



**U.S. Department of
Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2023

**NATIONAL HIGHWAY
TRAFFIC SAFETY
ADMINISTRATION**

**SUBMITTED TO
THE HOUSE AND SENATE COMMITTEES ON APPROPRIATIONS**

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National Highway Traffic Safety Administration FY 2023 Budget Request

Section 1: Overview

Deputy Administrator's Overview



The National Highway Traffic Safety Administration (NHTSA) has a mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. It also plays a central role in U.S. energy and climate policy, setting fuel economy and efficiency standards for cars and trucks.

The National Highway Traffic Safety Administration (NHTSA) is submitting an FY 2023 budget request of \$1.27 billion. Combined with the \$321 million in advance appropriations provided in Division J of the Bipartisan Infrastructure Law (BIL), NHTSA anticipates total budgetary resources of \$1.59 billion to support the Agency's core safety programs and activities, and meeting the Department's priorities of safety, climate change, transportation equity, infrastructure investment, and job creation. . This budget request is ambitious, reflecting an increase of \$86.6 million over the FY 2022 Full Year Continuing Resolution level. This request represents a sober estimate of the resources required to help position NHTSA to address two of the most important challenges the Department of Transportation faces on the nation's roads and highways: curbing fatalities, which comprise 94 percent of all transportation deaths, and advancing national energy policy and reducing climate impacts from transportation through setting maximum feasible fuel economy standards for all motor vehicles.

While small compared to other agencies, NHTSA's work touches nearly every American. When comparing the safety challenges by mode, the importance of NHTSA's mission comes into sharp relief. Most people in this country will travel by road – by foot, bicycle, motor vehicle, or public transit – every single day. NHTSA's mission is to keep all of these road users, including the most vulnerable among us, safe. Our climate responsibility is also key to the country's need to cut greenhouse gas emissions dramatically. The U.S. transportation sector emits more greenhouse gases than any other. We can lead the world in transitioning to a zero-emission transportation

sector, with NHTSA at the helm of that leadership. A clean vehicle sector not only reduces greenhouse gases but also the harmful air pollutants that disproportionately affect low income communities and communities of color. At NHTSA, our focus is on advancing safe, clean, and equitable mobility – whether it’s walking, riding, rolling or driving – to everyone across the country. These systems allow all people to access freedoms and fundamental rights such as health care, employment, education, and recreation.

I have been with NHTSA since February 2021, during which time I have had the privilege to work alongside the agency’s brilliant, dedicated, and passionate public servants. In 2020 Federal Employee Viewpoint Survey, nearly 83 percent of respondents felt that their work directly supported NHTSA’s mission. In the past year, I have seen this team make significant contributions toward advancing traffic safety – contributions that one might expect from a much larger agency. The team has also responded to a Day 1 Presidential Executive Order, 13990, by completing three proposed rules in record time, one of which is now final and two of which are nearly so, to meet the environmental, climate and energy challenge. These results are a testament to the expertise, work ethic, and mission-driven nature of our workforce. Any leader would be lucky to helm an agency with this kind of team behind them.

In NHTSA’s 50 years of existence, travel on our roadways has evolved dramatically. The next 50 years promise even more change. When NHTSA was first established in 1970, all vehicles on the road were powered by an internal combustion engine (ICE) and operated by a human driver. While we still have some of those 1970s vehicles on the road today, we also see more efficient ICE-powered vehicles, along with hybrid engines and fully electric vehicles. And we are on the cusp of a potentially full-scale revolution in vehicle technology, as automated systems come online that currently assist drivers, but could eventually take over driving altogether. With adequate resources and staffing, NHTSA can help ensure a safer transition to vehicles that are more fuel efficient and more automated.

Throughout the past 50 years, NHTSA has engaged in crucial safety campaigns to curb risky behaviors, such as impaired, unbelted, and distracted driving. In our 50-year history, even as the numbers of drivers and miles traveled have skyrocketed, we have seen the number of deaths on our roadways decrease dramatically – by 26 percent, from 52,542 lives lost in 1971 to 38,824 lives lost in 2020 – in large part due to safety measures like seat belts, traffic safety enforcement efforts, new vehicle technologies, and robust safety regulations. During the same period, fatalities per 100 million vehicle miles traveled have declined by more than two thirds, or 70 percent, from 4.46 to 1.34, while vehicle miles traveled (VMT) have increased by 140 percent. Our regulations have also steadily improved the fuel economy of cars and trucks, making them cleaner than ever before.

Today, however, we face new challenges – and the recent trends are a signal that our approach must adapt to the latest challenges. Our success in cutting roadway deaths has slowed considerably, and during the pandemic, even reversed after decades of declines. In fact, the most recent data we have shown that the estimated 38,680 deaths on our roadways in 2020 reflect a 7.2 percent increase from 2019, even while VMT decreased by about 13 percent. Risky behaviors – distracted, unbelted, impaired, and faster driving – remain a huge contributor to traffic deaths and appear to be on the rise. Pedestrian and bicycle deaths have increased about 50 percent since 2009. At the same time, despite NHTSA’s regulatory efforts, greenhouse gases from the transportation sector

have overtaken electricity generation as the country's biggest source of carbon pollution.

Increased resources for NHTSA, as reflected in the FY 2023 budget request, will help us attack both challenges. Modern vehicles are being equipped with cutting-edge technology designed to make the vehicle safer and more convenient to operate. In fact, the cars we drive today have much more in common with computers than they do with their counterparts from 50 years ago. But with this technological change comes increased complexity, and a need for a larger, more technically diverse staff to help incorporate these technologies in a way that maximizes safety. Similarly, we are seeing rapid advances in fuel efficiency technologies. Smart regulatory policy can help move this technology forward and ensure that motor vehicles are as fuel efficient as possible as we transition to a zero-emission future.

As we take on these historic challenges, there is a vital need for alignment between the complexity of the agency's mission and its current resources. While NHTSA is among the smaller modal administrations within the U.S. Department of Transportation, it carries the largest regulatory agenda—even while having fewer federal employees than it did 30 years ago. The scope and complexity of our mission continues to grow year over year, underscoring the need for the agency's resource allocations to keep pace. Aligning overall resources with current mission demands will position NHTSA to deliver on long overdue and highly impactful safety and climate advances for the American public. This budget request will allow NHTSA to continue our current activities, while allowing us to fill critical gaps in staff, skill sets, and other resources to deliver on our safety and climate work.

Our successes – there have been many – are largely a result of our employees' deep dedication to the agency's mission. Our staff are currently responsible for a significant portfolio of more than 70 rulemaking actions, including 23 rulemakings required by the FAST Act and MAP-21, 116 National Transportation Safety Board recommendations, and 12 active Office of the Inspector General and Government Accountability Office audits with 15 open recommendations. Each year, NHTSA oversees an average of 962 safety recalls and facilitates approximately 421,068,000 consumer contacts and impressions through our safety hotline, website, and consumer outreach campaigns. We are continuing to update and improve our consumer-focused programs such as the New Car Assessment Program, child passenger safety, and high-visibility enforcement campaigns. And NHTSA is, of course, responsible for the most significant climate-related rulemakings across all of government. Upon completing the three rulemakings in response to EO 13990, the agency will immediately begin work on new standards for cars and trucks as directed by President Biden's Executive Order 14037, "Strengthening America's Leadership in Clean Cars and Trucks."

Of the additional funding requested in this budget request to strengthen our regulatory, enforcement, and research capacity, the request includes \$12 million for contract support and resources for an additional 22 positions to support the Administration's commitment to make vehicles more environmentally sustainable by establishing the maximum feasible Corporate Average Fuel Economy (CAFE) and medium- and heavy-duty fuel efficiency standards. These standards will add to the accomplishments of the Model Year 2024-26 light duty standards which will, once finalized, save drivers hundreds of billions of dollars on gas, spur our transition to a clean energy future, promote the nation's energy security and help counter the climate crisis. NHTSA's proposed light duty standards would reduce pollution by approximately the same

amount as if we took more than 5 million of today's vehicles off the road. The standards also promote equity by reducing the harmful pollutants that disproportionately affect low income communities and communities of color.

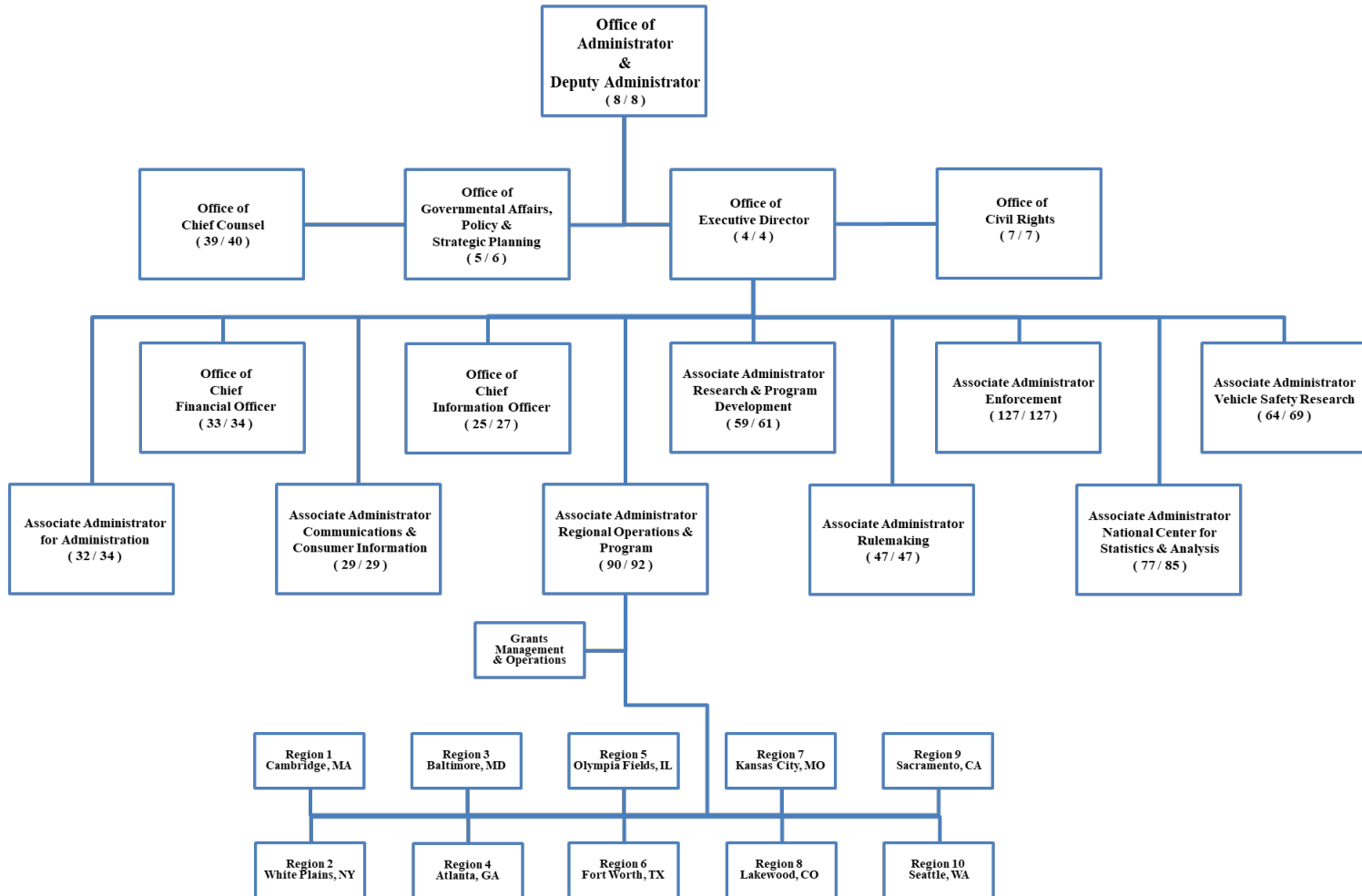
The additional funding also includes the resources to support an additional 26 positions for NHTSA's enforcement operations, including overseeing safety recalls. Each year, the agency oversees recalls involving tens of millions of unsafe vehicles and items of equipment. These additional positions will support the agency's effort to accelerate the identification and recall of unsafe vehicles from our nation's roads.

Finally, the budget request includes a total of \$469 million for NHTSA's vehicle safety and behavioral research programs. This funding, along with \$109.7 million of advance appropriations provided in IIJA, will help the agency develop the latest and most effective countermeasures to risky driving behaviors. The funding will also enable the agency to keep pace with the technological advances occurring in the automotive sector by greatly expanding and fast-tracking the agency's work to ensure the safe deployment of Advanced Driver Assistance System (ADAS) technologies and the safe development of Automated Driving Systems (ADS) technologies.

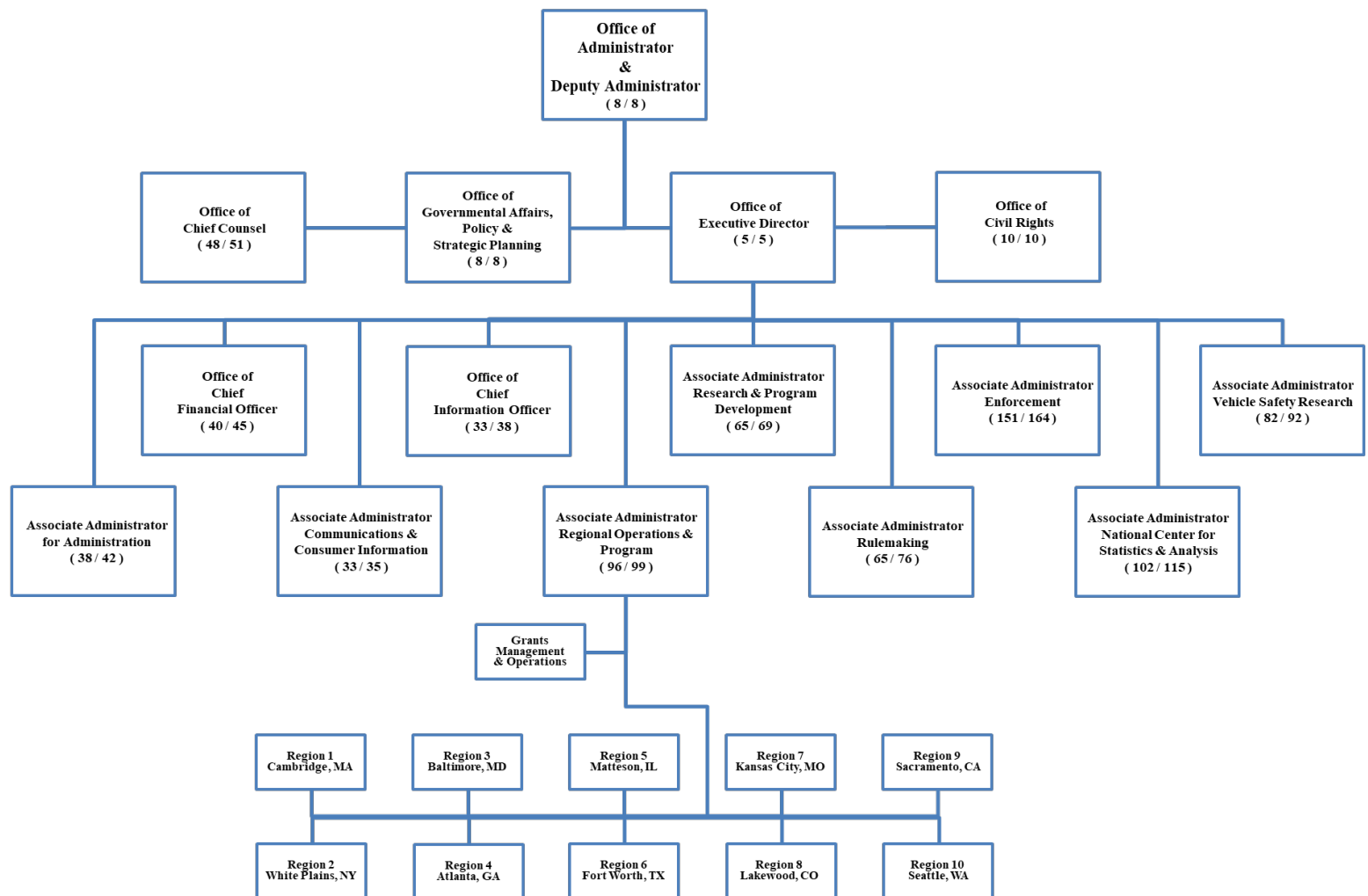
At NHTSA, we are deeply committed to our mission to improve road safety: Any death on our roadways is one too many. We are grateful for the additional resources provided through BIL, and we look forward to working with Congress, State and Federal partners and stakeholders to establish strong pedestrian safety initiatives, a more comprehensive and robust State grant program, a robust and effective program of CAFE standards for passenger cars and trucks of all sizes, and tools to provide the public with more timely traffic safety data. These investments are critical to meeting the core needs of NHTSA's authorized programs, but these are stopgaps. We hope to have the opportunity to better serve the people of this country with a meaningful investment in our ongoing safety mission.

Exhibit 1: Organization Charts

**FY 2022 FTE Estimate
National Highway Traffic Safety Administration
(Total 646 FTE/670 FTP)**



FY 2023 FTE Estimate
National Highway Traffic Safety Administration
(Total 784 FTE/857 FTP)



Section 2: Budget Summary Tables
Exhibit II-1: Comparative Statement of New Budget Authority

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)

ACCOUNT NAME	M / D	(A)	(B)	(C)	(D)
		FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2022 ENACTED	FY 2023 PRES. BUDGET
OPERATIONS & RESEARCH (GF)		\$ 211,167	\$ 211,167	\$ 200,000	\$ 272,650
Rulemaking	D	\$ 23,816	\$ 23,816	\$ -	\$ 45,116
Enforcement	D	\$ 23,893	\$ 23,893	\$ -	\$ 43,936
Research and Analysis	D	\$ 35,598	\$ 35,598	\$ -	\$ 49,781
Communications & Consumer Info.	D	\$ 5,118	\$ 5,118	\$ -	\$ 5,118
Sec. 142	D	\$ 17,000	\$ 17,000	\$ -	\$ -
Administrative Expenses	D	\$ 105,742	\$ 105,742	\$ -	\$ 128,699
OPERATIONS & RESEARCH (TF)		\$ 155,300	\$ 192,800	\$ 192,800	\$ 197,000
Highway Safety Programs	M	\$ 49,190	\$ 60,000	\$ 60,000	\$ 60,000
Research and Analysis - NCSA	M	\$ 45,754	\$ 57,000	\$ 57,000	\$ 57,000
Communication & Consumer Info	M	\$ 10,174	\$ 10,374	\$ 10,374	\$ 10,374
Administrative Expenses	M	\$ 50,182	\$ 65,426	\$ 65,426	\$ 69,626
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$ 728,134	\$ 900,276	\$ 900,276	\$ 795,220
Formula Grants (Section 402)	M	\$ 279,800	\$ 363,400	\$ 363,400	\$ 370,900
High Visibility Enforcement (Section 404)	M	\$ 30,500	\$ 36,400	\$ 36,400	\$ 38,300
National Priority Safety Programs (Section 405)	M	\$ 285,900	\$ 336,500	\$ 336,500	\$ 346,500
Transfer from Federal Highway Administration (FHWA)	M	\$ 105,117	\$ 125,976	\$ 125,976	\$ -
Administrative Expenses	M	\$ 26,817	\$ 38,000	\$ 38,000	\$ 39,520
Gross New Budget Authority		\$ 989,484	\$ 1,178,267	\$ 1,167,100	\$ 1,264,870
Rescissions		\$ -	\$ -	\$ -	\$ -
Transfers		\$ 105,117	\$ 125,976	\$ 125,976	\$ -
Offsets		\$ -	\$ -	\$ -	\$ -
NET NEW BUDGET AUTHORITY REQUESTED:		\$ 1,094,601	\$ 1,304,243	\$ 1,293,076	\$ 1,264,870
[Mandatory BA]		\$ 883,434	\$ 1,093,076	\$ 1,093,076	\$ 992,220
[Discretionary BA]		\$ 211,167	\$ 211,167	\$ 200,000	\$ 272,650
Supplemental Funding					
IIJA Supplemental (Division J)		\$ -	\$ 321,700	\$ 86	\$ 321,700
Crash Data	D	\$ -	\$ 150,000	\$ 30	\$ 150,000
Vehicle Safety & Behavioral Research	D	\$ -	\$ 109,700	\$ 56	\$ 109,700
Supplemental Highway Traffic Safety Programs	D	\$ -	\$ 62,000	\$ -	\$ 62,000
Transfer to Operations & Research (GF)	D		[\$74,500]	[\$74,500]	[\$74,500]
Grand Total, All Appropriations		\$ 1,094,601	\$ 1,625,943	\$ 1,293,162	\$ 1,586,570

Exhibit II-2: Budgetary Resources

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations (\$000)

ACCOUNT NAME	M / D	(A)	(B)	(C)	(D)
		FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2022 ENACTED	FY 2023 PRES. BUDGET
OPERATIONS & RESEARCH (GF)		\$ 211,167	\$ 211,167	\$ 200,000	\$ 272,650
Rulemaking	D	\$ 23,816	\$ 23,816	\$ -	\$ 45,116
Enforcement	D	\$ 23,893	\$ 23,893	\$ -	\$ 43,936
Research and Analysis	D	\$ 35,598	\$ 35,598	\$ -	\$ 49,781
Communications & Consumer Info.	D	\$ 5,118	\$ 5,118	\$ -	\$ 5,118
Sec. 142	D	\$ 17,000	\$ 17,000	\$ -	\$ -
Administrative Expenses	D	\$ 105,742	\$ 105,742	\$ -	\$ 128,699
OPERATIONS & RESEARCH (TF)		\$ 155,300	\$ 192,800	\$ 192,800	\$ 197,000
Highway Safety Programs	M	\$ 49,190	\$ 60,000	\$ 60,000	\$ 60,000
Research and Analysis - NCSA	M	\$ 45,754	\$ 57,000	\$ 57,000	\$ 57,000
Communication & Consumer Info	M	\$ 10,174	\$ 10,374	\$ 10,374	\$ 10,374
Administrative Expenses	M	\$ 50,182	\$ 65,426	\$ 65,426	\$ 69,626
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$ 728,134	\$ 900,276	\$ 900,276	\$ 795,220
Formula Grants (Section 402)	M	\$ 279,800	\$ 363,400	\$ 363,400	\$ 370,900
High Visibility Enforcement (Section 404)	M	\$ 30,500	\$ 36,400	\$ 36,400	\$ 38,300
National Priority Safety Programs (Section 405)	M	\$ 285,900	\$ 336,500	\$ 336,500	\$ 346,500
Transfer from Federal Highway Administration (FHWA)	M	\$ 105,117	\$ 125,976	\$ 125,976	\$ -
Administrative Expenses	M	\$ 26,817	\$ 38,000	\$ 38,000	\$ 39,520
Gross New Budgetary Resources		\$ 989,484	\$ 1,178,267	\$ 1,167,100	\$ 1,264,870
Rescissions		\$ -	\$ -	\$ -	\$ -
Transfers		\$ 105,117	\$ 125,976	\$ 125,976	\$ -
Offsets		\$ -	\$ -	\$ -	\$ -
TOTAL BUDGETARY RESOURCES:		\$ 1,094,601	\$ 1,304,243	\$ 1,293,076	\$ 1,264,870
[Mandatory]		\$ 883,434	\$ 1,093,076	\$ 1,093,076	\$ 992,220
[Discretionary]		\$ 211,167	\$ 211,167	\$ 200,000	\$ 272,650
[Obligation Limitation]		\$ 883,434	\$ 1,093,076	\$ 1,093,076	\$ 992,220
Supplemental Funding					
IIJA Supplemental (Division J)		\$ -	\$ 321,700	\$ 86	\$ 321,700
Crash Data	D	\$0	\$150,000	\$30	\$150,000
Vehicle Safety & Behavioral Research	D	\$0	\$109,700	\$56	\$109,700
Supplemental Highway Traffic Safety Programs	D	\$0	\$62,000	\$0	\$62,000
Transfer to Operations & Research (GF)	D		[\$74,500]	[\$74,500]	[\$74,500]
Grand Total, All Appropriations		\$ 1,094,601	\$ 1,625,943	\$ 1,293,162	\$ 1,586,570

Exhibit II-3: Budgetary Resources by Strategic Goal

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)

	Safety	Economic Strength	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total
Operations & Research (GF)	\$ 244,200	\$ -	\$ 1,000	\$ 27,450	\$ -	\$ -	\$ 272,650
Operations & Research (TF)	\$ 194,218	\$ -	\$ 2,782	\$ -	\$ -	\$ -	\$ 197,000
Highway Traffic Safety Grants (TF)	\$ 379,275	\$ -	\$ 415,945	\$ -	\$ -	\$ -	\$ 795,220
IIJA Supplemental Advance Appropriations	\$ 298,840	\$ -	\$ 22,860	\$ -	\$ -	\$ -	\$ 321,700
Crahs Data (GF)	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 150,000
Vehicle Safety and Behavioral Research (GF)	\$ 109,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 109,700
Supplemental Highway Traffic Safety Grants (GF)	\$ 39,140	\$ -	\$ 22,860	\$ -	\$ -	\$ -	\$ 62,000
TOTAL	\$ 1,116,533	\$ -	\$ 442,587	\$ 27,450	\$ -	\$ -	\$ 1,586,570

Safety: Make our transportation system safer for all people. Work toward a future where transportation-related serious injuries and fatalities are eliminated.

Economic Strength and Global Competitiveness: Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to good-paying jobs, resources, and markets.

Equity: Reduce inequities. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate & Sustainability: Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation: Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence: Strengthen our world class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

Exhibit II-4: Outlays

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (\$000)

		(A)	(B)	(C)
	M / D	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 REQUEST
OPERATIONS & RESEARCH (GF)	D	\$ 211,000	\$ 225,000	\$ 342,000
OPERATIONS & RESEARCH (TF)	M	\$ 148,000	\$ 201,000	\$ 208,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)	M	\$ 693,000	\$ 866,000	\$ 889,000
TOTAL:		\$ 1,052,000	\$ 1,292,000	\$ 1,439,000
Mandatory		\$ 841,000	\$ 1,067,000	\$ 1,097,000
Discretionary		\$ 211,000	\$ 225,000	\$ 342,000
IIJA Supplemental (Division J)				
CRASH DATA	D	\$ -	\$ 65,000	\$ 127,000
VEHICLE SAFETY & BEHAVIOR RESEARCH	D	\$ -	\$ 22,000	\$ 36,000
SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAMS	D	\$ -	\$ 12,000	\$ 42,000
Grand Total, Outlays from all Appropriations		\$ 1,052,000	\$ 1,391,000	\$ 1,644,000

Exhibit II-5: Analysis of Changes Tables

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations (\$000)

Account Name	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Baseline Changes				GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)						
PERSONNEL RESOURCES (FTE)												
Direct FTE	620	646	0	44	0	0	0	0	58	748	36	784
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$113,581	\$126,317	\$852	\$8,580	\$3,821	\$0	\$0	\$0	\$11,309	\$150,879	\$7,381	\$158,260
Travel	\$1,375	\$1,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,380	\$0	\$1,380
Transportation	\$52	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$0	\$50
GSA Rent	\$10,380	\$8,779	\$0	\$0	\$0	\$0	\$61	\$0	\$0	\$8,840	\$0	\$8,840
Communications, & Utilities	\$648	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650	\$0	\$650
Printing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Services:	\$28,253	\$74,194	\$0	\$0	\$0	\$0	\$0	\$0	(\$5,879)	\$68,315	\$0	\$68,315
-WCF	\$27,270	\$30,298	\$0	\$0	\$0	\$0	\$60	\$3,255	\$0	\$33,613	\$0	\$33,613
Supplies	\$858	\$885	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$885	\$0	\$885
Equipment	\$272	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$300
Grants	\$52	\$52	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$52
Admin Subtotal	\$182,741	\$242,905	\$852	\$8,580	\$3,821	\$0	\$121	\$3,255	\$5,430	\$264,964	\$7,381	\$272,345
PROGRAMS												
Rulemaking	\$23,816	\$23,816	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300	\$33,116	\$12,000	\$45,116
Enforcement	\$23,893	\$23,893	\$0	\$0	\$0	\$0	\$0	\$0	\$20,043	\$43,936	\$0	\$43,936
Research and Analysis	\$35,598	\$96,361	\$0	\$0	\$0	\$0	\$0	\$0	\$13,420	\$109,781	\$0	\$109,781
Communications & Consumer Info.	\$15,292	\$15,492	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,492	\$0	\$15,492
Sec. 142	\$17,000	\$17,000	\$0	\$0	\$0	\$0	\$0	\$0	(\$17,000)	\$0	\$0	\$0
Highway Safety Programs	\$49,190	\$92,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$92,700	\$5,000	\$97,700
Research and Analysis - NCSA	\$45,754	\$209,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$209,500	(\$5,000)	\$204,500
Formula Grants (Section 402)	\$279,800	\$383,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$383,400	\$7,500	\$390,900
High Visibility Enforcement (Section 404)	\$30,500	\$36,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,400	\$1,900	\$38,300
National Priority Safety Programs (Section 405)	\$285,900	\$358,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358,500	\$10,000	\$368,500
Transfer from Federal Highway Administration (FHWA)	\$105,117	\$125,976	\$0	\$0	\$0	\$0	\$0	\$0	(\$125,976)	\$0	\$0	\$0
Programs Subtotal	\$911,860	\$1,383,038	\$0	\$0	\$0	\$0	\$0	\$0	(\$100,213)	\$1,282,825	\$31,400	\$1,314,225
BASE PROGRAMS TOTAL	\$1,094,601	\$1,625,943	\$852	\$8,580	\$3,821	\$0	\$121	\$3,255	(\$94,783)	\$1,547,789	\$38,781	\$1,586,570

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

OPERATIONS & RESEARCH (GF)	FY 2021 Enacted	FY 2022 CR (with ILJA Oblim)	Baseline Changes				GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)						
PERSONNEL RESOURCES (FTE)												
Direct FTE	357	357		18					17	392	36	428
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$66,140	\$70,572	\$476	\$3,611	\$2,151			\$3,459		\$80,269	\$7,381	\$87,650
Travel	\$500	\$500								\$500		\$500
Transportation	\$0	\$0								\$0		\$0
GSA Rent	\$6,490	\$4,848					(\$100)			\$4,748		\$4,748
Communications, & Utilities	\$15	\$15								\$15		\$15
Printing	\$0	\$0								\$0		\$0
Other Services:	\$16,444	\$14,632						\$4,343		\$18,975		\$18,975
-WCF	\$16,038	\$15,060						\$1,636		\$16,696		\$16,696
Supplies	\$115	\$115								\$115		\$115
Equipment										\$0		\$0
Grants										\$0		\$0
Admin Subtotal	\$105,742	\$105,742	\$476	\$3,611	\$2,151	\$0	(\$100)	\$1,636	\$7,802	\$121,318	\$7,381	\$128,699
PROGRAMS												
Rulemaking	\$23,816	\$23,816							\$9,300	\$33,116	\$12,000	\$45,116
Enforcement	\$23,893	\$23,893							\$20,043	\$43,936		\$43,936
Research and Analysis	\$35,598	\$35,598							\$14,183	\$49,781		\$49,781
Communications & Consumer Info.	\$5,118	\$5,118								\$5,118		\$5,118
Sec. 142	\$17,000	\$17,000							(\$17,000)	\$0		\$0
Programs Subtotal	\$105,425	\$105,425	\$0	\$0	\$0	\$0	\$0	\$0	\$26,526	\$131,951	\$12,000	\$143,951
BASE PROGRAMS TOTAL	\$211,167	\$211,167	\$476	\$3,611	\$2,151	\$0	(\$100)	\$1,636	\$34,328	\$253,269	\$19,381	\$272,650

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

OPERATIONS & RESEARCH (TF)	FY 2021 Enacted	FY 2022 CR (with ILJA Oblim)	Baseline Changes							FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	175	191		16						25	232	232
<u>FINANCIAL RESOURCES</u>												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$32,530	\$37,346	\$252	\$3,049	\$1,049					\$4,763	\$46,459	\$46,459
Travel	\$456	\$460									\$460	\$460
Transportation	\$42	\$40									\$40	\$40
GSA Rent	\$2,782	\$2,438						(\$13)			\$2,425	\$2,425
Communications, & Utilities	\$0	\$0									\$0	\$0
Printing	\$0	\$0									\$0	\$0
Other Services:	\$5,261	\$14,285									\$8,286	\$8,286
-WCF	\$8,525	\$10,237							\$1,099		\$11,336	\$11,336
Supplies	\$314	\$320									\$320	\$320
Equipment	\$272	\$300									\$300	\$300
Grants	\$0	\$0									\$0	\$0
Admin Subtotal	\$50,182	\$65,426	\$252	\$3,049	\$1,049	\$0	(\$13)	\$1,099	(\$1,236)	\$69,626	\$0	\$69,626
<u>PROGRAMS</u>												
Highway Safety Programs	\$49,190	\$60,000									\$60,000	\$60,000
Research and Analysis - NCSA	\$45,754	\$57,000									\$57,000	\$57,000
Communication & Consumer Info	\$10,174	\$10,374									\$10,374	\$10,374
Programs Subtotal	\$105,118	\$127,374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,374	\$0	\$127,374
BASE PROGRAMS TOTAL	\$155,300	\$192,800	\$252	\$3,049	\$1,049	\$0	(\$13)	\$1,099	(\$1,236)	\$197,000	\$0	\$197,000

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

HIGHWAY TRAFFIC SAFETY GRANTS (TF)	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Baseline Changes				GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)						
PERSONNEL RESOURCES (FTE)												
Direct FTE	88	90		2					4	96		96
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$14,911	\$16,910	\$114	\$406	\$535			\$813		\$18,778		\$18,778
Travel	\$419	\$420								\$420		\$420
Transportation	\$10	\$10								\$10		\$10
GSA Rent	\$1,108	\$1,195				\$18				\$1,213		\$1,213
Communications, & Utilities	\$633	\$635								\$635		\$635
Printing	\$0	\$0								\$0		\$0
Other Services:	\$6,548	\$15,242								\$14,502		\$14,502
-WCF	\$2,707	\$3,086					\$374			\$3,460		\$3,460
Supplies	\$429	\$450								\$450		\$450
Equipment	\$0	\$0								\$0		\$0
Grants	\$52	\$52								\$52		\$52
Admin Subtotal	\$26,817	\$38,000	\$114	\$406	\$535	\$0	\$18	\$374	\$73	\$39,520	\$0	\$39,520
PROGRAMS												
Formula Grants (Section 402)	\$279,800	\$363,400								\$363,400	\$7,500	\$370,900
High Visibility Enforcement (Section 404)	\$30,500	\$36,400								\$36,400	\$1,900	\$38,300
National Priority Safety Programs (Section 405)	\$285,900	\$336,500								\$336,500	\$10,000	\$346,500
Transfer from Federal Highway Administration (FHWA)	\$105,117	\$125,976								(\$125,976)	\$0	\$0
Programs Subtotal	\$701,317	\$862,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$125,976)	\$736,300	\$755,700
BASE PROGRAMS TOTAL	\$728,134	\$900,276	\$114	\$406	\$535	\$0	\$18	\$374	(\$125,903)	\$775,820	\$19,400	\$795,220

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

CRASH DATA (IIJA SUPPLEMENTAL)	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Baseline Changes					GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base	FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)							
PERSONNEL RESOURCES (FTE)													
Direct FTE		3		3						4	10	10	
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits		\$550	\$4	\$553	\$30				\$737	\$1,874		\$1,874	
Travel										\$0		\$0	
Transportation										\$0		\$0	
GSA Rent		\$85					\$47			\$132		\$132	
Communications, & Utilities										\$0		\$0	
Printing										\$0		\$0	
Other Services:		\$3,308							(\$1,431)	\$1,877		\$1,877	
-WCF		\$557					60			\$617		\$617	
Supplies										\$0		\$0	
Equipment										\$0		\$0	
Grants										\$0		\$0	
Admin Subtotal	\$0	\$4,500	\$4	\$553	\$30	\$0	\$107	\$0	(\$694)	\$4,500	\$0	\$4,500	
PROGRAMS													
Research and Analysis - NCSA		\$145,500								\$145,500		\$145,500	
Programs Subtotal	\$0	\$145,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$145,500	\$0	\$145,500	
BASE PROGRAMS TOTAL	\$0	\$150,000	\$4	\$553	\$30	\$0	\$107	\$0	(\$694)	\$150,000	\$0	\$150,000	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

VEHICLE SAFETY & BEHAVIORAL RESEARCH (IIJA SUPPLEMENTAL)	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Baseline Changes							FY 2023 Baseline Estimate	Program Increases/ Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE		5		5					8	18	18	
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits		\$939	\$6	\$961	\$56				\$1,537	\$3,499	\$3,499	
Travel										\$0	\$0	
Transportation										\$0	\$0	
GSA Rent		\$213					\$109			\$322	\$322	
Communications, & Utilities										\$0	\$0	
Printing										\$0	\$0	
Other Services:		\$6,727							(\$2,052)	\$4,675	\$4,675	
-WCF		\$1,358						\$146		\$1,504	\$1,504	
Supplies										\$0	\$0	
Equipment										\$0	\$0	
Grants										\$0	\$0	
Admin Subtotal	\$0	\$9,237	\$6	\$961	\$56	\$0	\$109	\$146	(\$515)	\$10,000	\$0	\$10,000
PROGRAMS												
Highway Safety Programs		\$32,700								\$32,700	\$5,000	\$37,700
Research and Analysis - NCSA		\$7,000								\$7,000	(\$5,000)	\$2,000
Research and Analysis		\$60,763								(\$763)	\$60,000	\$60,000
Programs Subtotal	\$0	\$100,463	\$0	\$0	\$0	\$0	\$0	\$0	(\$763)	\$99,700	\$0	\$99,700
BASE PROGRAMS TOTAL	\$0	\$109,700	\$6	\$961	\$56	\$0	\$109	\$146	(\$1,278)	\$109,700	\$0	\$109,700

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAMS (IIJA SUPPLEMENTAL)	FY 2021 Enacted	FY 2022 CR (with IIJA Oblim)	Baseline Changes							FY 2023 Baseline Estimate	Program Increases/Decreases	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of new FY 2022 FTE	FY 2023 Pay Raises	Adjustment for Compensable Days (260 days)	GSA Rent	WCF Increase/Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE											0	0
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits											\$0	\$0
Travel											\$0	\$0
Transportation											\$0	\$0
GSA Rent											\$0	\$0
Communications, & Utilities											\$0	\$0
Printing											\$0	\$0
Other Services:		\$20,000									\$20,000	\$20,000
-WCF											\$0	\$0
Supplies											\$0	\$0
Equipment											\$0	\$0
Grants											\$0	\$0
Admin Subtotal	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$20,000
PROGRAMS												
Formula Grants (Section 402)		\$20,000									\$20,000	\$20,000
National Priority Safety Programs (Section 405)		\$22,000									\$22,000	\$22,000
Programs Subtotal	\$0	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$42,000
BASE PROGRAMS TOTAL	\$0	\$62,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,000	\$62,000

Exhibit II-6: Working Capital Fund

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)**

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
DIRECT:			
Operations & Research (GF)	\$ 16,038	\$ 15,060	\$ 16,696
Operations & Research (TF)	\$ 8,525	\$ 10,237	\$ 11,336
Highway Traffic Safety Grants (TF)	\$ 2,707	\$ 3,086	\$ 3,460
SUBTOTAL	\$ 27,270	\$ 28,383	\$ 31,492
TOTAL, Base programs	\$ 27,270	\$ 28,383	\$ 31,492
SUPPLEMENTAL FUNDING			
IIJA Supplemental (Division J) Subtotal	\$ -	\$ 1,915	\$ 2,121
Crash Data (IIJA Supplemental)	0	\$557	\$617
Vehicle Safety & Behavioral Research (IIJA Supplemental)	0	\$1,358	\$1,504
Total, All Sources	\$ 27,270	\$ 30,298	\$ 33,613

Exhibit II-7: Full-time Equivalents (FTE)

**PERSONNEL RESOURCE -- SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	FY 2021 ACTUAL	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations & Research (GF)	353	357	428
Operations & Research (TF)	171	191	232
Highway Traffic Safety Grants (TF)	82	90	96
BASE TOTAL FTEs	606	638	756
<u>SUPPLEMENTAL FUNDED FTE's</u>			
IIJA Supplemental Funding			
Crash Data	0	3	10
Vehicle Safety & Behavioral Research	0	5	18
SUBTOTAL, Supplemental Funded	0	8	28
TOTAL FTEs	606	646	784

Exhibit II-8: Full-time Positions (FTP)

**RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS**

	FY 2021 ACTUAL	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations & Research (GF)	353	357	464
Operations & Research (TF)	171	206	256
Highway Traffic Safety Grants (TF)	82	92	99
BASE TOTAL POSITIONS	606	655	819
<u>SUPPLEMENTAL FUNDED FTP's</u>			
IIJA Supplemental Funding			
Crash Data		5	12
Vehicle Safety & Behavioral Research		10	26
SUBTOTAL, Supplemental Funded	0	15	38
TOTAL POSITIONS	606	670	857

Section 3: Budget Request by Appropriation
Operations & Research (GF)
Exhibit III-1: Appropriation Summary by Program Activity

Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
Administrative Expenses	\$ 105,742	\$ 105,742	\$ 128,699
Rulemaking	\$ 23,816	\$ 23,816	\$ 45,116
Enforcement	\$ 23,893	\$ 23,893	\$ 43,936
Research and Analysis	\$ 35,598	\$ 35,598	\$ 49,781
Communications & Consumer Info.	\$ 5,118	\$ 5,118	\$ 5,118
Sec. 142	\$ 17,000	\$ 17,000	\$ -
TOTAL, Base appropriations	\$ 211,167	\$ 211,167	\$ 272,650
FTEs	357	357	428
Direct Funded	357	357	428
Reimbursable, allocated, other	0	0	0

Program and Performance Statement

Exhibit III-1a: Summary of Analysis of Change

**OPERATIONS & RESEARCH (GF)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2022 CR	<u>\$211,167</u>	<u>357</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$476	18
Annualization of new FY 2022 FTE	\$3,611	
FY 2023 Pay Raises	\$2,151	
GSA Rent	(\$100)	
Working Capital Fund	\$1,636	
Pay Inflation	\$3,459	17
Non-Pay Inflation	\$30,869	
SUBTOTAL, ADJUSTMENTS TO BASE	\$253,269	392
PROGRAM INCREASES		
Administrative Expenses	\$7,381	36
Rulemaking	\$12,000	
SUBTOTAL, PROGRAM INCREASES	\$19,381	36
FY 2023 REQUEST	\$272,650	428

Detailed Justification for Operations and Research (GF)

FY 2023 – Rulemaking – Budget Request (\$45,116,000)

Rulemaking	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IJA Oblim)	PRES.BUD.
Safety Standards Support	\$2,136	\$2,136	\$3,136
New Car Assessment Program (NCAP)	\$9,530	\$9,530	\$14,530
Fuel Economy	\$12,150	\$12,150	\$27,450
Total, Rulemaking	\$23,816	\$23,816	\$45,116

What is this program and what does this funding level support?

NHTSA’s Rulemaking programs advance the Department’s priorities, including safety, climate change, transportation equity, infrastructure investment, and job creation, by developing and updating the FMVSS and other regulations in the key areas of fuel economy, crash avoidance, crashworthiness, post-crash safety, international policy, and consumer information. Rulemaking includes three main programs:

- **Safety Standards Support:** Develops and promulgates Federal standards dealing with crash protection, survivability and avoidance, battery and hydrogen vehicle safety, and other agency priorities.
- **NCAP:** Provides a reliable and unbiased assessment of the safety performance of passenger cars and light trucks sold in America to empower Americans to research and select the vehicles that best meet their needs. NCAP also provides up-to-date information about dangers to children in and around vehicles, and other vehicle safety information, such as 15-passenger van and tire safety.
- **Fuel Economy:** Achieves mandates of the Energy Policy and Conservation Act of 1975 and Energy Independence and Security Act of 2007, directing the Department to set passenger car, light-truck, and medium-duty passenger vehicle Corporate Average Fuel Economy (CAFE) standards, and medium- and heavy-duty vehicle fuel efficiency standards.

Building on the funding increases in the FY 2022 President’s Budget, the FY 2023 budget request will support the following activities:

Safety Standards Support

- Evaluate options to standardize performance of Advanced Driver Assistance Systems (ADAS), including Automatic Emergency Braking (AEB), which has the potential to prevent hundreds of fatalities and thousands of injuries annually.
- Update existing test procedures developed for ADAS technologies to include requirements to detect and mitigate crash risk involving vulnerable road users, such as pedestrians and cyclists.

- Develop and promulgate standards to address the unique safety risks associated with battery-electric and hydrogen fueled vehicles and to update and promulgate safety standards for addressing these unique risks.
- Develop and promulgate standards to improve vehicle hood designs for pedestrian crash protection.
- Incorporate advanced crash test dummies into Federal standards.
- Continue efforts on statutorily mandated regulations associated with the MAP-21 and the FAST Act.

New Car Assessment Program

- Support upgrades to the program, including adding new crash avoidance systems with specified performance requirements and test procedures to evaluate the systems.
- Support updating the crashworthiness evaluation of vehicles by adding pedestrian crash protection evaluation and advanced crash test dummies to the program to enhance driver safety.
- Support upgrades to crashworthiness vehicle safety rating and support development of crash avoidance rating.
- Support vehicle procurement, testing, oversight, and execution of the expanding NCAP program.

The NCAP Program disseminates vehicle safety information to the American public via www.nhtsa.gov, including: vehicle safety ratings; advanced technology identification; child safety seat ease of use ratings; child safety-related information; and other consumer information related to vehicle safety. NHTSA tests and rates a substantial percentage of each new model year vehicle fleet (based on projected sales volume) under NCAP. This information helps to empower Americans to research and select the vehicles that best meet their needs, and thereby taps into the power of the marketplace to incent manufacturers to add to their vehicles the additional safety enhancements that Americans demand.

Fuel Economy

The Biden-Harris Administration is committed to promoting and protecting public health and the environment. NHTSA's robust proposed fuel economy standards will save drivers hundreds of billions of dollars on gas and diesel consumption, spur our transition to an electric vehicle future, and help counter the climate crisis. In fact, NHTSA's proposed standards would reduce pollution equivalent to removing approximately the same amount as if we took more than 5 million of today's vehicles off the road.

The Office of Rulemaking's Corporate Average Fuel Economy (CAFE) team program will continue their tireless work on the standards for Model Year 2024-2026 passenger cars and light trucks, as well as new standards for post-2026 and for medium- and heavy-duty trucks. **The additional \$12 million and 22 FTE requested for this program** will provide this office those resources needed to achieve the Administration's ambitious climate goals, as well as to conduct the thorough research and analyses necessary to complete these transformational, science-based rulemakings.

This investment will improve the environment, while also paying real dividends to drivers:

NHTSA estimates that the new CAFE standards will result in close to \$140 billion in fuel savings for consumers of new vehicles sold by 2030 and \$470 billion by midcentury.

Anticipated Accomplishments for FY 2022

- Continue updating NCAP to include new crash avoidance systems, to pursue updates to the program to include pedestrian crash protection and advanced crash test dummies, and to tie technological improvements to those behaviors that cause a significant percentage of crashes.
- Continue work on improving fuel economy standards associated with medium- and heavy-duty vehicles and develop new standards for light-duty vehicles for MY 2027 and beyond.
- Develop regulatory proposals for alternative fuel vehicles, advanced crash test dummies, and crashworthiness and crash avoidance technologies to enhance road safety.
- Develop regulatory proposals to improve vehicle safety and protect vulnerable road users, including those to standardize AEB performance on all newly manufactured light vehicles and heavy trucks.

What benefits will be provided to the American public through this request and why is this program necessary?

Motor vehicle safety has increased due to improved vehicle designs, many of which were a result of FMVSS rulemaking. Safer vehicles improve survivability when crashes occur, and emerging crash avoidance technologies help to avoid crashes or reduce the severity of crashes that do occur, all of which reduces injuries and fatalities. FY 2023 funding will advance vehicle safety, including the safety of pedestrians and vulnerable road users, update and maintain the relevance of existing standards, and ensure that emerging technologies, including those that automate the driving function are introduced into the vehicle fleet in a safe manner.

The CAFE and medium and heavy-duty fuel efficiency programs play a key role in the Nation's energy policy, which significantly affects the economy and promotes public health. Vigorous science-based CAFE standards are vital to address the Administration's ambitious climate protection goals while promoting strong vehicle safety standards.

NCAP safety ratings and information are disseminated to the public via NHTSA's website, other consumer information outlets, and at the point of sale. NCAP empowers Americans to research and select the vehicle that best meets their needs, and because Americans have strong preferences for safer vehicles, this incentivizes manufacturers to make more investments in safety. This fulfills a Congressional mandate to identify and communicate appropriate crash avoidance technologies on window stickers.

**FY 2023 Enforcement Budget Request
(\$43,936,000)**

Enforcement	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
Vehicle Safety Compliance	\$7,258	\$7,258	\$15,301
Safety Defects	\$16,460	\$16,460	\$28,460
Odometer Fraud	\$175	\$175	\$175
Total, Enforcement	\$23,893	\$23,893	\$43,936

What is this program and what does this funding level support?

The National Traffic and Motor Vehicle Safety Act authorizes NHTSA to investigate issues relating to motor vehicle safety and requires manufacturers to notify NHTSA of all safety-related defects involving unreasonable risk of accident, death, or injury. The Office of Enforcement includes three main programs:

- **Office of Vehicle Safety Compliance (OVSC):** Conducts vehicle and equipment test programs that ensure compliance with NHTSA’s safety standards. Monitors imports to prevent entry of vehicles and equipment not meeting U.S. safety standards. Administers and enforces the Corporate Average Fuel Economy (CAFE) program.
- **Office of Defects Investigation (ODI):** Plays a key role in executing NHTSA’s mission by gathering and analyzing relevant information, investigating potential defects, identifying unsafe motor vehicles and items of motor vehicle equipment, and managing the recall process. ODI risk-based processes consist of four stages: Data Collection; Data Review; Investigation; and Recall Management.
- **Odometer Fraud Investigations:** Promotes safety and protects consumers by investigating odometer tampering that could mask hidden vehicle safety issues and harm the economy.

Building on the funding increases in the FY 2022 President’s Budget, the FY 2023 budget request will support the following activities:

Information Technology Development & Sustainment

- Work with the Department CIO and the Agency’s Chief Technology Officer to develop mission-critical, public-facing Information Technology (IT) systems for recall management to improve data-mining and analytical capabilities for screening and investigating defects.
- Modernize IT systems to cloud-based systems for more effective and efficient data management and analysis of safety defect identification, automation of standard processes, and improve data and workflow management of compliance program testing.
- Implement an electronic case management system that will be used to support enhancing recall management, facilitate tracking interstate commerce associated with e-odometer disclosure, enhance cross-collaboration of vehicle import compliance, and support defect investigations. These functionality enhancements would increase the Agency’s ability to focus on reducing

odometer fraud which disproportionately affects lower income populations.

Operational Sustainment

- Continue to refine processes for defects investigations of vehicles equipped with Advanced Driver Assistance Systems (ADAS), Automated Driving Systems, and/or alternative fuel propulsion systems.
- Provide support to review and categorize recall-related complaints and complete any regular report generation based on complaint category.
- Develop new and refine existing ODI Standardized Operating Processes to support ODI investigative and data-analysis activities. This ensures continuous compliance with Office of the Inspector General recommendations to standardize and improve transparency in ODI operations.¹
- Maintain NHTSA's existing tire safety facility to include repairs and improvements to buildings, grounds, and test track areas.
- Implement electronic submission of imported vehicle documents and increase efficiency in managing and executing compliance programs through digital case management and process flow systems.

Ensuring Safety of Vehicles and Equipment

- Complete critical vehicle crash avoidance and crashworthiness compliance testing; develop new tests and test procedures for emerging technologies, including ADAS and electric vehicles.
- Regulate imports to protect consumers, including lower income groups likely to seek low priced imported tires, helmets, child seats and other goods, consistent with safety regulations issued in response to the MAP-21 Act and continued in the FAST Act.
- Support NHTSA's Vehicle Research and Test Center testing capability to analyze vehicles and components for potential safety defects.

Anticipated Accomplishments for FY 2022

- Administer the CAFE compliance program, including incentivizing electric and low emission vehicles while facilitating credit trades that provide a degree of flexibility to domestic manufacturers continue their transition to more efficient vehicles.
- Regulate and enforce existing CAFE standards and collect substantial civil penalties from manufacturers with less efficient fleets that fail to meet the standards.
- Increase enforcement in the Registered Importer program to deter the importation and sale of lower cost used Canadian vehicles with unremedied safety recalls, salvage titles or incomplete modification to meet U.S. safety requirements.
- Help identify potential safety defects and ensure remedies are effective, implemented promptly, and are properly publicized to the public. Develop strategies to help underserved communities improve recall remedy completion rates that are historically lower compared to more affluent communities.
- Resolve multiple large-scale odometer fraud investigations with indictments, convictions, and

¹ U.S. Department of Transportation, Office of Inspector General, Report ST-2015-63, Recommendation 12. June 18, 2015

sentences that create a deterrent. Work with industry toward implementing e-odometer disclosure statements.

What benefits will be provided to the American public through this request and why is this program necessary?

ODI investigates potential vehicle defects through analysis of trends in data received by consumer complaints and many other sources. Where appropriate, ODI seeks recalls of vehicles and vehicle equipment that pose an unreasonable risk to safety. From 2014 - 2020, ODI opened over 275 investigations into potential defects. In 2021, ODI's recall management division processed 1,093 vehicle and vehicle equipment recalls, an increase of 23% from 2020, resulting in over 54 million units under recall, and continued to manage the recall of tens of millions of defective airbags.

OVSC's enforcement of vehicle safety standards and equipment prevents fatalities, injuries, and property damage. The OVSC vehicle and equipment compliance test programs are vital checks on whether products meet minimum safety performance standards. In recent years, OVSC compliance testing resulted in recalls of 1.2 million Nissan and 257,000 BMW vehicles with substandard rearview camera systems. Similar compliance test failures resulted in two recalls totaling 233,000 child restraints and one for 99,000 imported headlight bulbs. Without an active compliance and importation enforcement program, U.S. markets could be flooded with noncompliant vehicles and equipment, creating safety risks for consumers and increased costs for U.S. households.

The Odometer Fraud program is essential because vehicles remain on the road longer than ever. Odometer fraud related to older vehicles that are currently exempt from written odometer statements at the time of transfer has increased by more than 10 percent. NHTSA estimates that more than 450,000 vehicles are sold each year with false odometer readings. This crime costs American car buyers more than \$1 billion annually. Odometer tampering devices are being imported and sold on the internet with almost no way for detection and no clear understanding of damage they may cause to other data recorders on a vehicle. Since 1984, NHTSA's odometer fraud investigations have resulted in more than 295 criminal convictions in 36 States with prison sentences ranging from one month to ten years, and criminal fines totaling more than \$3 million.

**FY 2023 Research and Analysis Budget Request
(\$49,781,000)**

Research and Analysis	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
Vehicle Electronics and Cybersecurity	\$4,498	\$4,498	\$4,870
Automated Driving Systems (ADS)	\$8,000	\$8,000	\$11,764
Advanced Safety Technologies	\$10,000	\$10,000	\$18,120
Crashworthiness	\$12,500	\$12,500	\$12,927
Alternative Fuel Safety	\$600	\$600	\$2,100
Total, Research and Analysis	\$35,598	\$35,598	\$49,781

What is this program and what does this funding level support?

The Office of Vehicle Safety Research studies all levels of emerging technology, as well as conventional systems impacting vehicle safety, through contracts with topical subject matter experts (e.g. research institutes, universities, test laboratories, technology and/or tool developers, manufacturers, and suppliers), and applied research performed at its Vehicle Research and Test Center (VRTC) located in East Liberty, Ohio. The program targets all motor vehicle classes, and covers the full crash timeline, including crash prevention, crash severity reduction, injury reduction and mitigation, as well as post-crash safety. The program conducts crash data analyses, develops tests procedures, assesses relevant technologies, and builds tools and capabilities to improve testing of new automotive technologies. This research also monitors market trends and engages in stakeholder outreach to identify priority safety areas and potential emerging safety risks.

Building on the funding increases in the FY 2022 President’s budget, the FY 2023 budget request will support the following activities:

Vehicle Electronics and Cybersecurity

- Functional Safety: The research scope continues to extend to new capabilities that Automated Driving System (ADS) and Advanced Driver Assistance Systems (ADAS) developers are introducing. Research will continue to characterize functional safety assessments for key ADS support systems, such as remote manual operation of the vehicle (i.e. teleoperations).
- Vehicle Cybersecurity: NHTSA will conduct targeted research on how the automotive industry addresses the full lifecycle of cybersecurity risks including identifying, protecting, detecting, responding, and recovering from cybersecurity threats. Further, NHTSA’s research will support the interpretation and application of automotive-focused cybersecurity standards by vehicle manufacturers and suppliers.

Advanced Safety Technology

- ADAS Innovation and Deployment: Innovative technologies considered for research include active safety systems, such as cross-traffic alert systems, that have potential to address some

types of intersection crashes and opposite direction (head-on) collision avoidance systems.

- Safety Performance Assessment of ADAS Technologies: Assessments in new production vehicles will continue in FY 2023 and will include computer simulations, closed-course testing, and/or naturalistic roadway evaluations.
- ADAS Human-Machine Interface (HMI): NHTSA’s research program will continue to examine ADAS-related HMI effectiveness and design issues and may include evaluation of emerging in-vehicle HMI technologies, such as gesture-based inputs, and augmented reality displays, as well as behavioral adaptation to ADAS.
- Driver Engagement and ADAS: SAE Level 2 driving automation research will continue to focus on examining a driver’s engagement in the driving task when an ADAS Level 2 technology is used. Human factors challenges and benefits for these new technologies will continue to be evaluated. Research into the effectiveness of driver monitoring system strategies at mitigating driver distraction will continue.
- Heavy Duty Safety Technologies: NHTSA research will continue to support agency regulatory initiatives aimed at automatic emergency braking, as well as continue research into the effectiveness of lane departure warning and safety performance of SAE driving automation Level 2 features for heavy vehicles.

Automated Driving Systems (ADS)

- Research on ADS safety performance: Research will continue to explore methods, metrics, and tools for assessing the safety of ADS-equipped vehicles. These include modeling and simulation, closed-course testing, and on-road naturalistic testing. The research will also continue to support development of a common “language” for describing ADS test scenarios, and methods for selecting specific test scenarios to efficiently test ADS capabilities or attributes of interest. Additional research will focus on evaluating the application of contemporary analytical methods that leverage operational data (or results) from various testing venues to develop safety performance metrics. Research will continue related to ADS-equipped vehicle subsystems, including methods for examining performance of ADS perception, localization, path planning, and control execution systems. Methods to assess pedestrian recognition performance across a diverse population of road users will be researched to encourage equity and inclusiveness during the design processes.
- Crashworthiness of ADS-equipped vehicles: Research will apply Human Body Models to evaluate occupant restraints for the range of seating conditions expected in new ADS designs and will refine understanding of human response and injury metrics for various alternative seating conditions. Anthropomorphic test devices will be adapted for use in forward- and rear-facing reclined seating configurations. The Agency will also continue to develop best practices for safe interaction of non-occupied ADS-equipped vehicles with existing vehicles, roadside hardware, pedestrians, cyclists, and motorcyclists.
- Human factors research to support safe and effective communications between ADS-equipped vehicles, passengers, and other road users: ADS-equipped vehicles and ADS-Dedicated

Vehicle (ADS-DV) designs will influence humans' interactions with vehicles. The Agency will continue to investigate emerging ADS human factors topical areas (e.g., external HMI, driver-vehicle interface, communication of intent, etc.) and to research different methods for transferring knowledge from the SAE level 3 ADS to the driver/operator during a takeover request to improve situation awareness. The Agency will also continue to execute research to better understand the human factors considerations associated with remote manual operation (momentary intervention) concepts.

Alternative Fuels

- NHTSA has worked with the Department of Homeland Security to document standards and best practices for emergency medical responders. This study will be extended to research capabilities to address difficulties Emergency Medical Services (EMS) responders encountered in responding to battery-electric vehicle crashes, and fires. NHTSA will continue to partner with industry, standards organizations, and other Federal agencies to develop appropriate safety performance for new alternative fuel vehicles.

Anticipated FY 2022 Accomplishments

- Issuance of final updated *Cybersecurity Best Practices for the Safety of Modern Vehicles*.
- Publication of the third volume of FMVSS considerations for vehicles equipped with ADS research report that focuses on compatibility of novel vehicle designs with safety standards.
- Publication of human factor research report on ADS' communication of intent with shared road users.
- Conduct test track evaluations of modern ADAS technologies to fine tune test procedures for considerations in policy alternatives.
- Development of tools and applications for expanded vehicle technology testing in physical and virtual environments and associated modeling.
- Continue safety performance assessment of emerging safety countermeasures, such as released updated versions of intersection collision avoidance.
- Research support for tire safety rulemaking activities.
- Research support of crash avoidance and crashworthiness upgrades to the New Car Assessment Program (NCAP).
- Support for rulemaking activities to federalize Test Device for Human Occupant Restraint (THOR) and WorldSID 50th crash dummies and their optional inclusion in FMVSS testing.
- Expanded field data analysis documenting female fatality and injury risks relative to males in all crash types.

What benefits will be provided to the American public through this request and why is this program necessary?

NHTSA's Vehicle Safety Research Program provides confidence that future vehicle systems are compatible with the expectations and capabilities of consumers and supports the safe introduction of new vehicle and energy sources. For example, our research will advance the safe testing and deployment of lifesaving ADAS systems through objective methods for consideration in Agency

policies and rulemakings. Further, our research will also explore the safety performance assessment of ADS-equipped vehicles that may not require a human driver at maturity. It will inform ADS design considerations for human factors, persons with disabilities, and child passenger safety.

Additionally, critical and timely research will support industry's continued improvement of the cybersecurity posture of motor vehicles and promote contemporary methods in software development, testing practices, and requirements management as they pertain to robust management of underlying hazards and risks across the vehicle life-cycle. The Agency's activities are performed in close collaboration with industry to promote a strong risk management culture and associated organizational and systems engineering processes, and in coordination with international, State, and local governments.

NHTSA's current vehicle safety research portfolio will lead to the development of performance assessment tests and a comprehensive understanding of ADAS enabling technologies and trends. It will also lead to the quantification of ADAS performance, capabilities, limitations, effectiveness, and risks for all classes of vehicles and all roadway users. Collectively, these research outputs facilitate and inform data-driven policy decisions.

The benefits from crashworthiness research continue to deliver improved assessment of occupant safety in current and future crash conditions and more representative crash test conditions, improving the effectiveness of occupant safety countermeasures, as well as addressing any potential gender inequalities that may be observed in crash outcomes.

**FY 2023 Communications and Consumer Information Budget Request
(\$5,118,000)**

Communications and Consumer Information	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IJA Oblim)	PRES. BUD.
Paid Media Campaigns	\$2,100	\$2,100	\$2,100
Vehicle Safety Communications	\$1,418	\$1,418	\$1,418
Vehicle Safety Hotline	\$1,600	\$1,600	\$1,600
Total, Comm. and Consumer Info.	\$5,118	\$5,118	\$5,118

What is this program and what does this funding level support?

The Office of Communications and Consumer Information (OCCI) develops and delivers communication activities to support the successful execution of NHTSA’s mission. Activities include the following campaigns and programs:

- **Safe Cars Save Lives Paid Media Campaign:** Increase public awareness of vehicle safety recalls and the Takata air bags recall by encouraging consumers to regularly check vehicle identification numbers (VINs) for open recalls, and to get affected vehicles repaired as soon as possible.
- **5 Star Safety Rating Program:** Highlight the safety features of new vehicles; provide consumers safety and compatibility features of child car seats; and enable consumers to compare tire safety features through the Uniform Tire Quality Grading System.
- **Vehicle Safety Hotline:** Empower consumers to share mission-critical information about vehicle or vehicle equipment problems that helps NHTSA identify safety defect trends and provide answers to consumer questions related to vehicle, child safety seat and equipment issues.

The FY 2023 budget will support the following activities:

- Creation of ODI and NCAP program activities and paid media campaigns.
- Creation of media assets to educate consumers regarding automated vehicle technologies, improve awareness of existing automated driver assistance technologies, and reassure the public about the pace of technological change.
- Operation of the Vehicle Safety Hotline.
- Regular updates to and support for continuity of operations for [NHTSA.gov](https://www.nhtsa.gov), other web properties and digital platforms, and continued program enhancements of the Application Programming Interface (API)-powered search functionality and NHTSA’s mobile app.

Anticipated FY 2022 Accomplishments

- National paid advertising for the Safe Cars Save Lives campaign and continued support of the 5 Star Safety Rating Program.
- Continued operation of the Vehicle Safety Hotline.
- Continued transition to the new content management platform to upgrade NHTSA.gov, trafficsafetymarketing.com, and other digital properties.

What benefits will be provided to the American public through this request and why is this program necessary?

Informing the public of vehicle safety recalls and emphasizing the importance of addressing recall issues promptly is a basic tenet of NHTSA's mission. Given the fast pace of technological advances in vehicles, it is also paramount to inform consumers of the safety features of late model vehicles and the potential lifesaving benefits—as well as the limitations—of these new technologies. The activities identified in the FY 2023 request will continue to support and advance NHTSA's mission.

**FY 2023 Administrative Expenses Budget Request
(\$128,699,000)**

Administrative Expenses	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA ObIm)	PRES. BUD.
Salaries and Benefits (S&B)	\$66,140	\$66,140	\$93,079
Working Capital Fund (WCF)	\$16,038	\$16,038	\$17,185
GSA Rent	\$6,490	\$6,490	\$4,848
Management and Oversight	\$17,074	\$17,074	\$19,487
Subtotal, Administrative Expenses	\$105,742	\$105,742	\$134,599

What is this program and what does this funding level support?

NHTSA’s Operations and Research (GF) request includes \$134.60 million for administrative expenses. Costs include the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to the Vehicle Safety programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

FTP BY OFFICE	FY 2022	NEW	FY 2023
	PRES. BUD.	FTP	PRES. BUD.
Office of the Administrator	9	0	9
Office of Chief Counsel	30	6	36
Office of Gov Affairs, Policy & Strategic Planning	2	0	2
Office of Civil Rights	4	0	4
Office of the Chief Financial Officer	15	5	20
AA for Administration	18	1	19
Office of the Chief Information Officer	17	2	19
AA for Comm. & Consumer Info.	15	2	17
AA for National Center for Statistics & Analysis	28	4	32
AA for Vehicle Safety Research	62	4	66
AA for Rulemaking	54	22	76
AA for Enforcement	138	26	164
Total, NHTSA	392	72	464

What benefits will be provided to the American public through this request and why is this program necessary?

Provides funding for essential mission support activities that are necessary to ensure the agency can successfully deliver its safety mission and in full compliance with all Federal laws and regulations.

The FY 2023 budget request includes an increase of 72 full-time positions (36 FTE) to support execution of the vehicle safety programs. Modern vehicles are being equipped with cutting-edge technology designed to make the vehicle safer and more convenient to operate. But with this technological change comes increased complexity, and a need for a larger, more technically diverse staff to help incorporate these technologies in a way that maximizes safety. New automotive manufacturers and suppliers have entered the market in recent years, requiring the Office of Defect Investigation (ODI) to prepare for these new entrant companies and the new technologies they introduce. This has resulted in an increased need for Data Science and Engineering disciplines required to keep up with the ever-broadening automotive market, to include specializations in cybersecurity, software, alternative fuels, and large-data analysis. The requested increase includes 26 positions for ODI that will be dedicated to gathering and analyzing relevant information, investigating potential defects, identifying unsafe motor vehicles and items of motor vehicle equipment, and managing the recall process.

Our staff are currently responsible for a significant portfolio of more than 70 rulemaking actions, including 23 rulemakings required by the FAST and MAP-21 Acts. To facilitate and fulfill the rulemakings directed by statute and Presidential Executive Orders 13990, 14008 and 14037 to include new passenger car and light-duty truck CAFE standards as well as the next phase of medium- and heavy-duty vehicle fuel efficiency standards, the Office of Rulemaking is requesting an additional 22 positions. This staffing increase is necessary to support NHTSA's ability to research, develop and deliver the comprehensive fuel economy standards for both light duty and medium- and heavy-duty vehicles concurrently and deliver these new standards on schedule while continuing to ensure that standards are based on the latest science and empirical evidence. The staffing increase will allow NHTSA to deliver these critical priorities on schedule while continuing to ensure that standards are based on the latest science and empirical evidence and can sustain legal challenge. New resources will also support the CAFE Management Suite, which provides public access and standardizes the method to receive compliance data from the Environmental Protection Agency and manufacturers.

The scope and complexity of our mission continues to grow year over year, underscoring the need for the agency's resource allocations to keep pace. Aligning overall resources with current mission demands will position the agency to deliver on long overdue and highly impactful safety and climate advances for the American public. This request will allow NHTSA to continue all of our current activities while also allowing us to fill critical gaps in staff, skill sets, and other resources to deliver on our safety and climate work.

Operations & Research (TF)

Exhibit III-1: Appropriation Summary by Program Activity

**Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
Administrative Expenses	\$ 50,182	\$ 65,426	\$ 69,626
Highway Safety Programs	\$ 49,190	\$ 60,000	\$ 60,000
Research and Analysis - NCSA	\$ 45,754	\$ 57,000	\$ 57,000
Communication & Consumer Info	\$ 10,174	\$ 10,374	\$ 10,374
TOTAL, Base appropriations	\$ 155,300	\$ 192,800	\$ 197,000
FTEs	175	191	232
Direct Funded	175	191	232
Reimbursable, allocated, other	0	0	0

Program and Performance Statement

The FY 2023 budget request includes \$197.0 million for research and development activities to reduce highway fatalities, prevent injuries, and reduce the economic toll of motor vehicle crashes. The Highway Safety Research and Development programs support research and development activities, including demonstration projects, training, education, and the collection and analysis of highway and motor vehicle safety data, for behavioral safety programs conducted by State and local governments, as well as various safety associations and organizations. These programs are designed to provide our State and local partners with the latest tools to combat impaired, distracted, and drowsy driving while encouraging occupant protection, pedestrian and bicyclist safety, and development of best practices for emergency medical and trauma care systems as part of a comprehensive highway and traffic safety system. This funding supports the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs. Finally, this funding will allow NHTSA to improve its vital data collection and analysis, which drives all of the Agency's safety activities.

Exhibit III-1a: Summary of Analysis of Changes

**OPERATIONS & RESEARCH (TF)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2022 CR	<u>\$192,800</u>	<u>191</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$252	
Annualization of new FY 2022 FTE	\$3,049	16
FY 2023 Pay Raises	\$1,049	
GSA Rent	(\$13)	
WCF Increase/ Decrease	\$1,099	
Non-Pay Inflation	(\$1,236)	
SUBTOTAL, ADJUSTMENTS TO BASE	\$197,000	207
FY 2023 REQUEST	\$197,000	207

Detailed Justification for Operations & Research (TF)

Section 403 and National Driver Register – Budget Request

**Research and Program Development
(\$60,000,000)**

	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
Highway Safety Programs			
Impaired Driving	\$7,382	\$8,400	\$8,400
Drug Impaired Driving	\$4,700	\$5,500	\$5,500
Safety Countermeasures	\$3,924	\$7,000	\$7,000
Occupant Protection	\$5,338	\$7,000	\$7,000
Enforcement and Justice Services	\$5,172	\$5,200	\$5,200
EMS, 911 and NEMSIS	\$7,542	\$8,000	\$8,000
Driver Licensing	\$512	\$900	\$900
Highway Safety Research	\$14,620	\$18,000	\$18,000
Total, Highway Safety Programs	\$49,190	\$60,000	\$60,000

What is this program and what does this funding level support?

The mission of NHTSA’s Research and Program Development is to design, implement, and evaluate traffic safety programs that reduce crash-related injuries and fatalities. Funding supports research and development activities, including education for use by national, State, and local stakeholders. Specifically, resources are intended to: prevent destructive behavior, such as driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt; protect vulnerable road users, including pedestrians and bicyclists; support traffic law enforcement; and improve lifesaving emergency medical services (EMS) and 911 systems as part of a comprehensive highway and traffic safety system.

The FY 2023 budget request will support the following activities:

Human Factors Research

Conduct research to explore how people use and misuse vehicle technology to develop and evaluate countermeasures to reduce crash-related injuries and fatalities. Emphasis will be on protecting vulnerable road users, such as pedestrians and bicyclists, and exploring how to prevent distracted driving.

National EMS Information System Technical Assistance Center

NHTSA is the Federal government’s lead agency on Emergency Medical Services, and this program supports the National EMS Information System (NEMSIS) Technical Assistance Center (TAC) to provide assistance to local, State, Tribal, Territorial and Federal agencies for submission of data to the National EMS Database and for initial data analysis to evaluate EMS response and patient care. The TAC will enhance real time reporting of EMS responses to traffic crashes,

including initial patient condition, indicators of alcohol- and drug-impairment, and patient outcomes.

Equity Considerations in Safety Research

Research will place emphasis on equity in traffic safety as an overarching issue that informs the development of new projects and the direction of existing projects to increase our understanding and ultimately decrease inequities in traffic safety.

Program Evaluation

Safety messaging campaigns are an important part of NHTSA's programmatic efforts. These include campaigns on specific traffic safety risks, such as drinking and driving, with the goal of raising public awareness and reducing the risky driving behaviors. One such program is the National Alcohol Crackdown Campaign, conducted annually in two waves around the Labor Day and the Christmas holiday seasons. Alcohol-impaired driving is a leading cause of fatal crashes in the United States, accounting for 28% of all traffic fatalities in 2019. Alcohol-related fatal crashes increased by 14% during the COVID-19 pandemic, accounting for 30% of all fatal crashes in 2020. These holiday seasons are targeted in the NHTSA campaign because both are periods of increased alcohol use. NHTSA is planning a new behavioral research project in FY23 to evaluate this safety messaging program. Pre- and post-campaign national surveys will be conducted around each campaign wave to evaluate public awareness of the risks of drinking and driving and the campaign messaging, as well as self-reported behaviors related to alcohol impaired driving. Findings from this program evaluation will be used to improve NHTSA's future safety messaging campaigns and to inform other agency programmatic efforts to reduce alcohol impaired driving.

Anticipated FY 2022 Accomplishments

- Advance the Agency's behavioral safety research portfolio
- Expand vulnerable road user and rural safety activities
- Continue the Drug-Impaired Driving Initiative
- Explore behavioral safety technology solutions to reduce fatalities

What benefits will be provided to the American public through this request and why is this program necessary?

Impaired Driving

In 2020, alcohol-impaired driving fatalities accounted for 30.0% of all reported motor vehicle fatalities.² NHTSA's impaired driving programs prevent impaired driving and deter recidivism by training and educating enforcement officers, toxicologists, prosecutors, judges, community supervision officers, and treatment/health professionals, as well as promoting technology to identify and monitor repeat offenders and offenders with high blood alcohol concentrations.

Drug-Impaired Driving

² <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812917>

Over-the-counter, prescription, and recreational drug use is growing, leading to an increase in drug-impaired driving. NHTSA trains and educates the criminal justice community on the identification, arrest, prosecution, and adjudication of drug-impaired drivers, providing information that helps improve State criminal justice system with respect to drug-impaired driving. NHTSA also maintains and improves the national database of evaluations performed by Drug Recognition Experts (DREs) to assess drug use by drivers, and the agency increases access to Advanced Roadside Impaired Driving Enforcement and DRE training.

Safety Countermeasures

Pedestrian and bicyclist fatalities have been on the rise. NHTSA's Safety Countermeasures programs protect these and other vulnerable road users by assisting States and communities with planning, implementing, and evaluating evidence-based pedestrian, bicyclist, micro-mobility and pupil transportation, motorcycle, and older driver safety programs.

Occupant Protection

Seat belts and appropriate child safety seats save lives³ when crashes occur. NHTSA's Occupant Protection program encourages seat belt use, particularly in States with secondary laws, low use rates or high unrestrained-fatality rates, and suburban and rural areas with a significant proportion of unrestrained fatalities. NHTSA also works with a cadre of stakeholders to educate parents and caregivers about the correct choice, use, and registration of car seats and booster seats, particularly in less-advantaged communities; to reduce texting and other driver distractions; and to educate the public on the risks and consequences of pediatric vehicular heatstroke.

Enforcement and Justice Services

Enforcing sound traffic laws is vital to reducing injuries and fatalities on the road. NHTSA engages the law enforcement community to promote safe and effective traffic enforcement; helps States implementing Data-Driven Approaches to Crime and Traffic Safety and the National Law Enforcement Liaison Program, helps improve first responder safety through Move Over laws and Below 100; and collaborates with DOT's multimodal, multidisciplinary Speed Management Team.

EMS, including 911, and NEMSIS

When crashes occur, the rapid response of trained emergency responders can mean the difference between life and death. NHTSA is the recognized national leader for the coordination and support of Federal efforts to improve prehospital EMS. A comprehensive and effective EMS system is an essential component of the Nation's highway infrastructure; it provides the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. NHTSA helps States implement the National EMS Scope of Practice Model, National EMS Education Standards, and EMS Agenda 2050; chairs and supports the Federal Interagency Committee on EMS and National EMS Advisory Council; , and assists all U.S. States, Territories, and the District of Columbia in contributing to NEMSIS to optimize EMS data collection and analysis as part of a comprehensive highway and traffic safety system.

Driver Licensing and Education

NHTSA provides national leadership and assistance to States to ensure that drivers are trained,

³ <https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf>

evaluated, and have a single, valid driver license. NHTSA assists States in developing licensing systems for novice drivers, such as driver education, model minimum national standards, and Graduated Driver Licensing laws. As vehicles become more automated, NHTSA is working with State motor vehicle administrators to provide education on human factors related to ADS technologies.

Highway Safety Research

NHTSA's programs are driven by data and research. The Agency develops and evaluates safety countermeasures to reduce alcohol- and drug-impaired driving, improve young and novice driver behavior, protect pedestrians and other vulnerable road users, and prevent distracted driving. NHTSA seeks more effective and efficient countermeasures for existing traffic risks, such as motorcyclist safety, speeding, nonuse of seat belts, and misuse of child restraints, while exploring factors that may affect and predict driver engagement with new technologies, such as ADS and ADAS.

National Center for Statistics and Analysis
(\$57,000,000)

	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
National Center for Statical Analysis			
Traffic Records	\$10,347	\$3,159	\$3,159
Crash Data Collection	\$27,448	\$43,032	\$43,032
Data Analysis	\$4,010	\$6,360	\$6,360
Regulatory Analysis and Evaluation	\$600	-	-
National Driver Register	\$3,349	\$4,449	\$4,449
Total, NCSA	\$45,754	\$57,000	\$57,000

What is this program and what does this funding level support?

The National Center for Statistics and Analysis (NCSA) provides the data, analysis, and evaluation that allow for an understanding of the nature, causes, and injury outcomes of motor vehicle traffic crashes; the strategies and interventions that reduce crashes and their consequences; and the potential impact, costs, and benefits of highway safety programs and regulatory activities.

The FY 2023 budget request will support the following activities.

Traffic Records

- Assessments of State traffic safety data systems (crash, driver, vehicle roadway, citation, adjudication, and injury surveillance) that help States identify data improvements.
- The GO Teams program, which provides resources and assistance to State traffic records professionals as they work to better their traffic records data collection, management, and analysis capabilities; the Crash Data Improvement Program and traffic records strategic planning and crash system workshops; and
- Harmonization of States’ crash data collection by promoting the Model Minimum Uniform Crash Criteria (MMUCC), measuring States MMUCC alignment.

Crash Data Collection

- Fatality Analysis Reporting System (FARS): Provide an annual census of motor vehicle traffic fatalities, early notification data, and projections of motor vehicle traffic fatalities.
- Crash Investigation Sampling System (CISS): Provide nationally representative data on crashes resulting in at least one towed passenger vehicle for agency, Departmental, and public analysis.
- Crash Report Sampling System (CRSS): Provide a nationally representative sample of police crash report data for agency, Departmental, and public analysis.
- Special Crash Investigations (SCI): Conduct crash investigations to identify consequences of vehicle crashes and incidents in support of potential recalls and agency enforcement efforts, conduct countermeasures research, and collect driving automation systems data.

- State Data Transfer Program: Increase participation in the Electronic Data Transfer (EDT) system that shares near real-time State crash data with the Agency and maintain the State Data Crash File system, which collects data from 34 State crash files annually.
- Non-Traffic Surveillance (NTS) Program: Gather available information about non-traffic crashes and non-crash motor vehicle incidents for analytic purposes.
- Support Product Information Catalog and Vehicle Listing, a source for VIN decoding, Manufacturer Information Database, plant identification, and associated data from manufacturer reporting.

Data Analysis

- Generate quarterly and annual estimates of traffic fatalities; analysis of crash factors via the annual assessment of traffic crashes; annual Traffic Safety Facts and analyses; metrics for DOT performance targets and agency programs via estimates of lives saved.
- Enhance data science capabilities that will enable NCSA to provide improved data visualizations, analyses, and reporting for agency, Departmental, and public consumers.
- Conduct and provide statistical support for national studies to answer pressing questions on traffic safety.
- Conduct all aspects of survey design and estimation to make NHTSA crash data systems nationally representative.

Regulatory Analysis and Evaluation

- Conduct cost and weight analyses of regulated, proposed, or emerging vehicle technology.
- Conduct engineering assessments in review of existing regulations.
- Conduct special data collections in support of safety rulemakings and evaluations.
- Perform cost/benefit studies and regulatory evaluations of safety and CAFE regulations.

National Driver Register (NDR)

- Maintain the Problem Driver Pointer System (PDPS) that identifies problem drivers whose privilege to drive has been revoked, suspended, cancelled, or denied for cause; or who have been convicted of a serious driving violation, such as driving under the influence of alcohol. This program assists States in determining whether applicants for licenses have a history of driving violations committed in other States.
- Provide PDPS access to Federal agencies requesting access.
- Respond to inquiries from State driver licensing agencies and individuals.

National Occupant Protection Use Surveys (NOPUS)

Conduct the only nationwide survey on the use of seat belts, motorcycle helmets, child restraint use, belt use among rear-seat occupants, and driver electronic device use.

Anticipated FY 2022 Accomplishments

- Produce the annual data files for FARS, CRSS, CISS, and NTS and complete detailed investigations involving topics of interest, such as: vehicles with potential defects, vehicles with automated and assisted driving systems, etc.
- Provide timely estimates of emerging fatality trends by generating quarterly projections of traffic fatalities and fatality rates.
- Provide statistical and analytical support that identifies crash factors and outcomes.

- Help States improve their traffic safety data systems by completing 14 traffic records assessments and updating and evaluating the current MMUCC edition.
- Provide regulatory analytical support to the Agency by completing the Rear Seat Belt Warning System Preliminary Regulatory Impact Analysis, and the Light Vehicle AEB Preliminary Regulatory Impact Analysis.
- Complete the report The Economic and Societal Impact of Motor Vehicle Crashes, 2019, and develop revised KABCO/MAIS translators. Continue the reliable operation of NDR PDPS to keep problem drivers from getting driver licenses.

What benefits will be provided to the American public through this request and why is this program necessary?

NHTSA's data collection systems are the source of traffic safety data at the Federal, State, and local levels. Accurate, accessible, timely, and standardized data allow decision makers to identify crash factors and outcomes, develop and evaluate safety countermeasures, support traffic safety operations, measure progress, design effective regulations, and target safety funding. With relevant and timely data, NHTSA can make informed policy, program, and regulatory decisions that lead to improved safety. Data are used to identify trends and problems, quantify effectiveness of our safety standards, and measure progress. Better data lead to safer roads and safer vehicles.

**Communications and Consumer Information
(\$10,374,000)**

	FY 2021	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
Communications and Consumer Info	ENACTED		
Paid Media Campaign	\$7,427	\$7,427	\$7,427
Highway Safety Communications	\$2,747	\$2,947	\$2,947
Total, Comm. and Consumer Info.	\$10,174	\$10,374	\$10,374

What is this program and what does this funding level support?

NHTSA’s OCCI develops and delivers communication activities to support the successful execution of NHTSA’s mission. Activities include the following programs and campaigns.

- **Communications, Marketing, and Media Support:** Develop advertising to support State and local High Visibility Enforcement (HVE) activities; address distracted driving; increase safety belt usage and decrease alcohol and drug impaired driving.
- **Education and Awareness Campaigns:** Develop advertising to increase awareness of the dangers of risky behaviors such as alcohol and drug impaired driving, distracted driving, and child passenger safety issues. These campaigns complement the HVE activities and run during non-enforcement periods.
- **Child Hyperthermia Paid Media Campaign:** Develop advertising to execute a national heatstroke prevention and awareness campaign, offering safety tips to parents, caregivers, bystanders, and members of the community about the safety threats of heatstroke to young children left unattended in hot cars.
- **Communications Support:** Support for NHTSA.gov and other web properties; graphic creation; writing services; social media messaging; web page enhancements; production of NHTSA publications; audio/visual production; and editing services.

Anticipated FY 2022 Accomplishments

- Continued support of all paid media campaigns by reviewing and refreshing advertising assets.
- Increased distribution of and additional partnerships supporting social norming campaigns.
- Continued transition to the new content management platform to upgrade NHTSA.gov, trafficsafetymarketing.gov, and other digital properties.

What benefits will be provided to the American public through this request and why is this program necessary?

NHTSA is a trusted resource for safety information on behavioral and vehicle safety issues. The public turns to NHTSA for science-based information on all things related to traffic safety and this program continues that standard of excellence. It is incumbent upon the Agency through its programs to provide information and education that allows the public to make informed decisions

that advance their transportation safety.

Developing and executing sound, messaging that focuses on influencing and changing dangerous behaviors is foundational to meeting NHTSA's mission. This request maintains the priority programs and delivery of safety messages that seek to reduce the incidence of impaired and distracted driving and other hazardous behaviors, and to increase seat belt use and child passenger safety.

Administrative Expenses
(\$69,626,000)

	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
Administrative Expenses			
Salaries and Benefits (S&B)	\$32,530	\$37,346	\$46,459
Working Capital Fund (WCF)	\$8,525	\$10,237	\$11,336
GSA Rent	\$2,782	\$2,438	\$2,425
Management and Oversight	\$6,345	\$15,405	\$9,406
Total, Administrative Expenses	\$50,182	\$65,426	\$69,626

NHTSA’s Operations and Research (TF) request includes \$69.63 million for administrative expenses. Costs include the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to the Highway Safety programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

Highway Traffic Safety Grants (TF)
Exhibit III-1: Appropriation Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2021 ENACTED	FY 2022 CR (w/ IJA Oblim)	FY 2023 PRES. BUD.
Administrative Expenses	\$ 26,817	\$ 38,000	\$ 39,520
Formula Grants (Section 402)	\$ 279,800	\$ 363,400	\$ 370,900
High Visibility Enforcement (Section 404)	\$ 30,500	\$ 36,400	\$ 38,300
National Priority Safety Programs (Section 405)	\$ 285,900	\$ 336,500	\$ 346,500
Transfer from Federal Highway Administration (FHWA)	\$ 105,117	\$ 125,976	\$ -
TOTAL, Base appropriations	\$ 728,134	\$ 900,276	\$ 795,220
FTEs	88	90	96
Direct Funded	88	90	96

Program and Performance Statement

The FY 2023 budget request includes \$795.22 million for NHTSA to provide grants to States for activities related to the promotion of highway traffic safety. The State and Community Safety Grants Program (Section 402) supports multi-faceted State highway safety programs designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. The Agency will continue to implement and promote the use of performance measures and data-driven targets as a condition of approval in these programs and to ensure efficient and effective use of funds. The National Priority Safety Programs (Section 405) allow the Agency to make grant awards to States in the areas of occupant protection, State traffic safety information system improvements, impaired driving countermeasures, including ignition interlock laws and 24-7 sobriety programs, distracted driving, motorcyclist safety, graduated driver licensing laws, and nonmotorized safety. NHTSA also will use dedicated funds from the program to support high visibility enforcement campaigns that promote the use of seat belts and the reduction of impaired and distracted driving.

Exhibit III-1a: Summary of Analysis of Changes

**HIGHWAY TRAFFIC SAFETY GRANTS (TF)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2022 CR	<u>\$900,276</u>	<u>90</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$114	
Annualization of new FY 2022 FTE	\$406	2
FY 2023 Pay Raises	\$535	
GSA Rent	\$18	
Working Capital Fund	\$374	
Non-Pay Inflation	\$73	
Transfer from Federal Highway Administration (FHWA)	(\$125,976)	
SUBTOTAL, ADJUSTMENTS TO BASE	\$775,820	92
PROGRAM INCREASES		
Formula Grants (Section 402)	7,500	
High Visibility Enforcement (Section 404)	1,900	
National Priority Safety Programs (Section 405)	10,000	
SUBTOTAL, PROGRAM INCREASES	19,400	
FY 2023 REQUEST	795,220	92

Detailed Justification for Highway Traffic Safety Grants (TF)

FY 2023 – Highway Traffic Safety Grants – Budget Request (\$795,220,000)

What is this program and what does this funding level support?

The Highway Traffic Safety Grant program provides grants, based on statutorily defined formulas, to 57 jurisdictions, including States, the District of Columbia, Puerto Rico, four Territories and the Bureau of Indian Affairs, to conduct data-driven highway safety programs addressing highway safety problems unique to each jurisdiction such as alcohol- and drug-impaired driving, lack of seat belt and child restraint use, speeding, and distracted driving.

The Section 402 program requires States to carefully analyze their data to understand their specific highway safety problems, set performance targets, and plan programs to help them achieve the targets. Starting in FY 2023, States will now submit their highway safety plans every three years instead of doing so annually. This will strengthen strategic planning and optimize the States' ability to focus on their expanding partnerships and meeting the safety needs of vulnerable road users as well as under-served and over-represented populations. This funding can be used for almost any data-driven behavioral highway safety initiative. Under Section 405, States apply for optional grants to incentivize programs and the passage of laws in high-impact program areas.

NHTSA conducts comprehensive training and oversight, and operates a robust highway safety training program on program implementation and grants administration. Additionally, NHTSA obtains services of Regional law enforcement liaisons who assist the agency in conducting outreach and training for State and local law enforcement and procures the services of media contractors who ensure that key NHTSA safety messaging is visible in the consistent with national messaging.

The FY 2023 budget request will support the following activities.

- Distribution of funds to the 57 jurisdictions.
- Allow States to apply for Section 402 and 405 optional incentive grants to address occupant protection, State traffic safety information system improvements, impaired driving countermeasures (including ignition interlock and 24-7 sobriety program), distracted driving, motorcyclist safety, , nonmotorized safety, officer safety and preventing roadside deaths.
- States may also apply for an incentive grant under Section 1906 to collect and maintain data on the race and ethnicity of drivers pulled over in traffic stops.
- Strengthen the States' understanding of and compliance with Title VI activities, to include conducting meaningful stakeholder engagement throughout the highway safety planning process.
- Adjust training to incorporate more distance learning opportunities, particularly to understand how they can expand their programs and support more equitable solutions, and increase electronic grant-making expansion activities to enhance the oversight of Federally funded programs.

Anticipated FY 2022 Accomplishments

- Distribute funds to each of the 57 jurisdictions to implement their highway safety plans.
- Provide information on the National Roadway Safety Strategy, understand and implement a Safe System Approach, conduct meaningful and inclusive stakeholder engagement, assist them in qualifying for additional incentive grants, conduct educational activities for States, and continue the national training program.
- Expand electronic grant-making capabilities toward developing a complete IT system to manage all phases of formula grant-making with greater efficiency.
- Work closely with States to make strategic adjustments to their programs to meet the changing highway safety landscape and address the continuing increase in crashes, fatalities and serious injuries.
- Comply with new Title VI requirements through training, and oversight of States.
- Complete a rulemaking to implement requirements under the Infrastructure Investment and Jobs Act with emphasis on obtaining input from key stakeholders including States, safety groups, diversity groups and community organizations.

What benefits will be provided to the American public through this request and why is this program necessary?

The Highway Traffic Safety Program represents an economic investment in reducing the human tragedy and the economic losses facing this Nation each year, with the potential for a significant return on investment. Under Section 402, States identify and address their unique highway safety problems based on an analysis of their data — a much more effective way to reach regionally diverse groupings of roadway users, especially as States delve further into their data and expand their partnerships to ensure they are reaching vulnerable road users, over-represented and under-served populations. Starting in FY 2023, States will be required to obtain more public input and NHTSA will be fully implementing requirements affecting States under Title 6. Congress provides for a focused effort on several core safety programs under Section 405, which encourages States to perform activity in these high impact areas. The combination of these programs allows States to focus on both their unique highway safety problems and the core, high impact programs.

States will continue to combat aggressive and impaired-driving, including drug-impaired driving which is a growing problem throughout the Nation. With more emphasis on walking and bicycling, States can identify and address their unique problems with the non-motorized public. As we continue to learn more about the distracted driving problem, States will be armed with more information about how to address this troubling cause of motor vehicle crashes.

NHTSA will use grant administration funds to help States in problem identification, selection of appropriate program countermeasures, and program implementation. NHTSA will continue to emphasize diversified and meaningful stakeholder engagement with the public health community, community-based organizations, and the traffic enforcement community through the law enforcement liaison program, and support States in their education and public safety messaging and media outreach efforts. Training to States on program administration and NHTSA oversight

of the State programs will continue to ensure the Federal funds are efficiently and effectively spent.

NHTSA will seek contract support to continue updating its oversight program. This effort will seek out best practices, build out a library of policies and procedures, and develop additional training and other tools to strengthen the work performed by the NHTSA team.

Grant administration funds will also be used to create a robust program that infuses equity into State and local highway safety programs. This effort will seek out best practices, identify gaps in NHTSA's existing activities, and create training, tools, and other resources to further enable the NHTSA team to infuse equity into field operations.

NHTSA will continue to modernize its electronic grant-making systems to ease the administrative burdens of program implementation, and to increase transparency and understanding about how effectively the States are investing their limited highway safety funds.

Under Section 402, States will continue to set performance targets to help direct how the funding will be used on proven, effective, and innovative programs. States will annually assess their performance and use this information to plan their future programs and the use of the Federal grant funds.

This appropriation also supports the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to the Highway Safety Grants programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

Crash Data (GF)

Exhibit III-1: Appropriation Summary by Program Activity

**Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
Administrative Expenses	\$ -	\$ 4,500	\$ 4,500
Research and Analysis - NCSA	\$ -	\$ 145,500	\$ 145,500
TOTAL, Base appropriations	\$ -	\$ 150,000	\$ 150,000
FTEs		3	10
Direct Funded		3	10

Program and Performance Statement

Several new initiatives in the Infrastructure Investment and Jobs Act (IIJA) will expand, improve, and enhance NHTSA's crash data program. The funding supports revision of NHTSA's crash data programs to collect information on personal conveyances (scooters, bicycles, etc.) in crashes, update the Model Minimum Uniform Crash Criteria (MMUCC), collect additional data elements related to vulnerable road users, and coordinate with the Centers for Disease Control and Prevention on an implementation plan for States to produce a national database of pedestrian injuries and fatalities. This will allow the agency to identify, analyze, and develop strategies to reduce these crashes. The Crash Investigation Sample System (CISS) will be transformed by increasing the number of sites and adding more researchers which will expand the scope of the study to include all crash types and increase the number of cases. This will enable the agency to make more timely and accurate assessments of automated driving in real-world crash scenarios. While many States are interested in participating in electronic data transfer, and several pilot States are already transferring data successfully, some States' crash data systems are not advanced enough to enable full electronic data transfer. Additional IIJA funding will support a grant program for States to upgrade and standardize their crash data systems to enable electronic collection, intra-State sharing, and transfer to NHTSA; all of which would increase the accuracy, timeliness, and accessibility of the data for all users.

Exhibit III-1a: Summary of Analysis of Changes

**CRASH DATA (IIJA SUPPLEMENTAL)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2022 CR	<u>\$150,000</u>	<u>3</u>
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$4	
Annualization of new FY 2022 FTE	\$553	3
FY 2023 Pay Raises	\$30	
GSA Rent	\$107	
Non-Pay Inflation	(\$694)	
SUBTOTAL, ADJUSTMENTS TO BASE	\$150,000	6
FY 2023 REQUEST	\$150,000	6

Detailed Justification for Crash Data (GF)

**FY 2023 – Crash Data – Budget Request
(\$145,500,000)**

	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
National Center for Statical Analysis			
Traffic Records		\$4,500	\$4,500
Crash Data Collection		\$62,500	\$62,500
EDT Grants		\$65,500	\$65,500
Data Analysis		\$13,000	\$13,000
Subtotal, NCSA		\$145,500	\$145,500

What is this program and what does this funding level support?

The additional funding provided by IIJA will transform Crash Investigation Sample System (CISS) into an onsite investigation system able to collect enhanced data on pre-crash factors like distraction and use of data related to emergent crash avoidance technologies (ADS, ADAS, etc.). Increasing the number of sites from the current 32 to 72 and adding more researchers will expand the scope of the study to include all crash types, increase the number of cases, which improves the accuracy of the estimates and enable the agency to make more timely and accurate assessments of automated driving in real-world crash scenarios. In FY2023, the agency will plan, design, and initiate the expansion of the CISS in this multi-year project.

The Electronic Data Transfer (EDT) protocol is an automated electronic information collection of State crash data. While many States are interested in EDT participation, and several pilot States are already transferring data successfully, some States’ crash data systems are not advanced enough to enable fully electronic data transfer. Additional funding would enable States to upgrade and standardize their crash data systems to enable electronic collection, intra-State sharing, and transfer to NHTSA, all of which would increase the accuracy, timeliness, and accessibility of the data for all users. In FY 2023, the agency would initiate this program by providing resources to make State’s crash data system capable of electronically transferring their data to NHTSA.

NHTSA’s Crash Data programs advance the Department’s priorities including safety, climate change, transportation equity, infrastructure investment, and job creation by developing and updating the FMVSS and other regulations in the key areas of fuel economy, crash avoidance, crashworthiness, post-crash safety, international policy, and consumer information.

**FY 2023 – Administrative Expenses – Budget Request
(\$4,500,000)**

	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
Administrative Expenses			
Salaries and Benefits (S&B)		\$550	\$1,874
Working Capital Fund (WCF)		\$557	\$617
GSA Rent		\$85	\$132
Management and Oversight		\$3,308	\$1,877
Subtotal, Administrative Expenses		\$4,500	\$4,500

What is this program and what does this funding level support?

NHTSA’s Crash Data (GF) request includes \$4.5 million for administrative expenses. Costs include the salaries and benefits to work on or provide support to the Crash Data programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

Vehicle Safety and Behavioral Research (GF)

Exhibit III-1: Appropriation Summary by Program Activity

**Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
Administrative Expenses	\$ -	\$ 9,237	\$ 10,000
Highway Safety Programs	\$ -	\$ 32,700	\$ 37,700
Research and Analysis - NCSA	\$ -	\$ 7,000	\$ 2,000
Research and Analysis	\$ -	\$ 60,763	\$ 60,000
TOTAL, Base appropriations	\$ -	\$ 109,700	\$ 109,700
FTEs		5	18
Direct Funded		5	18

Program and Performance Statement

Vehicle Safety and Behavioral Research funding will support increased behavioral safety program efforts and vehicle safety program efforts. These projects will provide data, analysis, and assets to inform strategies to combat the risky driving behaviors that have increased during the pandemic and to implement a Safe System Approach. This funding supports a data collection on alcohol and drug use, research to develop passive alcohol detection technology, as well as emergency medical services data collection and analysis. The funding will also support state grants to develop and implement processes for informing vehicle owners and lessees of the open recalls. Further, the program will support public education and awareness campaigns such as the risks of speeding, protecting pupil transportation safety and child passenger safety. Funding also supports additional vehicle safety research, particularly in the critical areas of vehicle electronics and cybersecurity, and automated driving systems. Cutting-edge technologies, including complex safety-critical electronic control systems, vehicle cybersecurity, and new and emerging Automated Driving System technologies will also be evaluated. Additional research areas include biomechanics, heavy vehicles safety technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSAs research advances vehicle and road user safety by informing the development of regulations and safety standards.

Exhibit III-1a: Summary of Analysis of Changes

**VEHICLE SAFETY & BEHAVIORAL RESEARCH (IIJA SUPPLEMENTAL)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2022 CR	\$109,700	5
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raises	\$6	
Annualization of new FY 2022 FTE	\$961	5
FY 2023 Pay Raises	\$56	
GSA Rent	\$109	
Working Capital Fund	\$146	
Non-Pay Inflation	(\$1,278)	
SUBTOTAL, ADJUSTMENTS TO BASE	\$109,700	10
PROGRAM REDUCTIONS		
Research and Analysis - NCSA	(\$5,000)	
SUBTOTAL, PROGRAM REDUCTIONS	(\$5,000)	0
PROGRAM INCREASES		
Highway Safety Programs	\$5,000	
SUBTOTAL, PROGRAM INCREASES	\$5,000	0
FY 2023 REQUEST	\$109,700	10

Detailed Justification for Vehicle Safety and Behavioral Research (GF)

**FY 2023 – Vehicle Safety – Budget Request
(\$60,000,000)**

	FY 2021	FY 2022 CR	FY 2023
	ENACTED	(w/ IJA Oblim)	PRES. BUD.
Research and Analysis			
Vehicle Electronics and Cybersecurity		\$5,000	\$5,000
Automated Driving Systems (ADS)		\$8,000	\$8,000
Advanced Safety Technologies		\$25,000	\$25,000
Crashworthiness		\$14,000	\$14,000
Alternative Fuel Safety		\$8,763	\$8,000
Subtotal, Research and Analysis		\$60,763	\$60,000

What is this program and what does this funding level support?

Vehicle Safety Research studies all levels of emerging technology, as well as conventional systems impacting vehicle safety, through contracts with topical subject matter experts (e.g. research institutes, universities, test laboratories, technology and/or tool developers, manufacturers, and suppliers), and applied research performed at NHTSA’s VRTC. The program targets all motor vehicle classes, and covers the full crash timeline, including crash prevention, crash severity reduction, injury reduction and mitigation, as well as post-crash safety. The program conducts crash data analyses, develops tests procedures, assesses relevant technologies, builds tools and capabilities to improve testing of new automotive technologies. This research also monitors market trends and engages in stakeholder outreach to identify priority safety areas and potential emerging safety risks.

The additional funds provided by IJA will support research in the following areas:

Vehicle Cybersecurity

NHTSA will conduct targeted research on how the automotive industry addresses the full lifecycle of cybersecurity risks including identifying, protecting, detecting, responding, and recovering from cybersecurity threats. Further, NHTSA’s research will support the interpretation and application of automotive-focused cybersecurity standards by vehicle manufacturers and suppliers.

Advanced Driver Assistance System (ADAS) Innovation and Deployment

Innovative technologies considered for research include active safety systems, such as cross-traffic alert systems, that have potential to address some types of intersection crashes and opposite direction (head-on) collision avoidance systems.

Crashworthiness of ADS-equipped Vehicles

Research will apply Human Body Models to evaluate occupant restraints for the range of seating conditions expected in new ADS designs. This research will refine understanding of human

response and injury metrics for various alternative seating conditions. Anthropomorphic test devices will be adapted for use in forward- and rear-facing reclined seating configurations. The Agency will also continue to develop best practices for safe interaction of non-occupied ADS-equipped vehicles with existing vehicles, roadside hardware, pedestrians, cyclists, and motorcyclists.

ADS Equipped Vehicle Safety Performance

Research will continue to explore methods, metrics, and tools for assessing the safety of ADS-equipped vehicles. These include modeling and simulation, closed-course testing, and on-road naturalistic testing. The research will also continue to support development of a common “language” for describing ADS test scenarios, and methods for selecting specific test scenarios to efficiently test ADS capabilities or attributes of interest. Additional research will focus on evaluating the application of contemporary analytical methods that leverage operational data (or results) from various testing venues to develop safety performance metrics. Research will continue related to ADS-equipped vehicle subsystems, including methods for examining performance of ADS perception, localization, path planning, and control execution systems. Methods to assess pedestrian recognition performance across a diverse population of road users will be researched to encourage equity and inclusiveness during the design processes.

Alternative Fuels Safety

NHTSA has worked with the Department of Homeland Security to document standards and best practices for emergency medical responders. This study will be extended to research capabilities to address difficulties Emergency Medical Services (EMS) responders encountered in responding to battery electric vehicle crashes, and fires. NHTSA will continue to partner with industry, standards organizations, and other Federal agencies to develop appropriate safety performance for new alternative fuel vehicles.

**FY 2023 – Behavioral Safety – Budget Request
(\$39,700,000)**

	FY 2021 ENACTED	FY 2022 CR (w/ IJA Oblim)	FY 2023 PRES. BUD.
Highway Safety Programs			
Occupant Protection		\$4,500	\$4,500
Enforcement and Justice Services		\$10,000	\$10,000
EMS, 911 and NEMSIS		\$5,000	\$5,000
Highway Safety Research		\$13,200	\$18,200
National Driver Register		\$7,000	\$2,000
Subtotal, Highway Safety Programs		\$39,700	\$39,700

What is this program and what does this funding level support?

The mission of NHTSA’s Research and Program Development is to design, implement, and evaluate traffic safety programs that reduce crash-related injuries and fatalities. Funding supports research and development activities, including education, for use by national, State, and local stakeholders. Specifically, resources are intended to: prevent destructive behavior, such as driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt; protect vulnerable road users, including pedestrians and bicyclists; support traffic law enforcement; and improve lifesaving emergency medical services (EMS) and 911 systems as part of a comprehensive highway and traffic safety system.

In FY 2023, supplemental funds provide by IJA will support the following activities:

Safety Countermeasures

Pedestrian and bicyclist fatalities have been on the rise. NHTSA’s Safety Countermeasures programs protect these and other vulnerable road users by assisting States and communities with planning, implementing, and evaluating evidence-based pedestrian, bicyclist, micro-mobility and pupil transportation, motorcycle, and older driver safety programs.

Occupant Protection

Seat belts and appropriate child safety seats save lives⁴ when crashes occur. NHTSA’s Occupant Protection program encourages seat belt use, particularly in States with secondary laws, low use rates or high unrestrained-fatality rates, and suburban and rural areas with a significant proportion of unrestrained fatalities. The annual Click It or Ticket HVE campaign is vital to this effort. NHTSA also works with a cadre of stakeholders to educate parents and caregivers about the correct choice, use, and registration of car seats and booster seats, particularly in less-advantaged communities; to reduce texting and other driver distractions; and to educate the public on the risks and consequences of pediatric vehicular heatstroke.

⁴ <https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf>

Enforcement and Justice Services

Enforcing sound traffic laws is vital to reducing injuries and fatalities on the road. NHTSA engages the law enforcement community to promote safe and effective traffic enforcement; helps States that are implementing Data-Driven Approaches to Crime and Traffic Safety and the National Law Enforcement Liaison Program, helps improve first responder safety through Move Over laws and Below 100; and collaborates with DOT's multimodal, multidisciplinary Speed Management Team.

EMS, including 911, and NEMSIS

When crashes occur, the rapid response of trained emergency responders can mean the difference between life and death. NHTSA is the recognized national leader for the coordination and support of Federal efforts to improve prehospital EMS. A comprehensive and effective EMS system is an essential component of the Nation's highway infrastructure; it provides the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. NHTSA helps States that are implementing the National EMS Scope of Practice Model, National EMS Education Standards, and EMS Agenda 2050; chairs and supports the Federal Interagency Committee on EMS and National EMS Advisory Council; and assists all U.S. States, Territories, and the District of Columbia in contributing to NEMSIS to optimize EMS data collection and analysis.

Highway Safety Research

NHTSA's programs are driven by data and research. The Agency develops and evaluates safety countermeasures to reduce alcohol- and drug-impaired driving, improve young and novice driver behavior, protect pedestrians and other vulnerable road users, and prevent distracted driving. NHTSA seeks more effective and efficient countermeasures for existing traffic risks, such as motorcyclist safety, speeding, nonuse of seat belts, and misuse of child restraints, while exploring factors that may affect and predict driver engagement with new technologies, such as ADS and ADAS.

National Driver Register

The National Driver Register funding will support the modernization of NDR including critical infrastructure improvements needed to continue the secure and stable operations of the NDR Problem Driver Pointer System (PDPS). The PDPS is a mission critical system that identifies problem drivers whose privilege to drive has been revoked, suspended, cancelled, or denied for cause; or who have been convicted of a serious driving violation, such as driving under the influence of alcohol. This program assists States in determining whether applicants for licenses have a history of driving violations committed in other States.

**FY 2023 – Administrative Expenses – Budget Request
(\$10,000,000)**

	FY 2021	FY 2022 CR	FY 2023
Administrative Expenses	ENACTED	(w/ IIJA Oblim)	PRES. BUD.
Salaries and Benefits (S&B)		\$939	\$3,449
Working Capital Fund (WCF)		\$1,358	\$1,504
GSA Rent		\$213	\$322
Management and Oversight		\$6,727	\$4,725
Subtotal, Administrative Expenses		\$9,237	\$10,000

What is this program and what does this funding level support?

NHTSA’s Vehicle Safety and Behavioral Research (GF) request includes \$10.0 million for administrative expenses. Costs include the salaries and benefits to work on or provide support to the Vehicle Safety and Behavioral Research programs together with other expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

Supplemental Highway Traffic Safety Programs (GF)

Exhibit III-1: Appropriation Summary by Program Activity

Appropriations, Obligation Limitations, and Exempt Obligations (\$000)

	FY 2021 ENACTED	FY 2022 CR (w/ IIJA Oblim)	FY 2023 PRES. BUD.
Administrative Expenses	\$ -	\$ 20,000	\$ 20,000
Formula Grants (Section 402)	\$ -	\$ 20,000	\$ 20,000
National Priority Safety Programs (Section 405)	\$ -	\$ 22,000	\$ 22,000
TOTAL, Base appropriations	\$ -	\$ 62,000	\$ 62,000

Program and Performance Statement

Supplemental Highway Traffic Safety Grants funding will support additional grants to States for activities related to highway traffic safety. The Infrastructure Investment and Jobs Act provides additional funding for the State and Community Safety Grants Program (Section 402), National Priority Safety Programs (Section 405), and grants administration.

Exhibit III-1a: Summary of Analysis of Changes

**SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAMS (IIJA SUPPLEMENTAL)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations, Obligations, Limitations, and Exempt Obligations
(S000)**

	<u>S000</u>	<u>FTE</u>
FY 2022 CR	<u>\$62,000</u>	
ADJUSTMENTS TO BASE:		
SUBTOTAL, ADJUSTMENTS TO BASE	\$62,000	
FY 2023 REQUEST	\$62,000	

Detailed Justification for Highway Traffic Safety Programs (GF)

FY 2023 – Highway Traffic Safety Programs – Budget Request (\$62,000,000)

What is this program and what does this funding level support?

The Highway Traffic Safety Grant program provides grants, based on statutorily defined formulas, to 57 jurisdictions, including States, the District of Columbia, Puerto Rico, four Territories and the Bureau of Indian Affairs, to conduct data-driven highway safety programs addressing highway safety problems unique to each jurisdiction such as alcohol- and drug-impaired driving, lack of seat belt and child restraint use, speeding, and distracted driving.

The Section 402 program requires States to carefully analyze their data to understand their specific highway safety problems, set performance targets, and plan programs to help them achieve the targets. In FY 2023, States will now submit their highway safety plans every three years instead of doing so annually. This will strengthen strategic planning and optimize the States' ability to focus on their expanding partnerships and meeting the safety needs of vulnerable road users as well as under-served and over-represented populations. This funding can be used for almost any data-driven behavioral highway safety initiative. Under Section 405, States apply for optional grants to incentivize programs and the passage of laws in high-impact program areas

The Infrastructure, Investment and Jobs Act, provides an additional **\$62 million** will be available to supplement the Highway Traffic Safety Grants (TF) account:

- **\$20 million** for Sec. 402 to further support States to analyze their specific highway safety problems, set performance targets, and plan programs to help them achieve the targets. This funding can be used for almost any data-driven behavioral highway safety initiative.
- **\$22 million** for Sec. 405 to further provide States to apply for optional grants to incentivize programs and the passage of laws in high-impact program areas.
- **\$20 million** for Administrative Expenses to further support States in problem identification, selection of appropriate program countermeasures, and program implementation. This includes stakeholder (States and subrecipients) engagement, and oversight and compliance of the Highway Traffic Safety Grants, including support for implementation of updates to Title VI.

Section 4: Research, Development, and Technology RD&T Funding Request and Narrative

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Research, Development, & Technology Budget Narrative (Budget Authority in Thousands)

Budget Account	FY 2021 Enacted	FY 2022 CR (w/ IIJA Oblim)	FY 2023 Request	Applied	Technology Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Vehicle Safety Research	\$35,598	\$35,598	\$49,781	\$49,281		\$500		
Highway Safety Research	\$14,356	\$18,000	\$18,000	\$18,000				
SubTotal	\$49,954	\$53,598	\$67,781	\$67,281		\$500		
Supplemental Funding								
Vehicle Safety Research	\$0	\$60,763	\$60,000	\$60,000				
Highway Safety Research	\$0	\$13,200	\$13,200	\$13,200				
Supplemental Funding SubTotal	\$0	\$73,963	\$73,200	\$73,200				
Total R&D Funding, all appropriations	\$49,954	\$127,561	\$140,981	\$140,481		\$500		

Vehicle Safety Research

With the increasing proliferation of computer-based control systems, software, connectivity, and onboard data communication networks, modern vehicles need to consider additional failure modes, vulnerabilities, and threats. Additionally, connectivity and safety technologies that can intervene to assist drivers with control of their vehicle could also raise the cybersecurity stakes, and without proactive measures taken across the vehicle lifecycle, risks could rise accordingly. Methodical identification of potential issues and proactive management of increased risks related to advanced electronic and software-controlled systems are essential to designing vehicle architectures that will respond safely even when there are electronic system failures, software errors, or malicious software attacks. In 2023, the Vehicle Electronics and Cybersecurity research program will continue coverage of two major research areas: *Electronics Functional Safety* and *Vehicle Cybersecurity*.

For FY 2023, the research scope continues to extend to new capabilities ADS developers are introducing, including using wireless communications to facilitate remote manual operation (or intervention) of the vehicle (i.e., teleoperations). Research will continue to characterize functional safety requirements for key heavy vehicle support systems, such as electronic controlled braking and electronic power steering systems for heavy vehicles.

In FY 2023, NHTSA will conduct targeted research on how the auto industry addresses the full lifecycle of cybersecurity risks including identifying, protecting, detecting, responding, and recovering from cybersecurity threats. Further, NHTSA's research will support the interpretation and application of automotive-focused cybersecurity standards by vehicle manufacturers and suppliers.

Advanced Safety Technology research focuses on both traditional motor vehicle crash avoidance technologies (i.e., tires, brakes, lighting) and ADAS features (collectively SAE driving automation Levels 0-2) that assist drivers in avoiding crashes. The research program covers passenger vehicles, medium and large trucks, buses, motorcycles, and vulnerable road users. Research will seek to reduce motor vehicle fatalities through a focus on target technologies that have the potential to reduce high frequency crashes.

- *ADAS Innovation and Deployment*: Innovative technologies considered for research include active safety systems, such as cross-traffic alert systems, that have potential to address some types of intersection crashes and opposite direction (head-on) collision avoidance systems.
- *Safety Performance Assessment of ADAS Technologies*: Safety performance assessments of ADAS technologies deployed in new production vehicles will continue in FY 2023 and will include computer simulations, closed-course testing, and/or naturalistic roadway evaluations.
- *ADAS Human-Machine Interface (HMI)*: In FY 2023, NHTSA’s research program will continue to examine ADS-related HMI effectiveness and design issues and may include evaluation of emerging in-vehicle HMI technologies, such as gesture-based inputs, and augmented reality displays, as well as behavioral adaptation to ADAS.
- *Driver Engagement and ADAS*: In FY 2023, SAE Level 2 driving automation research will continue to focus on examining a driver’s readiness to resume control when an ADAS issues a request to intervene that is critical to safety. Human factor challenges and benefits for these new technologies will continue to be evaluated. Research into the effectiveness of driver monitoring system strategies at mitigating driver distraction will continue.

Vehicles equipped with ADS remain in the development and testing phase. While limited ride-hailing deployments are beginning to emerge and are open to the public, such deployments are highly monitored demonstrations focused on testing and refinement of the technology. A vehicle equipped with ADS, when engaged, can perform the full driving task without an expectation of an engaged driver. ADS-equipped vehicles hold the potential to improve safety beyond levels achievable with ADAS alone. As a result, ADS research continues to be an important emphasis area for NHTSA.

In FY 2023, research will continue to explore methods, metrics, and tools for assessing the safety of ADS-equipped vehicles. These include modeling and simulation, closed-course testing, and on-road naturalistic testing. The research will also include development of a common “language” for describing ADS test scenarios, and methods for selecting specific test scenarios to efficiently test ADS capabilities or attributes of interest. Additional research will focus on evaluating the application of leading-edge analytical methods that leverage operational data (or results) from various testing venues to develop safety performance metrics. Research will continue related to ADS-equipped vehicle subsystems, including methods for examining performance of ADS perception and execution systems. Methods to assess pedestrian recognition performance across a

diverse population of road users will be utilized to encourage equity and inclusiveness during the design process. Research will also evaluate a vehicle's ability to accurately follow path-planning instructions from the ADS's decision support system.

Biomechanics research makes significant contributions to safety by developing publicly available data, tools, performance measures, and procedures that NHTSA and industry use, both to understand how vehicle occupants and vulnerable road users are injured in crashes and for assessment of vehicle safety countermeasures. Biomechanics research also works with trauma centers to understand the detailed nature of injuries. The causes of these injuries are evaluated through laboratory test programs and computer simulations. The new knowledge that is gained through injury research is applied towards the development, evaluation and refinement of crash test dummies and associated injury measures as well as towards the enhancement of computer models (e.g., human body models). These tools are then utilized to support vehicle safety countermeasure development for occupants of all ages, size, and gender.

In 2023, Biomechanics research will continue to focus on completing the development, evaluation, and documentation associated with advanced testing and simulation tools (ATDs, human body models).

Additionally, the program focuses on vulnerable populations (e.g., pedestrians, children, and older occupants). Pedestrian research will focus on completing and evaluating test tools to assess vehicle countermeasures addressing pedestrian safety. Older occupant research focuses on evaluating leading injury mechanisms for older occupants: brain injuries (subdural hematoma) and thorax injuries.

The Crashworthiness research program supports the entire private sector rather than benefitting any single company. Research on evolving crash injury mechanisms and the development of safety assessment tools is intended for widespread use in automotive design.

NHTSA is gathering information from many sources regarding the safety of emerging transportation fuels including battery, stored gas, and fuel cell technologies. This advanced knowledge is helping to direct the research projects, refine safety assessments, and develop performance tests. NHTSA is partnering with industry and other federal agencies to develop appropriate safety performance considerations for these alternative fuel vehicles.

These technologies should all involve research between the DOE national laboratories, the automotive original equipment manufacturers (OEMs) and their suppliers. The planned research will also apply past research on charging safety to new battery designs and consider both commercial and residential applications.

NHTSA has worked with the Department of Homeland Security to document standards and best practices for emergency medical responders. This study will be extended to research capabilities to address difficulties EMS responders encountered in responding to battery electric vehicle crashes, fires, and stranded energy situations. NHTSA will continue to partner with industry, standards organizations, and other Federal agencies to develop appropriate safety performance for new alternative fuel vehicles.

NHTSA will continue to collaborate with other agencies on funding and other research programs to develop and investigate best practices for vehicle safety for these emerging systems. The program meets the annual funding Appropriations Act's requirement to conduct alternate fuels vehicle safety research.

Highway Safety Research

Highway Safety Research provides the scientific basis for the development of effective behavioral countermeasures to reduce the occurrence and severity of traffic crashes. Highway Safety Research also evaluates the effectiveness of programs to reduce fatalities and injuries on our highways, which is critical to assist States in allocating resources effectively and achieving national performance targets. In addition, Highway Safety Research monitors and measures both safe and unsafe driving behaviors to track progress and identify emerging safety problems.

NHTSA's Highway Safety Research program supports the Department's safety efforts through behavioral research and development activities, including, demonstration projects, training, and education, on alcohol- and drug-impaired driving countermeasures, occupant protection, distraction, traffic law enforcement, emergency medical and trauma care systems, driver licensing, State and community traffic safety program evaluations, motorcycle rider safety, pedestrian and bicyclist safety, pupil transportation, and young and older driver safety programs.

Highway Safety Research also funds the Driver Alcohol Detection System for Safety (DADSS) project. Despite progress over the past three decades, drunk driving claims approximately 10,000 lives each year. The DADSS project is researching a first-of-its-kind technology that holds the greatest potential we have seen to reverse this trend. The technology is being designed to automatically detect when a driver is intoxicated with a BAC at or above 0.08% — the legal limit in all 50 states except Utah — and prevent the car from moving. Once it has met rigorous performance standards, it will be voluntarily offered as a safety option in new vehicles, similar to automatic braking, lane departure warning and other advanced driver assist vehicle technologies.

Lastly, Highway Safety Research funds the Behavioral Traffic Safety Cooperative Research Program (BTSCRCP). BTSCRCP, which is administered by the Transportation Research Board, is a forum for coordinated and collaborative research to address issues integral traffic safety professionals at all levels of government and the private sector. BTSCRCP provides practical, ready-

to-implement solutions to save lives, prevent injuries, and reduce costs of road traffic crashes associated with unsafe behaviors.

BTSCRCP products are developed in response to problems faced by traffic safety stakeholders. Emphasis areas are alcohol-impaired driving, autonomous vehicles, bicyclists and pedestrians, child passenger safety, distracted driving, drowsy driving, drug-impaired driving, law enforcement, mature drivers, motorcyclist safety, seat belts, speed and safety cameras, speeding and aggressive driving, teen driver safety, and traffic records. BTSCRCP will produce a series of research products that traffic safety stakeholders, government agencies, and other interested parties will be able to quickly use or implement in their traffic safety practices.

The primary goal of the Highway Safety Research program is to increase the return on investment from NHTSA's Highway Traffic Safety Grant Program. The research will support five overlapping strategic categories:

- Preventing destructive traffic safety behaviors;
- Encouraging positive traffic safety behaviors;
- Leveraging public safety to improve traffic safety;
- Protecting vulnerable road users; and,
- Exploring advanced technologies to address traffic safety issues.

In FY 2023, NHTSA will decide on several emphasis areas based upon problem identification and research needs although continued efforts are expected in preventing drug-impaired driving and the effects of new technologies on behavioral safety. In these emphasis areas, NHTSA plans to conduct foundational research to understand the nature or scope of the problem; developmental research that helps refine delivery of solutions; and a hybrid that combines research into the big ideas and potential ways to develop those into safety programs.

Human factors research, particularly related to ADAS and ADS technologies, will likely remain a focus. Highway Safety Research will continue to collaborate with NHTSA's Automated Driving Systems and Advanced Safety Technologies research programs to address human factor issues including behavioral adaptation and child-specific safety considerations related to ADS.

DADSS technologies will continue undergoing rigorous field testing and systemic improvements as the Agency prepares to move from research to program development.

In 2023, NHTSA plans for four to six discrete BTSCRCP projects to be selected that will result in applied research products that highway safety stakeholders will be able to use immediately upon the completion of the research. TRB will prepare requests for proposals and will assemble panels to select contractors to perform the work.

**Section 5: Information Technology
Modal IT Budget Request and Narrative**

**INFORMATION TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
(\$TBD)**

Budget Account	FY 2021 Enacted	FY 2022 President's Budget	FY 2023 Request
Operations and Research (GF)	\$24,444	\$33,988	\$35,988
<i>Commodity IT SS WCF</i>	<i>\$11,833</i>	<i>\$12,919</i>	<i>\$12,919</i>
<i>Modal IT</i>	<i>\$12,611</i>	<i>\$21,069</i>	<i>\$21,069</i>
Operations and Research (TF)	\$31,150	\$25,383	\$25,383
<i>Commodity IT SS WCF</i>	<i>\$6,304</i>	<i>\$6,029</i>	<i>\$6,029</i>
<i>Modal IT</i>	<i>\$24,846</i>	<i>\$19,354</i>	<i>\$19,354</i>
Highway Traffic Safety Administration (TF)	\$3,362	\$4,307	\$4,307
<i>Commodity IT SS WCF</i>	<i>\$2,252</i>	<i>\$3,032</i>	<i>\$3,032</i>
<i>Modal IT</i>	<i>\$1,110</i>	<i>\$1,275</i>	<i>\$1,275</i>
Total	\$58,956	\$63,678	\$TBD

Note: Totals may not add due to rounding.

The National Highway Traffic Safety Administration (NHTSA) is requesting funding in FY 2023 for information technologies that support the full spectrum of highway safety programs as well as the Department’s initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services (SS) through Working Capital Fund

OCIO will continue to provide NHTSA Commodity IT Shared Services in FY 2023 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- NHTSA requests **\$21.97 million** for Commodity IT Shared Services. NHTSA’s share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with NHTSA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. NHTSA will only be charged for services rendered.

Modal IT

The following major mission critical IT systems will be maintained by NHTSA in FY 2023. This list is only a subset of all IT systems that support NHTSA and are reported in the OMB Corporate Investment Management System.

- Artemis (NHTSA020): NHTSA requests **\$12.9 million** in the development, modernization, and enhancement (DME) and operation and maintenance (O&M) of this mission critical system that supports ODI.
- Crash Data Acquisition Network (NHTSA347): NHTSA requests **\$TBD million** in the development, modernization, and enhancement (DME) and operation and maintenance (O&M) of this mission critical system that supports NCSA.
- NHTSA requested an additional **\$TBD million** in the development, modernization, and enhancement (DME) and operation and maintenance (O&M) of non-major support systems.

Section 6: 10-Year Funding History Tables

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 APPROPRIATIONS HISTORY
 OPERATIONS AND RESEARCH
 VEHICLE SAFETY PROGRAMS
 GENERAL FUND**

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2014	\$148,343,000	2014	\$134,000,000
2015 ¹	\$152,000,000	2015	\$130,000,000
2016 ²	\$179,000,000	2016	\$152,800,000
2017 ³	\$249,800,000	2017	\$180,075,000
2018	\$152,509,527	2018 ⁴	\$189,075,000
2019	\$152,427,000	2019 ⁵	\$190,000,000
2020	\$151,000,000	2020 ⁶	\$211,000,000
2021	\$156,000,000	2021 ⁷	\$211,167,000
2022	\$245,550,000	2022	\$200,000,000
2023	\$317,550,000	2023	-

¹ In FY 2015, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2015 and re-based from the General Fund in 2013 and 2014.

² In FY 2016, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2016 and re-based from the General Fund in 2014 and 2015.

³ In FY 2017, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2017 and re-based from the General Fund in 2015 and 2016.

⁴ In addition to the FY 2018 Enacted funding level, Sec. 144 of P.L. 115-141 provided \$11.5 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$5 million) and 2) a highway-rail grade crossing safety campaign (\$6.5 million).

⁵ In addition to the FY 2019 Enacted funding level, Sec. 143 of P.L. 116-6 provided \$14 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$7 million) and 2) a highway-rail grade crossing safety campaign (\$7 million).

⁶ In addition to the FY 2020 Enacted funding level, Sec. 142 of P.L. 116-6 provided \$17 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$7 million) and 2) a highway-rail grade crossing safety campaign (\$10 million).

⁷ In addition to the FY 2021 Enacted funding level, Sec. 142 of P.L. 116-6 provided \$17 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$7 million) and 2) a highway-rail grade crossing safety campaign (\$10 million).

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 APPROPRIATIONS HISTORY
 OPERATIONS AND RESEARCH
 HIGHWAY SAFETY RESEARCH AND DEVELOPMENT
 TRUST FUND - CONTRACT AUTHORITY**

Limitation on Obligations & Liquidation of Contract Authority

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2014	\$118,500,000	2014	\$123,500,000
2015	\$122,000,000	2015	\$138,500,000
2016	\$152,000,000	2016	\$142,900,000
2017	\$145,900,000	2017	\$145,900,000
2018	\$149,000,000	2018	\$149,000,000
2019	\$152,100,000	2019	\$152,100,000
2020	\$155,300,000	2020	\$155,300,000
2021	\$155,330,000	2021	\$155,300,000
2022	\$155,300,000	2022	\$192,800,000
2023	\$197,000,000	2023	-

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 APPROPRIATIONS HISTORY
 HIGHWAY TRAFFIC SAFETY GRANTS
 TRUST FUND - CONTRACT AUTHORITY**

Limitation on Obligations & Liquidation of Contract Authority

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2014	\$561,500,000	2014	\$561,500,000
2015	\$577,000,000	2015	\$561,500,000
2016	\$577,000,000	2016	\$573,332,000
2017	\$585,372,000	2017	\$585,372,000
2018	\$597,629,000	2018	\$597,629,000
2019	\$610,208,000	2019	\$610,208,000
2020	\$623,017,000	2020	\$623,017,000
2021	\$623,017,000	2021	\$623,017,000
2022	\$623,017,000	2022	\$774,300,000
2023	\$795,220,000	2023	-

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