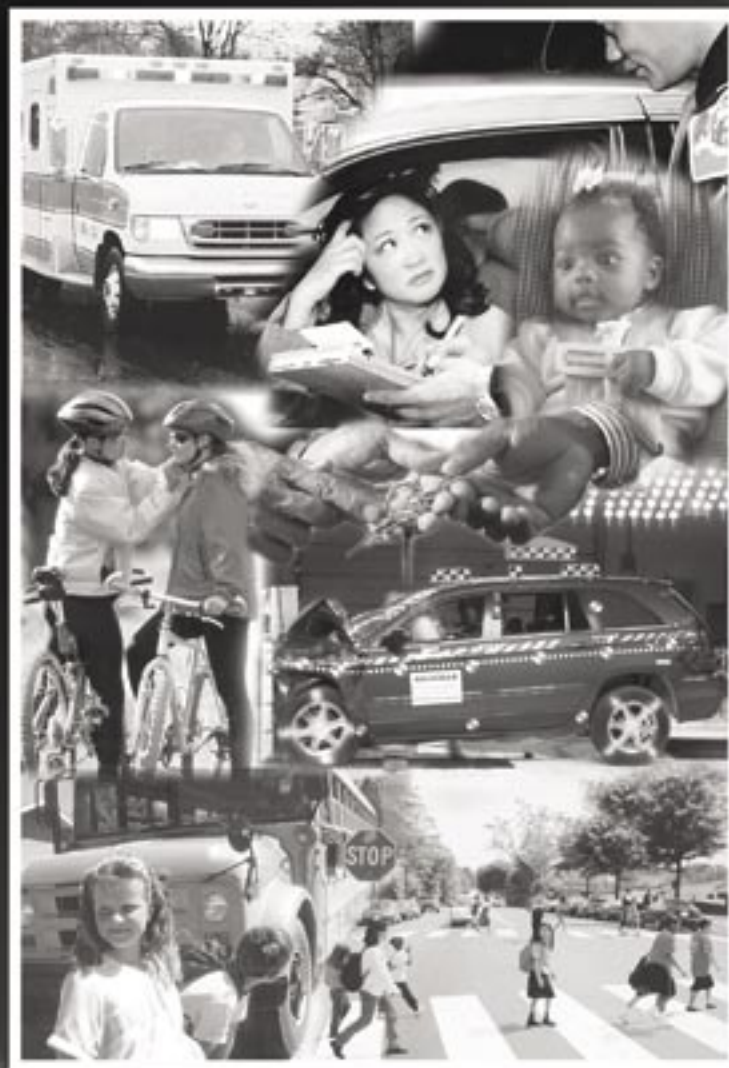


NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

# NHTSA Budget Overview FY 2006



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

**nhtsa**  
people saving people



**NATIONAL  
HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION**

# **NHTSA Budget Overview**

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## Statement from the Administrator



I am pleased to present the FY 2006 budget request for the National Highway Traffic Safety Administration (NHTSA). The budget request of \$696.4 million is focused on results, and supports programs that provide both behavioral and vehicle safety initiatives to reduce highway fatalities and injuries on our nation's roadways. Not only is this human toll costly, but also associated traffic-related health care and other economic costs to our citizens amount to over \$231 billion annually. Our budget investment seeks to reduce both human and economic costs.

When President Bush took office in January 2001, he established a management agenda to create a results-oriented Federal government that actively promotes innovation and competition. Over the past four years NHTSA has taken this responsibility seriously. The budget request continues and enhances the achievements made across all of these management initiative areas. In addition, rigorous performance goals and standards have been set, and the budget request enables continued progress across all traffic safety areas, especially as related to the Secretary's top transportation priority—achieving no more than 1.0 fatality per 100 Million Vehicle Miles Traveled (MVMT) by the end of 2008.

NHTSA is proud to report that for 2003, the overall fatality rate was reduced to 1.48 per 100 MVMT, and 1.20 for passenger vehicles. Additionally, in 2003, the Nation experienced the largest decrease in Blood Alcohol Concentration (BAC)  $\geq 0.08$  fatalities since 1999. Also, during 2004, seat belt usage increased to a record 80 percent. This means that over 15,000 lives are now being saved through the use of safety belts. Every percentage point increase in safety belt usage yields an additional 270 lives saved each year, and \$800 million in costs saved. NHTSA also recently completed a study that estimates that as many as 329,000 lives have been saved from 1960-2002 as a result of vehicle safety technologies and behavioral modifications, and this number is increasing annually.

These are significant gains in the area of traffic safety, but despite the improvements made, much more still needs to be done. The leading cause of death for individuals in the United States for Americans aged 3 through 33 is motor vehicle traffic crashes. In 2003, of the estimated 6.3 million police-reported crashes, 38,252 were fatal crashes, with 42,643 fatalities and 2.9 million injuries. This is about 117 fatalities per day, or one fatality every 12 minutes. Motorcycle ridership has

*(Continued on the following page)*

increased dramatically in the U.S., and fatalities related to motorcycles continued to increase for the sixth consecutive year. The death rate for motorcycles is 32 times that of passenger vehicles.

To address these continuing problems, NHTSA is proposing its budget request of \$696.4 million structured with three strategic safety goals in mind: Behavioral Safety, Vehicle Safety, and Environmental Stewardship.

### **BEHAVIORAL SAFETY:**

Behavioral Safety programs and initiatives are requested at a level of \$539.4 million, an increase of \$17.85 million over FY 2005. Our emphasis is to study and change risk-taking behavior on the roadways and seek to increase responsible driving. Among the worst behaviors contributing to fatalities and injuries are the failures to use safety belts, driving while impaired, and speeding. NHTSA will also continue to lead the Department's efforts regarding Emergency Medical Services (EMS) activities and the newly legislated E-911 communications strategy.

In 56 percent of the cases where passenger vehicle occupants were killed, the individuals were not wearing their safety belts. Nearly half of those would have lived had their safety belts been fastened. Despite the reduction in BAC  $\geq 0.08$  fatalities, there were still 17,013 deaths related to alcohol (BAC  $\geq 0.01$ ), and 14,630 in which drivers or non-occupants were legally intoxicated BAC  $\geq 0.08$ . This is about 47 fatalities per day. Large numbers of fatalities are still occurring due to speeding and other distracted driving. In many of these cases, these deaths can be avoided with continued improvements to technologies and improvements in driver behavior.

The passage and enforcement of strong safety belt and impaired driving laws has significantly reduced fatalities. It is estimated that an additional 1,275 lives can be saved next year if the remaining 29 States pass primary safety belt laws and enforce them. During FY 2006, NHTSA plans to work more closely with the States and, consistent with SAFETEA; propose additional incentives to improve safety belt use and to reduce fatalities related to impaired driving. NHTSA also recognizes that effective advertising through paid media greatly contributes to the public's knowledge of and attention to these problems. Therefore, the highly successful Click It or Ticket and You Drink & Drive, You Lose national campaigns will continue in FY 2006.

### **VEHICLE SAFETY:**

Vehicle Safety programs and initiatives are requested at a level of \$154.9 million for FY 2006, an increase of \$4.84 million over FY 2005. NHTSA will assure that vehicles on our roadways meet the highest safety standards to prevent crashes from occurring and to maximize occupant safety when crashes do occur. This two-pronged strategy is essential to saving lives and preventing injuries. NHTSA will conduct research and crash testing focused on crash avoidance and crash worthiness of vehicles. NHTSA will continue to initiate regulatory activities when benefits outweigh the cost, ensure enforcement of vehicle safety standards, investigate safety defects,

# Overview

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and monitor vehicle recalls. NHTSA will also improve and expand safety information for the public, including crash test results, i.e. star ratings and child safety seat testing, and enhance the dissemination of this information and other safety messages through promotion of and continued work on our redesigned website, [www.safercar.gov](http://www.safercar.gov).

Finally, having good data on motor vehicle crashes and fatalities is critical to understanding and evaluating safety problems, and assessment of proposed and enacted solutions. Therefore, with the completion of our Integrated Project Team study of traffic data last year, NHTSA has a roadmap to begin making necessary improvements in traffic records data and systems. This includes emphasis on improvements at the State level. Under the Behavioral Safety area we propose a new State grant program to further improve State traffic records data and systems. Additionally, NHTSA has started development of the recently funded Fast-FARS system, which will provide more timely fatality data to assess progress in meeting traffic safety goals

## **ENVIRONMENTAL STEWARDSHIP:**

Environmental Stewardship programs and initiatives are requested at a level of \$2.028 million for FY 2006, an increase of \$71,000 over FY 2005. This includes the necessary analysis of and reforms to the Corporate Average Fuel Economy (CAFE) program, which addresses the National goals of improving fuel economy, ensuring energy security, and reducing our dependence on oil while maintaining safety and a robust economy.

## **CONCLUSION:**

Funding NHTSA at the FY 2006 budget request level of \$696.4 million will lead to safer motor vehicles and reduced fatalities on our Nation's highways.

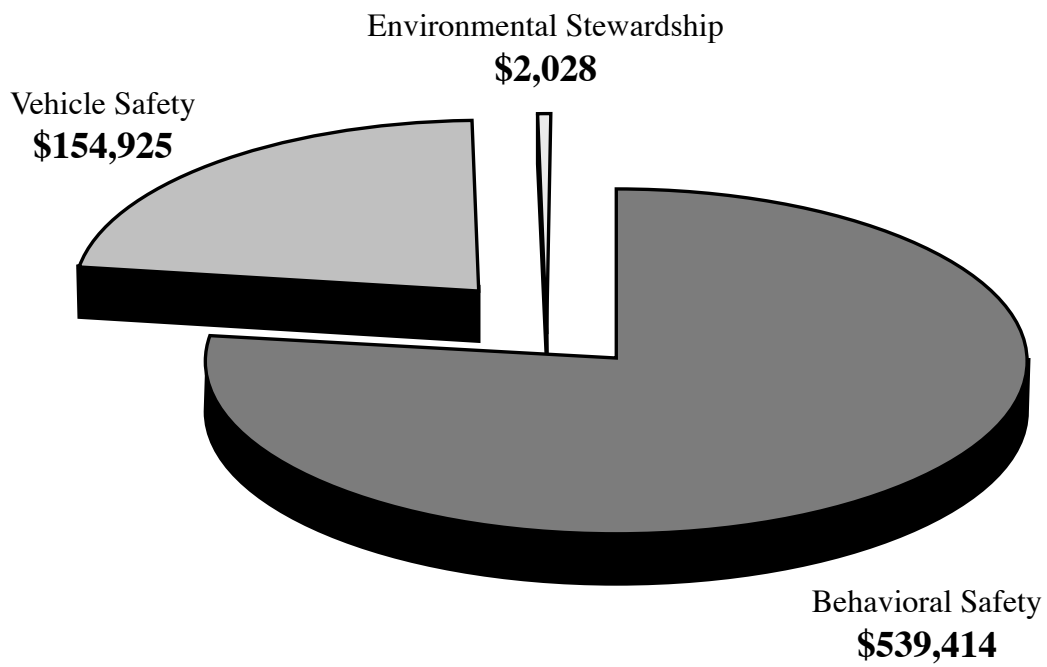


Jeffrey W. Runge, M.D..D.

# Overview

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**TOTAL FY 2006  
NHTSA FUNDING REQUEST: \$696,367**  
(Dollars in Thousands)





# Performance Goals

## BEHAVIORAL SAFETY

This request of \$539.4 million will 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)

<b>PERFORMANCE BASED PROGRAMS</b>	<b>FY 2004 Enacted <sup>1</sup></b>	<b>FY 2005 Proposal <sup>1 &amp; 2</sup></b>	<b>FY 2006 Request</b>	<b>+/- 05/06</b>
Highway Safety	52,464	50,867	46,190	-4,677
Research & Development	6,959	7,104	7,050	-54
Highway Traffic Safety Grants <sup>3</sup>	445,673	445,200	465,000	+19,800
General Administration	287	291	296	+5
Salaries and Operating Expenses	16,315	18,102	20,878	+2,776
<b>Total</b>	<b>521,698</b>	<b>521,564</b>	<b>539,414</b>	<b>+17,850</b>

<sup>1</sup> In FY 2004 and FY 2005, funding in the amounts of \$7.641 million and \$7.794 million for Behavioral Safety was appropriated under the Federal Highway Administration (FHWA) Federal Aid account.

<sup>2</sup> FY 2005 Proposal reflects SAFETEA funding levels.

<sup>3</sup> For comparative purposes, FY 2004 and FY 2005 include funds appropriated to FHWA for Section 157 (\$112 million) and Section 163 (\$110 million), but managed by NHTSA. The FY 2006 Budget requests funds be directly appropriated to NHTSA.

## *FY 2006 HIGHLIGHTS*

### *HIGHWAY SAFETY*

- *Impaired Driving Program: \$11,617,000*

To support one intense national enforcement crackdown and other State-initiated crackdowns with best practice demonstrations, legislative analyses and tracking, law enforcement training, repeat offender tracking, and drug impaired driving training. We will emphasize key components of the new Agency strategic plan for reducing impaired driving, including high visibility law enforcement, improvements in DWI prosecution and adjudication, and medical screening for alcohol abuse problems. We will expand outreach utilizing the social marketing approach to influence high-risk populations.

- *Pedestrian, Bicycle and Motorcycle Safety: \$2,009,000*

To support implementation of high visibility, community-based, pedestrian safety initiatives; implement innovative law enforcement strategies; and develop countermeasures to reduce pedestrian and bicycle-related injuries among Latinos. Collaborate with national partners on motorcycle, pedestrian, and bicycle safety policy and programs. Support demonstration projects implementing intervention techniques to reduce impaired riding.

# Performance Goals

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- *Occupant Protection Program: \$11,774,000*

To maintain focus on the annual *Click It or Ticket* law enforcement mobilization, evaluate focused youth enforcement and education strategies, and develop approaches for reaching high-risk groups and environments such as diverse populations, rural residents and pick-up truck drivers. We will continue to implement the TREAD booster seat education campaign and develop methods for continuing gains in child safety seat use.

- *Enforcement and Justice Services: \$2,217,000*

To focus on driving while impaired (DWI) adjudication and supervision (prosecutors and DWI courts), demonstrate effective countermeasure programs, provide national leadership in working with enforcement and criminal justice partners, including licensing authorities, on impaired driving, occupant protection, speeding and other serious traffic safety issues. We will increase the number of State and community speed management workshops and distribute best practices from speed management demonstrations.

- *Emergency Medical Services (EMS): \$2,305,000.*

To continue providing technical assistance to States and national organizations to implement the outcomes from the *National EMS Agenda for the Future*, including EMS education, research, wireless E 9-1-1, National EMS Information System (NEMSIS) performance measurement, and EMS workforce analysis and development. As a lead federal EMS coordination agency, we will collaborate with other federal agencies and help to assure consistent nationwide EMS programs.

- *Traffic Records, Driver Licensing & Driver Education: \$2,660,000.*

To 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. Promote state-of-the-art driver education curriculum with technical assistance provided to the States.

- *Highway Safety Research: \$7,490,000.*

To focus on impaired driving and occupant protection and continue efforts to reduce crashes by young drivers, older drivers, pedestrians, bicyclists, motorcyclists, and speeding and aggressive driving. Continue to evaluate national mobilizations to increase safety belt use, reduce impaired driving and evaluate demonstration safety countermeasure and innovative safety programs.

- *National Occupant Protection Use Survey: \$1,656,000*

To conduct our annual probability-based observational survey on daytime safety belt use in the United States. This survey has been expanded and now includes additional information such as cell phone use.

- *Emerging Traffic Issues: \$1,187,000*

To focus on older driver, drowsy driver and novice driver issues by providing materials and training.

# Performance Goals

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- *International Roadway Safety Program: \$200,000 (New Initiative)*

To work bi-laterally and through international organizations to learn about strategies employed by other countries, and share best practices and safety knowledge and expertise.

- *National Driver Register (NDR): \$3,075,000*

To increase capacity and improve efficiency of the national database to assist States in processing individual drivers licenses by identifying drivers whose licenses are denied, suspended, or revoked for serious traffic offenses. We will 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/Human Factors Integration: \$7,050,000*

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. To conduct research to examine a variety of important issues, including driver distraction (use of advanced technology), the effects of prescription drugs, and alcohol on 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: \$405,000,000*

Provide a three-part grant program comprised of 1) Basic Formula Grants, 2) Impaired Driving Grants, and 3) Performance Incentive Grants. States use these funds to support performance-based highway safety programs focused on achieving national safety goals. Included are primary safety belt law incentive grants that will be awarded to States that adopt primary safety belt laws or meet or exceed 90 percent safety belt use rate. The proposal to combine these grant programs is consistent with the SAFETEA proposal.

- *State Traffic Safety Information Systems Improvement Program: \$50,000,000 (New Initiative)*

A new incentive grant program under SAFETEA to provide the States funding to make necessary improvements to data collection, systems, and analytical activities.

- *Emergency Medical Services Grant Program: \$10,000,000 (New Initiative)*

A new grant program provide State EMS offices assistance in developing and implementing comprehensive emergency medical services systems, including improved access to wireless, enhanced 9-1-1.

# Performance Goals

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## **GENERAL ADMINISTRATION**

- *Program Evaluation: \$296,000 (partially funded under Vehicle Safety)*

Provide objective quantitative information on the effectiveness, benefits, and costs of existing regulations and programs and continue evaluating electronic stability control systems, antilock brake systems for heavy trucks, head protection air bags, child passenger safety measures and crashworthiness of current vehicle interiors for older occupants.

## **SALARIES AND OPERATING EXPENSES**

- *Salaries and Operating Expenses: \$20,878,000*

Provides salaries and benefits, travel and operations costs related to Behavioral Safety, including, Working Capital Fund and Workforce Planning.

# Performance Goals

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## VEHICLE SAFETY

This request of \$154.9 million will result in reduced highway fatalities by improving the safety performance of motor vehicles through the conduct of research, issuance of safety standards, investigation and mitigation regarding defects, and enforcement of safety standard compliance. These activities promote new and innovative crash avoidance technologies, improved occupant protection and crashworthiness of vehicles, resulting in motor vehicle crashes that are increasingly preventable and survivable, with lessening injuries.

### VEHICLE SAFETY Summary (Dollars in Thousands)

<b>PERFORMANCE BASED PROGRAMS</b>	<b>FY 2004 Enacted <sup>1</sup></b>	<b>FY 2005 Proposal <sup>1 &amp; 2</sup></b>	<b>FY 2006 Request</b>	<b>+/- 05/06</b>
Rulemaking	9,773	9,976	10,216	+240
Enforcement	17,028	18,053	18,351	+298
Research & Development	60,908	62,544	65,886	+3,342
General Administration	375	478	386	-92
Salaries and Operating Expenses	58,207	59,030	60,086	+1,056
<b>Total</b>	<b>146,291</b>	<b>150,081</b>	<b>154,925</b>	<b>+4,844</b>

<sup>1</sup> In FY 2004 and FY 2005, funding in the amounts of \$141.222 million and \$146.376 million for Vehicle Safety was appropriated under the Federal Highway Administration (FHWA) Federal Aid account.

<sup>2</sup> FY 2005 Proposal reflects SAFETEA funding levels.

## *FY 2006 HIGHLIGHTS*

### *RULEMAKING*

- *Safety Standards Support: \$2,304,000* (Includes \$206,000 for International Harmonization, formerly budgeted in General Administration.)

To conduct testing and analysis for rulemaking actions to improve rollover prevention and protection; develop occupant containment requirements to reduce ejection through side windows; support the side impact final rule; improve motorcycle conspicuity and brakes; upgrade rearview mirrors for trucks; improve tire aging performance; and perform cost and lead time studies and regulatory review assessments. Also includes fostering cooperative activities on bilateral and multilateral bases to learn best practices leading to the development and adoption of globally harmonized vehicle safety regulations

- *New Car Assessment Program: \$7,859,000*

Testing will be conducted to provide consumers information on ratings for frontal and side crashworthiness, child safety seat Ease-of-Use, rollover static and dynamic tests. The agency will conduct frontal and side impact tests on about 65 vehicles, representing approximately 80 percent

# Performance Goals

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of the anticipated FY 2006 fleet. Testing will be conducted on 80 child safety seats, representing 90-100 percent of the anticipated available products. The agency will also conduct 65 rollover tests representing approximately 60 percent of the fleet.

NHTSA's website [www.safercar.gov](http://www.safercar.gov) will be enhanced as the premier site for consumer information on vehicle safety.

- *Theft: \$53,000*

To provide the statutorily-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: \$7,727,000*

To 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.

- *Defects Investigation: \$10,472,000*

To conduct investigations to identify defects in motor vehicles and motor vehicle equipment to support reduction of motor vehicle fatalities, injuries and crash rates. We will initiate mitigation actions, such as recalls, to address areas of concerns. Increase will provide for required system enhancements.

- *Odometer Fraud: \$152,000*

To develop and issue four cooperative agreements that encourage States to initiate new odometer fraud activities or enhance their existing programs designed to reduce the occurrence of odometer fraud.

## ***RESEARCH AND DEVELOPMENT***

- *Safety Systems: \$9,318,000*

To conduct research to support the development and/or upgrade of 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; \$14,375,000*

To 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 a family of advanced crash test dummies for incorporation into safety regulations.

# Performance Goals

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- *Heavy Vehicles: \$2,132,000*

To continue research to support upgrading safety standards for braking and indirect visibility of heavy trucks.

- *Crash Avoidance Initiative: \$500,000*

To conduct evaluation of driver assistance technologies, performance standards, and consumer education materials to ensure that the maximum safety benefits are derived from new electronic technologies that will radically change the design and performance of automobiles over the next 10 years.

- *Pneumatic Tire Research: \$621,000*

To research and test new tire strength and debanding test methods to support passenger car tire standards.

- *Fatality Analysis Reporting System (FARS): \$7,063,000*

To collect and provide national highway fatality data that is vital to NHTSA's ability to identify life-threatening problems on the Nation's highways. Also, to provide the essential metrics for determining the real-world effectiveness of countermeasures aimed at reducing deaths.

- *Early Fatality Notification Reporting System, i.e. Fast FARS: \$1,000,000*

To provide near real time counts of the number of fatalities resulting from motor vehicle crashes—providing more timely information on progress toward meeting National and State highway safety improvement goals.

- *National Automotive Sampling System (NASS): \$12,230,000*

To collect and provide data critical to researchers in developing and monitoring motor vehicle safety systems that save thousands of lives each year, using national sampling methods and including detailed medical and injury data.

- *Data Analysis Program: \$2,023,000*

To conduct essential analytical projects, provide responses to requests from the public, and generate metrics that enable NHTSA to track progress toward meeting national goals.

- *State Data Systems: \$2,542,000*

To collect and provide essential crash information directly from State Data Systems, not available from other traffic data collection systems, filling an important gap by permitting the agency to further understand crash outcome information.

- *Special Crash Investigations (SCI): \$1,712,000*

To identify and document the effects of rapidly changing vehicle technologies to assess their impacts on real-world motor vehicle crashes through the conduct of specialized and detailed on-site crash investigations.

# Performance Goals

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- *Motor Vehicle Crash Causation Survey (MVCCS): \$10,000,000 – increase of \$3,086,000 from FY 2005*

To collect nationally representative up-to-date factors associated with the causes of light motor vehicle highway crashes. This pre-crash data will be collected on-scene in order to collect the detailed data necessary to analyze, develop and evaluate potential intervention technologies for safety related systems. The increase in funds will be used for the first update of this important transportation safety information in three decades. This initiative will span six years, with data collection starting in calendar year 2005.

- *Hydrogen Fuel Cell Initiative: \$1,350,000 (New Initiative)*

To conduct risk assessment studies of hydrogen fueled vehicles based on test and evaluation procedures for safety assessment to quantify potential failures that could indicate unsafe conditions.

- *Vehicle Research and Test Center (VRTC): \$1,020,000*

Provide lease, utility and operating funds for research and test facility and maintain equipment for conducting research and test activities.

## **GENERAL ADMINISTRATION**

- *Program Evaluation: \$248,000 (partially funded under Behavioral Safety)*

To provide objective and quantitative information on the effectiveness, benefits, and costs of existing regulations and programs, and to continue evaluating antilock brake systems for heavy trucks, advanced frontal air bags, side air bags, head protection air bags, motorcycle brakes, headlamp glare problems, and child passenger safety measures.

- *Strategic Planning: \$48,000*

To implement strategic planning agencywide to set organizational direction and develop action plans to accomplish the agency's mission to reduce highway-related fatalities and injuries.

- *Economic Analysis: \$90,000*

To promote to Federal and academic partners the dissemination of the Functional Capacity Index (FCI) that measures the long-term outcomes of injuries.

## **SALARIES AND OPERATING EXPENSES**

- *Salaries and Operating Expenses: \$60,086,000*

Provides salaries and benefits, travel and operations costs related to Vehicle Safety. including, Working Capital Fund and Workforce Planning.



# Performance Goals

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## ENVIRONMENTAL STEWARDSHIP

This request of \$2.0 million will improve fuel economy in the light vehicle fleet, thereby reducing American dependence on foreign oil, conserving a non-renewable natural resource.

### ENVIRONMENTAL STEWARDSHIP SUMMARY (Dollars in Thousands)

<b>PERFORMANCE BASED PROGRAMS</b>	<b>FY 2004 <sup>1</sup> Enacted</b>	<b>FY 2005 Proposal</b>	<b>FY 2006 Request</b>	<b>+/- 05/06</b>
Safety Performance — Fuel Economy	1,000	1,267	1,302	+35
Salaries and Operating Expenses	682	690	726	+26
<b>Total</b>	<b>1,682</b>	<b>1,967</b>	<b>2,028</b>	<b>+71</b>

<sup>1</sup> In FY 2004 and FY 2005, funding for the Corporate Average Fuel Economy program was appropriated under the Federal Highway Administration (FHWA) Federal Aid account.

## FY 2006 HIGHLIGHTS

### *CORPORATE AVERAGE FUEL ECONOMY PROGRAM (CAFE)*

- *Corporate Average Fuel Economy (CAFE): \$1,302,000*

To evaluate potential definitional and structural changes in the Corporate Average Fuel Economy (CAFE) regulation; estimate a model to predict manufacturer fleet mix changes in response to changes in the CAFE regulation; determine the intrinsic value of vehicle characteristics to consumers; perform technology assessments to determine the potential fuel savings, environmental impacts, and manufacturer's ability to incorporate new technology into the light duty fleet; and continue to refine and update the CAFE database to perform analyses and to quickly respond to inquiries for data and analysis.

### *SALARIES AND OPERATING EXPENSES*

- *Salaries and Operating Expenses: \$726,000*

Provides salaries and benefits, travel and operations costs related to Environmental Stewardship, including, Working Capital Fund and Workforce Planning.

## OUTCOME MEASURES

NHTSA's annual Performance Plan, which is an integral part of our FY 2006 Budget Request (Section 4), identifies the outcome measures to demonstrate the results we expect to achieve with the funding provided. 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 MVMT by the end of 2008.

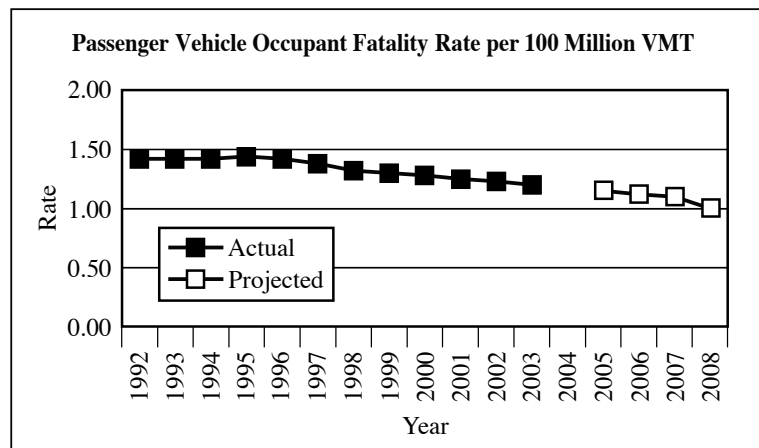
### NHTSA LONG TERM OUTCOME MEASURE:

In support of the DOT goal, NHTSA has established a long-term outcome measure: Reduce the passenger vehicle occupant fatality rate (includes passenger cars, light trucks, vans, and SUVs) to 1.0 by 2008.

*Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle miles traveled (PVMT).*

<b>2002:</b>	1.24
<b>2003:</b>	1.20*
<b>2005 Target:</b>	1.15
<b>2006 Target:</b>	1.12
<b>2007 Target:</b>	1.10
<b>2008 Target:</b>	1.00

\* Based on the latest VMT data released by the FHWA.



The passenger vehicle occupant fatality rate has declined sharply since 1995 when the rate was 1.44. In 2003, the passenger vehicle occupant fatality rate declined to 1.20 (based on the latest VMT data released by the FHWA). In order to further reduce this rate, the agency has ongoing programs to address its priorities, including programs to increase safety belt use, reduce alcohol-related crashes, mitigate rollover crashes and improve compatibility between vehicles by enhancing side impact prevention and protection. By achieving positive results in these high priority areas, the agency expects to continue to see positive results in the passenger vehicle occupant fatality rate.

The 2003 FARS Annual Assessment indicates a significant drop of 939 passenger vehicle occupant fatalities (2.9 percent reduction), the largest drop both in terms of number and percent since

# Miscellaneous

1992. Occupant fatalities in passenger cars decreased by 5.4 percent; while occupant fatalities in light trucks and vans (LTVs) – to include sport utility vehicles (SUVs), vans and pick up trucks) increased by 1.4 percent. Occupant fatalities in SUVs increased by 10 percent.

A further reduction in occupant fatalities and the passenger vehicle occupant fatality rate can be achieved by increased availability of front and side airbags, by increased safety belt use, a reduction of alcohol and drug impaired driving and increased use of age-appropriate child safety seats. Consequently, the agency has set a 2006 target of 1.12 with the ultimate goal being 1.0 by 2008.

## NHTSA INTERMEDIATE OUTCOME MEASURES:

NHTSA’s intermediate outcome measures support both the overall DOT goal and the agency’s passenger vehicle occupant fatality rate goal. NHTSA’s intermediate outcome measures include: 1) reducing the high BAC (0.08+) crash fatality rate; 2) increasing safety belt use; and 3) increasing restraint use among 0-7 year-olds.

### *Reduce the rate of fatalities in high BAC (0.08+) crashes per 100 million VMT.*

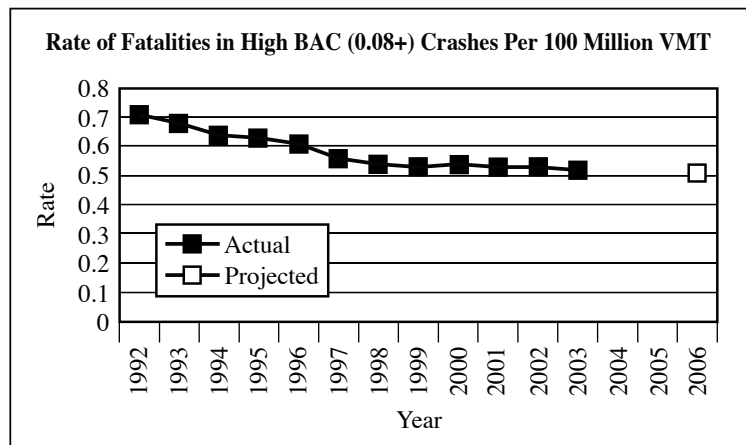
**2003 Baseline:** 0.51\*

**2006 Target:** 0.51

Note: \*2004-2005 targets included all alcohol-related fatalities (0.01+BAC).

In 2003, NHTSA estimates that about 7 percent of all police-reported crashes were alcohol-involved – amounting to 40 percent of all fatal crashes, claiming 17,013 lives. Recognizing high BAC drivers (.08 and above) make up 85 per-

cent of the alcohol problem, NHTSA has created a new goal to reduce the rate of fatalities in high BAC (0.08+) crashes for 2006 and beyond. In 1996 the high BAC (0.08+) crash fatality rate amounted to 0.61 and decreased significantly to 0.51 in 2003. This is a “declaration of success” for states’ passage of .08 laws. However, the median BAC value for alcohol-involved drivers was 0.16, meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in most states (all states as of July 2004). The following chart shows the breakout of fatalities by highest BAC in the crash and the corresponding fatality rates for 2002 and 2003.



Highest BAC in Crash	YEAR		% Change
	2002	2003	
Total Alcohol-Related Fatalities	17,524	17,013	-2.9 %
Impaired (0.01 <=BAC <=0.07)/ Fatality Rate 100 M VMT	2,432/ 0.08	2,383/ 0.08	-2.0%
Intoxicated (0.08 <= BAC)/ Fatality Rate 100 M VMT	15,093/ 0.53	14,630/ 0.51	-3.1%

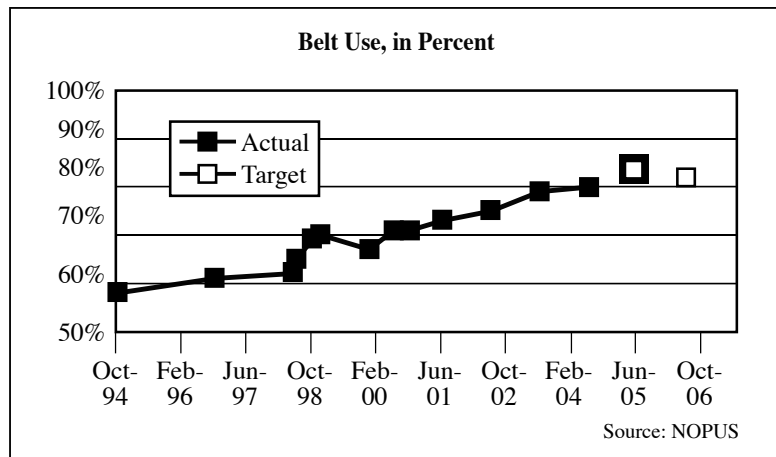
# Miscellaneous

NHTSA set the 2006 target at 0.51 fatalities in high BAC (0.08+) crashes per 100 million VMT. While there is still work that needs to be done to prevent alcohol-related fatalities in their totality, NHTSA is taking aggressive action to implement strategies to continue to focus on the high BAC crash fatality at-risk population. As seen in the table above, this group resulted in 14,630 of the more than 17,000 alcohol-related fatalities in 2003. To reverse this trend, the agency has been implementing new programs outlined in its Impaired Driving Integrated Project Team (IPT) report to address repeat and high BAC offenders. Efforts focus on three priority strategies from the report – high visibility law enforcement, support for prosecutors and Driving While Impaired (DWI) courts, and alcohol screening and brief intervention. With all 50 states (Delaware became the final state to adopt in July 2004), the District of Columbia and Puerto Rico lowering their state’s legal threshold for impaired driving to a .08 blood alcohol concentration (BAC) it is the agency’s hope that alcohol-related fatalities specifically high BAC crash fatalities will continue to decline in the coming years.

## *Increase safety belt use.*

- 2001:** 73 percent
- 2002:** 75 percent
- 2003:** 79 percent
- 2004:** 80 percent
- 2005 Target:** 80 - 85 percent\*
- 2006 Target:** 82 percent\*

*\*Note: 2005 and 2006 targets depend on States enacting and enforcing primary safety belt use laws.*



## The National Occupant Protection Use Survey (NOPUS) in September

2004 showed a five percentage-point increase in belt use to 80 percent since 2002 (an all-time high), which translated into an additional fourteen million users. The agency had set 2004’s safety belt use target for 79 percent. NHTSA expressed its 2005 target as a range, dependent upon the proportion of the VMT covered by primary safety belt use laws. Using a refined forecasting model, NHTSA set its 2006 target at 82 percent. Primary laws are the most effective way to ensure more vehicle occupants buckle up. These targets cannot be achieved without cooperation from States and communities.

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 continue to pass and enforce safety belt laws, and encourage their use in order for the national targets to be met. Especially since, in 2003, while the percentage of unrestrained passenger vehicle occupants killed in crashes experienced the largest percentage point decrease (-3) since 1993, nearly two-thirds (63 percent) of teen passenger vehicle occupants (ages 16-20) killed were unrestrained. This compares to 55 percent of fatally injured adults (21 years of age or older) who were unrestrained.

# Miscellaneous

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Safety belts are approximately 50 percent effective in preventing fatalities in severe crashes. The 80 percent safety belt usage will save 15,200 lives and prevent more than 330,000 serious injuries, saving \$60 billion in medical care, lost productivity and other injury related costs every year. Conversely, the failure of crash victims to wear safety belts leads to an estimated 5,800 preventable fatalities and 79,000 serious injuries. In 2004, failure to wear safety belts cost society \$17 billion in medical care and other preventable economic costs. Twenty-six percent of overall crash costs are paid by those individuals directly involved in these crashes, the remaining 74 percent is paid by the public through insurance premiums, taxes, and higher health care costs. For each percentage point increase in safety belt use, an additional 2.8 million people buckle up, saving approximately 270 lives each year.

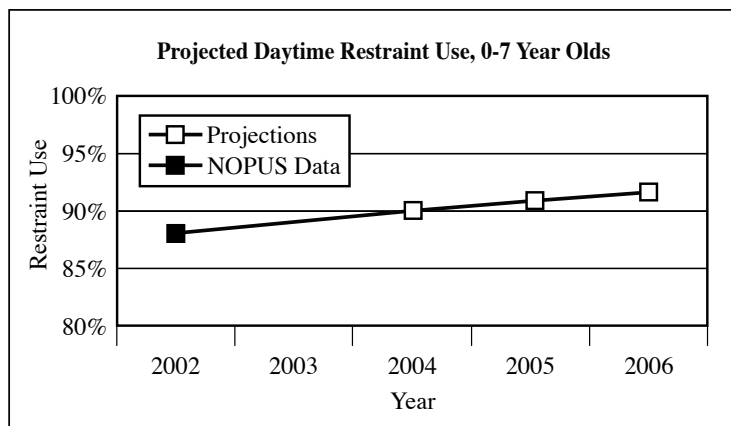
## *Increase restraint use among 0 through 7 year olds.*

- 2002 Baseline:** 88 percent
- 2003 Target:** NA
- 2004 Target:** 90 percent
- 2005 Target:** 91 percent
- 2006 Target:** 92 percent

Age appropriate child safety seats are the most effective restraint systems available to child occupants of passenger vehicles.

Restraint use by young children reached record levels in 2002 (most current information available), with 99 percent of infants and 94 percent of toddlers restrained. However, restraint use drops off when children reach the 4 -7 age category. 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 2002, an estimated 6,567 lives were saved by the use of restraints (child safety seats, booster seats, or adult belts). In 2002, an estimated 376 children (under 5 years of age) were saved as a result of child restraint use. If 100 percent of children were protected by child restraints, an estimated 485 lives (that is an additional 109) could have been saved in 2002.

For 2005, the agency had set a new annual target to increase restraint use among children 0 through 7 years of age. The agency changed its prior goal of reducing the number of child occupant fatalities, 0-4 years old, because the goal of 465 was surpassed in 2002, three years prior to the 2005 goal. NHTSA chose a new goal of increasing restraint use among 0 through 7 year-olds. By increasing restraint use among all children, the occurrences of death and injury, if the appropriate restraint systems are used correctly, should continue to decline. The agency relies on the States, communities and other groups to encourage the use of child restraints and booster seats and discourage placing children under 13 in the front seating position. NHTSA set its 2006 target for child restraint use at 92 percent.





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

FY 2006 Estimated Obligations  
(Dollars in Thousands)

<u>STATE/TERRITORY</u>	<u>NHTSA</u>	<u>STATE/TERRITORY</u>	<u>NHTSA</u>
ALABAMA.....	\$2,813	NEBRASKA.....	\$1,652
ALASKA.....	828	NEVADA.....	1,179
AMERICAN SAMOA.....	414	NEW HAMPSHIRE.....	828
ARIZONA.....	2,731	NEW JERSEY.....	3,924
ARKANSAS.....	2,109	NEW MEXICO.....	1,404
CALIFORNIA.....	15,922	NEW YORK.....	9,102
COLORADO.....	2,676	NORTH CAROLINA.....	4,403
CONNECTICUT.....	1,641	NORTH DAKOTA.....	1,138
DELAWARE.....	828	N. MARIANAS.....	414
DISTRICT OF COLUMBIA.....	828	OHIO.....	6,005
FLORIDA.....	7,917	OKLAHOMA.....	2,576
GEORGIA.....	4,605	OREGON.....	2,097
GUAM.....	414	PENNSYLVANIA.....	6,363
HAWAII.....	828	PUERTO RICO.....	1,757
IDAHO.....	1,013	RHODE ISLAND.....	828
ILLINOIS.....	6,603	SEC. OF INTERIOR.....	1,243
INDIANA.....	3,501	SOUTH CAROLINA.....	2,348
IOWA.....	2,365	SOUTH DAKOTA.....	1,155
KANSAS.....	2,481	TENNESSEE.....	3,276
KENTUCKY.....	2,468	TEXAS.....	11,780
LOUISIANA.....	2,487	UTAH.....	1,365
MAINE.....	828	VERMONT.....	828
MARYLAND.....	2,532	VIRGIN ISLANDS.....	414
MASSACHUSETTS.....	3,023	VIRGINIA.....	3,686
MICHIGAN.....	5,397	WASHINGTON.....	3,299
MINNESOTA.....	3,386	WEST VIRGINIA.....	1,130
MISSISSIPPI.....	1,937	WISCONSIN.....	3,386
MISSOURI.....	3,618	WYOMING.....	828
MONTANA.....	1,074	UNDISTRIB: ADMIN. COSTS.....	6,325
		<b>TOTAL.....</b>	<b>\$172,000</b>





# National Highway Traffic Safety Administration

