frontal crash protection, side crash protection, rollover protection, and improved child safety.
- 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 a 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, tires, and vehicle lighting and signaling.
- Conduct driver-vehicle safety research related to driving performance, driver work load demands, driver distraction issues, the safety impact of in-vehicle devices on safe driving, and driver behavioral research including driver alertness, driver distraction, and driver work load management.
- Conduct research into the measurement of driver cognitive distraction while using a variety of in-vehicle technologies and determine the consequences for driver behavior and performance.
- Conduct research using intelligent technologies (such as pre-crash sensors, and sensors for proximity and relative speed for crash prevention) to develop countermeasures for enhancing crash avoidance capabilities of light and heavy vehicles.

NATIONAL CENTER FOR STATISTICS AND ANALYSIS

- Collect data related to fatalities and injuries (Fatality Analysis Reporting System) in vehicle crashes and analyze vital information related to automobile crashes, occupant injuries and injury mechanism (National Automotive Sampling System), especially as they relate to newly introduced technologies, such as advanced occupant restraint systems to minimize risks to out-of-position and small statured occupants, and identify crash causal factors.
- Collect data used extensively by other parts of NHTSA to develop overall policies and priorities, target risk reduction programs, shape and support regulations, and investigate defects.
- Use Crash 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.
- Maintain a national network of analysts and crash investigators, which allows NHTSA to mount special studies quickly and cost-effectively.
- Collect, analyze, and report on all of the metrics used to track NHTSA's performance under GPRA.

GENERAL ADMINISTRATION

There are three programs in General Administration. The *Program Evaluation Program* determines the effectiveness of vehicle regulations and highway safety programs. The *Strategic Planning Program* develops, updates, and publishes the agency's Strategic Plan and studies of emerging problems as a basis for setting agency policy, in addition to providing a wide range of 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 2001 Enacted	FY 2002 Enacted	FY 2003 Request	+/- 02/03
Program Evaluation	\$468	\$468	\$478	+\$10
Strategic Planning	\$89	\$89	\$91	+\$2
Economic Analysis	\$86	\$86	\$88	+\$2
Total	\$643	\$643	\$657	+\$14

FY 2003 HIGHLIGHTS

PROGRAM EVALUATION

Evaluations provide objective quantitative information to aid in making decisions on present and future rulemakings 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 2003 contribute to the evaluation of regulations and programs:

- Evaluate the public response to child passenger safety measures, including how people use Universal Child Restraint Anchorages, and use of booster seats and belts by children age 5-9.
- Continue to measure the effects of changes to improve air bag technology and reduce their risks to children and other occupants. Evaluate public awareness of air bag safety warnings.
- Continue to analyze the effectiveness of the antilock brake systems in reducing crashes of heavy trucks, and the maintenance costs and durability of these systems.
- Continue to evaluate the effectiveness of rear-impact guards for truck trailers in reducing harm to passenger vehicles that collide with the trailers.
- Analyze the cost of upper-interior head injury protection (FMVSS 201) and upper-interior air bags.
- Continue the evaluation of side impact protection upgrade (FMVSS 214).

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 organizational improvement initiatives. For FY 2003, Strategic Planning objectives are:

- Serve as the agency lead for coordinating and developing plans to support agency initiatives requiring total agency participation.
- Study, recommend, and implement organizational improvement activities to improve agency efficiency.

ECONOMIC ANALYSIS

The Economic Analysis program develops and modifies scientifically sound methods for quantifying the economic and social consequences of injury and fatality resulting from motor vehicle crashes. The Economic Analysis program plans to conduct the following activities in FY 2003:

- Research and develop methods for quantifying economic and societal injury outcomes.
- Adapt findings from the updated report on the overall cost to society of motor vehicle injuries to focus on determining the societal burden for specific traffic safety problems and issues.
- Streamline the complex economic calculations used to develop the societal burden report, so that estimates of societal burden can be updated more frequently.

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 2003, 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. 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)

PROGRAMS	FY 2001 Enacted	FY 2002 Enacted	FY 2003 Request	+/- 02/03
Section 402 State and Community Formula Grant Program	\$154,659	\$160,000	\$165,000	+\$5,000
Section 405 Occupant Protection Incentive Grant Program	\$12,971	\$15,000	\$20,000	+\$5,000
Section 410 Alcohol-Impaired Driving Incentive Grant Program	\$35,921	\$38,000	\$40,000	+\$2,000
Section 411 State Highway Safety Data Improvements	\$8,980	\$10,000	\$0	-\$10,000
Total	\$212,531	\$223,000	\$225,000	+\$2,000

FY 2003 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 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.

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

<u>STATE/TERRITORY</u>	<u>Estimated Obligations</u> <u>FY 2003</u> <u>NHTSA</u>	<u>STATE/TERRITORY</u>	<u>Estimated Obligations</u> <u>FY 2003</u> <u>NHTSA</u>
ALABAMA	\$2,668	NEBRASKA	\$1,563
ALASKA	784	NEVADA	1,156
AMERICAN SAMOA	392	NEW HAMPSHIRE	784
ARIZONA	2,570	NEW JERSEY	3,697
ARKANSAS	1,992	NEW MEXICO	1,294
CALIFORNIA	15,101	NEW YORK	8,637
COLORADO	2,526	NORTH CAROLINA	4,156
CONNECTICUT	1,556	NORTH DAKOTA	1,078
DELAWARE	784	N. MARIANAS	392
DISTRICT OF COLUMBIA	784	OHIO	5,637
FLORIDA	7,480	OKLAHOMA	2,445
GEORGIA	4,353	OREGON	1,999
GUAM	392	PENNSYLVANIA	6,032
HAWAII	784	PUERTO RICO	1,660
IDAHO	957	RHODE ISLAND	784
ILLINOIS	6,265	SEC. OF INTERIOR	1,176
INDIANA	3,313	SOUTH CAROLINA	2,216
IOWA	2,242	SOUTH DAKOTA	1,093
KANSAS	2,349	TENNESSEE	3,098
KENTUCKY	2,364	TEXAS	11,171
LOUISIANA	2,359	UTAH	1,288
MAINE	784	VERMONT	784
MARYLAND	2,401	VIRGIN ISLANDS	392
MASSACHUSETTS	2,867	VIRGINIA	3,490
MICHIGAN	5,120	WASHINGTON	3,111
MINNESOTA	3,216	WEST VIRGINIA	1,075
MISSISSIPPI	1,832	WISCONSIN	3,205
MISSOURI	3,398	WYOMING	784
MONTANA	1,020	UNDISTRIB: ADMIN. COSTS	8,150
		TOTAL	\$165,000

National Highway Traffic Safety Administration

