

BUDGET ESTIMATES

FISCAL YEAR 2024

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED TO THE HOUSE AND SENATE COMMITTEES ON APPROPRIATIONS

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National Highway Traffic Safety Administration

FY 2024 Budget Request Section 1: Overview

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.

NHTSA's work touches nearly every American. All road users – by foot, bicycle, motor vehicle, or public transit – are impacted, and NHTSA's mission is to keep everyone, especially the most vulnerable among us, safe.

After 30 years of steady reduction, roadway fatalities are now on the rise. In 2021, NHTSA estimates that 42,915 Americans died on our roadways and over 2.2 million people were injured. That's a mindboggling 106 deaths every day and with more than 260 people injured every hour. These statistics highlight the need for the important work performed by NHTSA every day, and this budget request supports the Agency's full spectrum of vehicle and behavioral safety activities. Our FY 2024 budget request totals \$1.3 billion, which fully supports NHTSA's Vehicle programs as well as the funding levels enacted in the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act. This total includes \$304.1 million for Vehicle Safety, \$201.2 million for Behavioral Safety, \$813.3 million for State Grants and High Visibility Enforcement Support in addition to \$321.7 million in advance appropriations provided by the Bipartisan Infrastructure Law.

Vehicle automation represents the most advanced technology NHTSA has ever encountered and has the potential to dramatically reduce roadway fatalities. For this reason, the budget request includes an increase of \$25.7 million for vehicle programs in NHTSA's Operations and Research General Fund account for research, rulemaking, and enforcement activities to

translate automation technology into safety improvements. This will fund the Office of Automation Safety, a consolidation of programs within the existing safety standards support area of the Office of Rulemaking to support the safe deployment of automated systems. In FY 2023, the office will be supported using current resources, but the long-term success of this office will require a permanent workforce and funding for data collection and other activities. This funding will also support a dedicated team within NHTSA's Office of Enforcement with specialized engineering and data analysis expertise to focus on the safety of these new technologies through a comprehensive understanding of vehicle and component engineering. In addition, this funding will support two voluntary programs that facilitate open dialog with vehicle manufacturers - the AV TEST program, which provides a public facing portal and allows States and manufacturers to voluntarily submit important information about automated vehicles and testing, and the Partnership for Analytics Research in Traffic Safety (PARTS) program, which works with governmental and private stakeholders to collect and share crash data in order to assess the effectiveness of advanced vehicle technologies. Finally, this proposal includes funding to research computer simulation testing that offers the most viable tools for assessing the safety of automated vehicles. (See summary table and more details are provided in the relevant program sections.)

NHTSA's FY 2024 Budget Request also includes an additional \$20 million in the Operations and Research General Fund account to advance critical research activities that support safety and accessibility for everyone. The increase includes \$10 million to combat driver distraction, \$5 million to support the development of the 5th WorldSID female crash dummy, \$3 million to promote equity and accessibility considerations in vehicle design for people with disabilities, and \$2 million to better understand the impacts of vehicle size and weight on pedestrian safety. (See second summary table and more details are provided in the relevant program sections.)

NHTSA will continue to improve safety on our Nation's roadways by setting safety standards that raise the bar for protecting all road users. Upcoming rules on automatic emergency braking in light and heavy vehicles will prevent more crashes on our roads delivering safety gains that protect pedestrians and cyclists. In FY 2024, NHTSA will use the funding in this budget request, which includes \$2 million in additional contract support for the Office of Rulemaking, to advance regulatory actions that support the safe use of alternative fuels, set performance standards for advanced technologies such as automatic emergency braking systems that help prevent crashes by overcoming human operating errors.

In addition to setting safety standards, NHTSA provides consumers critical information about the safety of their vehicles and safe driving behavior. In FY 2024, this budget request will support updates to the New Car Assessment Program (NCAP) to include new crash avoidance systems and to protect pedestrians in the event of a crash. These updates will help consumers make informed decisions about new vehicle technologies that can prevent these kinds of crashes. This budget also continues support of the high visibility enforcement campaigns that have proven effective in reducing injuries and fatalities on our Nation's highways. Our latest campaign, first deployed in July 2022, is *Speeding Wrecks Lives*. In 2020, 29 percent of traffic fatalities involved speeding; claiming more than 11,000 lives – a 17 percent increase from 2019. The campaign targets drivers ages 18-44, who are most likely to be involved in speeding-related fatal crashes.

The collection and analysis of high-quality data is essential for NHTSA to remain positioned as a safety leader, and this budget request provides for continued investments in our information technology systems and databases. In FY 2024, NHTSA will continue to build its crash investigation program to increase the number of crash investigation sites, put more investigators on the scene immediately after an incident, and expand the scope of each investigation. Additionally, the budget request supports the Electronic Data Transfer grant program's efforts to to improve our State partners' ability to manage increasing data flows, improve data collection, transfer the data to NHTSA, and ensure the data is ultimately accessible to the public.

NHTSA's efforts cannot stand alone. Federal and State governments, community leaders, automobile and parts manufacturers, researchers, and individuals all play a vital role in reducing fatalities and injuries on our roadways. This budget request continues to fully fund the research and grant programs that are conducted by our safety partners, including State and local governments, as well as safety associations and organizations. NHTSA's grants support critical programs by States and local governments such as the enforcement of laws against drunk and distracted driving, nonmotorized safety, and other safety issues. Beginning in 2024, State Highway Safety Plans must incorporate performance targets that demonstrate constant or improved performance. Plans must detail comprehensive, data-driven traffic safety programs that result from meaningful engagement with affected communities; and plans must include data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement activities.

Summary of Proposed Funding Increases for Automation Safety

The budget request includes an increase of \$25.7 million and 28 positions for vehicle programs in NHTSA's Operations and Research General Fund account for research, rulemaking, and enforcement activities to translate automation technology into safety improvements. This increase includes the following elements:

- Office of Automation Safety (\$17.0 million and 10 additional positions) NHTSA plans to consolidate programs within its Office of Rulemaking to support the safe deployment of automated driving systems by developing and setting safety standards, evaluating exemption petitions, and overseeing safety demonstrations. Funding in this budget request will accelerate and expand existing automation safety work and support permanent staff for the office.
- Specialized Enforcement Personnel (\$3.045 million and 15 additional positions) NHTSA's readiness to understand, evaluate and implement enforcement programs on equipment and vehicles using advanced technologies and innovative components would be augmented via the creation of a dedicated team within NHTSA's Office of Enforcement to focus on ensuring the safety of these technologies through a comprehensive understanding of vehicle and component engineering. The team will require specialized staff with engineering, data analytics and program management skills to update and document processes, train staff, ensure knowledge sharing and transfer across NHTSA, and implement and measure effectiveness of new industry approaches to safety.
- AV Test Program and the Partnership for Analytics Research in Traffic Safety (PARTS) (\$3.703 million and 1 additional position) -- The AV Test program provides a public facing portal and allows States and companies to voluntarily submit important information about automated vehicles and testing to the Department. The PARTS program is currently administered by the Office of the Secretary but will be transferred to NHTSA in FY 2024. Under PARTS, the Department is working with governmental and private stakeholders to collect and share crash data in order to evaluate the effectiveness of these advanced technologies. NHTSA's National Center for Statistics and Analysis would use the additional resources to administer these programs.
- Crash Simulations Modelling Program (\$2 million and 2 additional positions) Building from Human Body Modeling Virtual Test Validation Demo, NHTSA's Office of Vehicle Safety Research will use the additional resources to further develop the methodology for assessment of vehicle safety performance using human body models, including a definition of the tools, measures, and rating scheme, culminating in a combined physical/virtual rating.

Summary of Proposed Funding Increases for Safety and Accessibility Research

The budget request includes an increase of \$20 million and 7 positions for vehicle programs in NHTSA's Operations and Research General Fund account for research activities that will improve safety and accessibility. This increase includes the following elements:

- Driver Distraction from In-Vehicle Technology Interfaces (\$10 million and 3 additional positions) Funding will support the modernization of the Distraction Guidelines for Driver-Vehicle Interfaces, allowing NHTSA to respond to substantial changes that occurred in the marketplace since the original guidelines were established. These changes include the introduction of touchscreen controls, voice controls, passenger-side video streaming, privacy screens, converging trends in dashboards and infotainment displays, gaming options, e-commerce, mobile device integration.
- WorldSID 5th Female Dummy (\$5 million and 2 additional positions) Funding will support the development and testing of the 5th WorldSID female crash dummy, including an assessment of durability and usability. These activities will accelerate the development and federalization of the test dummy to get it ready for consideration for use in development of motor vehicle standards (FMVSS No. 214) and test procedures used for the New Car Assessment Program.
- Safety and Accessibility for People with Disabilities (\$3 million and 1 additional position) -- Until now, vehicles have been designed for the "typical" user, and people with disabilities have been put in a position of needing to retrofit their own vehicles with expensive modifications. As automated vehicles enter the marketplace, there is a new opportunity to perform the foundational research to understand how to design vehicles that are both accessible and safe.
- Vehicle Size and Weight Impacts on Pedestrian Safety (\$2 million and 1 additional position) Building on the literature survey being carried out, additional research will allow NHTSA to better understand the effects of various factors related to size and weight on crash risk and develop targeted research to test hypotheses.

Exhibit 1: Organization Charts









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

ACCOUNT NAME		FY 2022 D ACTUAL		E	FY 2023 NACTED	FY 2024 REQUEST		
OPERATIONS & RESEARCH (GF)		\$	200,000	\$	210,000	\$	304.062	
Rulemaking	D	\$	23.816	\$	21.481		49,110	
Enforcement	D	\$	22.235	\$	20.310	\$	36.351	
Research and Analysis	D	\$	33,767	\$	33,358	\$	58.145	
Research and Analysis - NCSA	D	\$	900	\$	479	\$	5,026	
Communication & Consumer Info.	D	\$	5,118	\$	5,118	\$	5,118	
Administrative Expenses	D	\$	114,164	\$	129,254	\$	150,312	
OPERATIONS & RESEARCH (TF)		\$	192,800	\$	197,000	\$	201,200	
Highway Safety Programs	Μ	\$	58,345	\$	57,832	\$	55,567	
Research and Analysis - NCSA	Μ	\$	55,660	\$	54,399	\$	50,141	
Sec. 1906 Grants	Μ	\$	11,500	\$	11,500	\$	11,500	
Communications & Consumer Info.	Μ	\$	10,374	\$	10,169	\$	9,561	
Administrative Expenses	Μ	\$	56,921	\$	63,100	\$	74,431	
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$	900,276	\$	922,851	\$	813,301	
Formula Grants (Section 402)	Μ	\$	363,400	\$	370,900	\$	378,400	
High-visibility Enforcement (Section 404)	Μ	\$	36,400	\$	38,300	\$	40,300	
National Priority Safety Programs (Section 405)	Μ	\$	336,500	\$	346,500	\$	353,500	
Transfer from Federal Highway Administration (FHWA)	Μ	\$	125,976	\$	127,631	\$	-	
Administrative Expenses	М	\$	38,000	\$	39,520	\$	41,101	
Gross New Budget Authority		\$	1.167.100	S	1.202.220	S	1.318.563	
Rescissions		\$	-	\$	-	\$	-	
Transfers		\$	125,976	\$	127,631	\$	-	
Offsets		\$	-	\$	-	\$	-	
NET NEW BUDGET AUTHORITY REQUESTED:		\$	1,293,076	\$	1,329,851	\$	1,318,563	
[Mandatory BA]		\$	1,093,076	\$	1,119,851	\$	1,014,501	
[Discretionary BA]		\$	200,000	\$	210,000	\$	304,062	
Supplemental Funding								
IIJA Supplemental (Division J)		\$	321,700	\$	321,700	\$	321,700	
Crash Data		\$	150,000	\$	150,000	\$	150,000	
Vehicle Safety & Behavioral Research		\$	109,700	\$	109,700	\$	109,700	
Supplemental Highway Traffic Safety Programs		\$	62,000	\$	62,000	\$	62,000	
Transfer to Operations & Research (GF)			[\$74,500]		[\$74,500]		[\$74,500]	
Grand Total, All Appropriations		\$	1,614,776	\$	1,651,551	\$	1,640,263	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (\$000)

Exhibit II-2: Budgetary Resources

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

			FY 2022		FY 2023		FY 2024		
ACCOUNT NAME			ACTUAL	E	NACTED	R	REQUEST		
ODED ATIONS & DESEADOU (CE)		¢	200.000	¢	210.000	¢	204.002		
Delemaking	D		200,000	¢	210,000	\$ \$	40 110		
Enforcement	D	¢ ¢	25,810	¢ ¢	21,401	ъ С	49,110		
Possersh and Analysis	D	¢ ¢	22,233	0 0	20,310	ъ С	58 145		
Desearch and Analysis	D	ф С	900	¢ ¢	33,338 479	¢ ¢	5 026		
Communication & Consumer Info	D	¢ ¢	5 118	Ф 2	5 118	Ф 8	5,020		
Administrative Expenses	D	\$	114,164	\$	129,254	\$	150,312		
OPERATIONS & RESEARCH (TF)		\$	192,800	\$	197,000	\$	201,200		
Highway Safety Programs	М	\$	58,345	\$	57,832	\$	55,567		
Research and Analysis - NCSA	М	\$	55,660	\$	54,399	\$	50,141		
Sec. 1906 Grants	М	\$	11,500	\$	11,500	\$	11,500		
Communications & Consumer Info.	М	\$	10,374	\$	10,169	\$	9,561		
Administrative Expenses	Μ	\$	56,921	\$	63,100	\$	74,431		
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$	900,276	\$	922,851	\$	813,301		
Formula Grants (Section 402)	Μ	\$	363,400	\$	370,900	\$	378,400		
High-visibility Enforcement (Section 404)	Μ	\$	36,400	\$	38,300	\$	40,300		
National Priority Safety Programs (Section 405)	Μ	\$	336,500	\$	346,500	\$	353,500		
Transfer from Federal Highway Administration (FHWA)	Μ	\$	125,976	\$	127,631	\$	-		
Administrative Expenses	Μ	\$	38,000	\$	39,520	\$	41,101		
TOTAL BASE APPROPRIATION		\$	1,293,076	\$	1,329,851	\$	1,318,563		
Gross New Budgetary Resources		\$	1,167,100	\$	1,202,220	\$	1,318,563		
Rescissions		\$	-	\$	-	\$	-		
Transfers		\$	125,976	\$	127,631	\$	-		
Offsets		\$	-	\$	-	\$	-		
TOTAL BUDGETADY DESCUDGES.		•	1 203 076	•	1 320 851	¢	1 318 563		
[Mandatory]		\$	1,293,076	\$	1,119,851	\$	1.014.501		
[Discretionary]		\$	200,000	\$	210,000	\$	304.062		
[Obligation Limitation]		\$	1,093,076	\$	1,119,851	\$	1,014,501		
Supplemental Funding		~		~		~			
IIJA Supplemental (Division J)	D		521,700		521,700	<u>\$</u>	321,700		
Urash Data Mahida Safata & Dahamianal Davasata	D	\$	150,000	\$	150,000	\$	100,000		
venicie Safety & Benavioral Research	D	5	109,700	5	109,700	5	109,700		
Supplemental Highway Traffic Safety Programs	D	\$	62,000	\$	62,000	\$	62,000		
mansfer to Operations & Research (Gr)	D		[\$/4,500]	_	[\$/4,500]	_	[\$74,500]		
Grand Total, All Appropriations		\$	1,614,776	\$	1,651,551	\$	1,640,263		

Exhibit II-3: Budgetary Resources by Strategic Goal

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION														
(5000)														
	Safety	Economic Strength	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total							
Operations & Research (GF)	\$ 272,612	s -	\$ 4,000	\$ 27,450	\$ -	s -	\$ 304,062							
Operations & Research (TF)	\$ 198,418	\$-	\$ 2,782	\$ -	\$ -	\$-	\$ 201,200							
Highway Traffic Safety Grants (TF)	\$ 796,539		\$ 16,762				\$ 813,301							
BIL Supplemental Advance Appropriations	\$ 321,700	\$ -	s -	\$ -	\$ -		\$ 321,700							
Crash Data (GF)	\$ 150,000						\$ 150,000							
Vehicle Safety and Behavioral Research (GF)	\$ 109,700						\$ 109,700							
Supplemental Highway Traffic Safety Grants (GF)	\$ 62,000		s -				\$ 62,000							
TOTAL	\$ 1,589,269	\$ -	\$ -	\$ -	\$ -		\$ 1,640,263							
	Safety: Make our	Economic Strength and	Equity: Reduce	Climate &	Transformation: Design	Organizational								
				C		F 11 C1 11								

transportation system	Global	inequities. Support and	Sustainability: Tackle	for the future. Invest in	Excellence: Strengthen
safer for all people.	Competitiveness: Grow	engage people and	the climate crisis by	purpose-driven	our world class
Work toward a future	an inclusive and	communities to	ensuring that	research and	organization. Advance
where transportation-	sustainable economy.	promote safe,	transportation plays a	innovation to meet the	the Department's
related serious injuries	Invest in our	affordable, accessible,	central role in the	challenge of the	mission by establishing
and fatalities are	transportation system	and multimodal access	solution. Substantially	present and modernize	policies, processes, and
eliminated.	to provide American	to opportunities and	reduce greenhouse gas	a transportation system	an inclusive and
	workers and businesses	services while reducing	emissions and	of the future that	innovative culture to
	reliable and efficient	transportation-related	transportation-related	serves everyone today	effectively serve
	access to good-paying	disparities, adverse	pollution and build	and in the decades to	communities and
	jobs, resources, and	community impacts,	more resilient and	come.	responsibly steward
	markets.	and health effects.	sustainable		the public's resources.
			transportation systems		
			to benefit and protect		
			communities.		

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Exhibit II-4: Outlays

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (\$000)

	FY 2022			FY 2023	FY 2024		
	M / D	1	ACTUAL	ENACTED		R	EQUEST
OPERATIONS & RESEARCH (GF)	D	\$	206,000	\$	259,000	\$	314,000
OPERATIONS & RESEARCH (TF)	М	\$	148,000	\$	201,000	\$	201,000
HIGHWAY TRAFFIC SAFETY GRANTS(TF)	M	\$	696,000	\$	890,000	\$	893,000
TOTAL:		\$	1,050,000	\$	1,350,000	\$	1,408,000
Mandatory		\$	844,000	\$	1,091,000	\$	1,094,000
Discretionary		\$	206,000	\$	259,000	\$	314,000
IIJA Supplemental (Division J)							
CRASH DATA	D	\$	1,000	\$	38,000	\$	155,000
VEHICLE SAFETY & BEHAVIORAL RESEARCH	D	\$	7,000	\$	30,000	\$	41,000
SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAM	D	\$	4,000	\$	53,000	\$	56,000
Grand Total, Outlays from all Appropriations		\$	1,062,000	\$	1,471,000	\$	1,660,000

Exhibit II-5: Analysis of Changes Tables

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations

(\$000)

	EV 2022 A sturl	FY 2023	Annualization of Prior Pay	Annualization of new FY 2023	FY 2024 Pay	Adjustment for Compensable Days (261 days)	CSA Bent	WCF Increase/	Inflation and other adjustments to	FY 2024 Baseline	Program Increases/	FY 2024
	F I 2022 Actual	Enacted	Kaises	FIE	Kaises		G5A Kellt	Decrease	base	Estimate	Decreases	Kequest
PERSONNEL RESOURCES (FTE)												
Direct FTE	597	751	0	65	(0	0	0	0	816	59	875
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$113,457	\$153,505	\$1,535	\$13,637	\$7,088	\$0	\$0	\$0	\$0	\$175,765	\$12,284	\$188,049
Travel	\$1,080	\$1,380	\$0	\$0	\$0	\$0	\$0	\$0	\$27	\$1,407	\$0	\$1,407
Transportation	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$1	\$51	\$0	\$51
GSA Rent	\$9,283	\$4,918	\$0	\$0	\$0	\$0	(\$2,400)	\$0	\$0	\$2,518	\$0	\$2,518
Communications, & Utilities	\$650	\$938	\$0	\$0	\$0	\$0	\$0	\$0	\$19	\$957	\$0	\$957
Printing	\$0	\$178	\$0	\$0	\$0	\$0	\$0	\$0	\$4	\$182	\$0	\$182
Other Services:	\$28,032	\$64,025	(\$12)	(\$499)	(\$50)	\$0	\$0	\$0	\$1,515	\$64,979	(\$2,933)	\$62,046
-WCF	\$33,069	\$36,827	\$0	\$0	\$0	\$0	\$0	\$7,003	\$0	\$43,830	\$0	\$43,830
Supplies	\$885	\$885	\$0	\$0	\$0	\$0	\$0	\$0	\$17	\$902	\$0	\$902
Equipment	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$6	\$306	\$0	\$306
Admin Subtotal	\$186,806	\$263,006	\$1,523	\$13,138	\$7,038	\$0	(\$2,400)	\$7,003	\$1,589	\$290,897	\$9,351	\$300,248
	\$186,806	\$263,006	\$1,523	\$13,138	\$7,038	\$0	(\$2,400)	\$7,003	\$1,589	\$290,897	\$9,351	\$300,248
PROGRAMS												
Rulemaking	\$17,461	\$30,216	\$0	\$0	\$0	\$0	\$0	\$0	\$9,735	\$39,951	\$9,159	\$49,110
Enforcement	\$29,644	\$28,810	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500	\$43,310	(\$6,959)	\$36,351
Research and Analysis	\$68,247	\$76,770	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$79,770	\$38,472	\$118,242
Communications & Consumer Info.	\$11,760	\$15,287	(\$44)	(\$216)	(\$132)	\$0	\$0	\$0	\$0	\$14,895	(\$216)	\$14,679
Highway Safety Programs	\$69,527	\$95,532	(\$162)	(\$539)	(\$485)	\$0	\$0	\$0	\$0	\$94,346	\$921	\$95,267
Research and Analysis - NCSA	\$67,934	\$205,099	(\$141)	(\$1,365)	(\$422)	\$0	\$0	\$0	\$954	\$204,125	(\$3,458)	\$200,667
Sec. 1906 Grants	\$8,050	\$11,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500	\$0	\$11,500
Formula Grants (Section 402)	\$402,309	\$390,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390,900	\$7,500	\$398,400
High-visibility Enforcement (Section 404)	\$36,400	\$38,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,300	\$2,000	\$40,300
National Priority Safety Programs (Section 405)	\$339,481	\$368,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$368,500	\$7,000	\$375,500
Transfer from Federal Highway Administration (FHWA)	\$128,125	\$127,631	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sec. 142	\$5,499	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Programs Subtotal	\$1,184,437	\$1,388,545	(\$347)	(\$2,120)	(\$1,040)	\$0	\$0	\$0	\$28,189	\$1,285,597	\$54,419	\$1,340,016
TOTAL	\$1,371,243	\$1,651,551	\$1,176	\$11,018	\$5,998	\$0	(\$2,400)	\$7,003	\$29,778	\$1,576,494	\$63,770	\$1,640,264

1/FY 2022 actuals are inclusive of transfers administrative expense and programmatic transfers from BIL Supplemental Appropriations from Crash Data and Vehicle Safety and Behavioral Research Accounts.

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

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			Baseline Changes												
OPERATIONS & RESEARCH (GF)	FY 2022 Actual ¹	FY 2022 Actual ¹	F) FY 2022 Actual ¹	IONS & RESEARCH (GF) FY 2022 Actual	FY 2023 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 Request
PERSONNEL RESOURCES (FTE)															
Direct FTE	352	427		35						462	14	476			
FINANCIAL RESOURCES															
ADMINISTRATIVE EXPENSES															
Salaries and Benefits	\$67,069	\$87,147	\$871	\$7,423	\$4,401					\$99,842	\$2,958	\$102,800			
Travel	\$400	\$500							\$10	\$510	\$0	\$510			
Transportation	\$0	\$0							\$0	\$0	\$0	\$0			
GSA Rent	\$4,669	\$1,402					\$6			\$1,408	\$0	\$1,408			
Communications, & Utilities	\$15	\$303							\$6	\$309	\$0	\$309			
Printing	\$0	\$178							\$4	\$182	\$0	\$182			
Other Services:	\$16,594	\$17,384							\$3,900	\$21,284	\$0	\$21,284			
-WCF	\$18,826	\$22,225						\$1,477		\$23,702	\$0	\$23,702			
Supplies	\$115	\$115							\$2	\$117	\$0	\$117			
Equipment	\$0	\$0							\$0	\$0	\$0	\$0			
Admin Subtotal	\$107,688	\$129,254	\$871	\$7,423	\$4,401	\$0	\$6	\$1,477	\$3,922	\$147,354	\$2,958	\$150,312			
PROGRAMS															
Rulemaking	\$17,461	\$21,481							\$9,735	\$31,216	\$17,894	\$49,110			
Enforcement	\$29,644	\$20,310							\$14,500	\$34,810	\$1,541	\$36,351			
Research and Analysis	\$68,247	\$33,358							\$3,000	\$36,358	\$21,787	\$58,145			
Research and Analysis - NCSA	\$887	\$479							\$954	\$1,433	\$3,593	\$5,026			
Communications & Consumer Info.	\$1,876	\$5,118								\$5,118	\$0	\$5,118			
Sec. 142	\$5,499	\$0								\$0	\$0	\$0			
Programs Subtotal	\$123,614	\$80,746	\$0	\$0	\$0	\$0	\$0	\$0	\$28,189	\$108,935	\$44,815	\$153,750			
BASE PROGRAMS TOTAL	\$231,302	\$210,000	\$871	\$7,423	\$4,401	\$0	\$6	\$1,477	\$32,111	\$256,289	\$47,773	\$304,062			

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations

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			Baseline Changes										
OPERATIONS & RESEARCH (TF)	FY 202 CH (TF) FY 2022 Actual Enacte	FY 2022 Actual	FY 2023 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 Request
PERSONNEL RESOURCES (FTE)													
Direct FTE	164	209		19					۲	228	28	256	
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	\$32,600	\$44,229	\$442	\$3,978	\$1,791					\$50,440	\$5,859	\$56,299	
Travel	\$260	\$460							\$9	\$469	\$0	\$469	
Transportation	\$40	\$40							\$1	\$41	\$0	\$41	
GSA Rent	\$3,731	\$2,165					(\$2,165)			\$0	\$0	\$0	
Communications, & Utilities	\$0	\$0							\$0	\$0	\$0	\$0	
Printing	\$0	\$0							\$0	\$0	\$0	\$0	
Other Services:	\$4,663	\$5,631							(\$266)	\$5,365	(\$2,234)	\$3,131	
-WCF	\$9,017	\$9,955						\$3,904		\$13,859	\$0	\$13,859	
Supplies	\$320	\$320							\$6	\$326	\$0	\$326	
Equipment	\$300	\$300							\$6	\$306	\$0	\$306	
Admin Subtotal	\$50,931	\$63,100	\$442	\$3,978	\$1,791	\$0	(\$2,165)	\$3,904	(\$244)	\$70,806	\$3,625	\$74,431	
PROGRAMS													
Highway Safety Programs	\$48,569	\$57,832	(\$162)	(\$539)	(\$485)				\$56,646	(\$1,079)	\$55,567	
Research and Analysis - NCSA	\$62,970	\$54,399	(\$141)	(\$1,365)	(\$422)				\$52,471	(\$2,330)	\$50,141	
Sec. 1906 Grants	\$8,050	\$11,500							•	\$11,500		\$11,500	
Communications & Consumer Info.	\$9,884	\$10,169	(\$44)	(\$216)	(\$132)				\$9,777	(\$216)	\$9,561	
Programs Subtotal	\$129,473	\$133,900	(\$347)	(\$2,120)	(\$1,040) \$0	\$0	\$0	\$0	\$130,394	(\$3,625)	\$126,769	
BASE PROGRAMS TOTAL	\$180,404	\$197,000	\$96	\$1,858	\$751	\$0	(\$2,165)	\$3,904	(\$244)	\$201,200	\$0	\$201,200	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations

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HIGHWAY TRAFFIC SAFETY GRANTS (TF)	FY 2022 Actual	FY 2023 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 Request
PERSONNEL RESOURCES (FTE)											
Direct FTE	80	94		2				•	96	4	100
FINANCIAL RESOURCES											
ADMINISTRATIVE EXPENSES											
Salaries and Benefits	\$13,788	\$18,174	\$182	\$511	\$736				\$19,603	\$820	\$20,423
Travel	\$420	\$420						\$8	\$428	\$0	\$428
Transportation	\$10	\$10						\$0	\$10	\$0	\$10
GSA Rent	\$883	\$1,144				(\$34))		\$1,110	\$0	\$1,110
Communications, & Utilities	\$635	\$635						\$13	\$648	\$0	\$648
Printing	\$0	\$0						\$0	\$0	\$0	\$0
Other Services:	\$6,755	\$15,088		\$0				(\$1,091)	\$13,997	\$0	\$13,997
-WCF	\$5,226	\$3,599					\$427		\$4,026	\$0	\$4,026
Supplies	\$450	\$450						\$9	\$459	\$0	\$459
Equipment	\$0	\$0						\$0	\$0	\$0	\$0
Admin Subtotal	\$28,167	\$39,520	\$182	\$511	\$736	(\$34)	\$427	(\$1,061)	\$40,281	\$820	\$41,101
PROGRAMS											
Formula Grants (Section 402)	\$381,129	\$370,900						۲	\$370,900	\$7,500	\$378,400
High-visibility Enforcement (Section 404)	\$36,400	\$38,300						•	\$38,300	\$2,000	\$40,300
National Priority Safety Programs (Section 405)	\$318,661	\$346,500						F	\$346,500	\$7,000	\$353,500
Transfer from Federal Highway Administration (FHWA)	\$128,125	\$127,631							\$0		\$0
Programs Subtotal	\$864,315	\$883,331	\$0	\$0	\$0	\$0	\$0	\$ 0	\$755,700	\$16,500	\$772,200
BASE PROGRAMS TOTAL	\$892,482	\$922,851	\$182	\$511	\$736	(\$34)	\$427	(\$1,061)	\$ 795,981	\$17,320	\$813,301

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

		Baseline Changes											
			Annualization	Annualization		Adjustment for Compensable			Inflation and other	FY 2024	Program		
CRASH DATA (GF) (IIJA SUPPLEMENTAL)	FY 2022 Actual ¹	FY 2023 Enacted	of Prior Pay Raises	of new FY 2023 FTE	FY 2024 Pay Raises	Days (261 days)	GSA Rent	WCF Increase/ Decrease	adjustments to base	Baseline Estimate	Increases/ Decreases	FY 2024 Request	
PERSONNEL RESOURCES (FTE)													
Direct FTE	0	7		3					•	10	3	13	
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	\$0	\$1,234	\$12	\$499	\$50					\$1,795	\$699	\$2,494	
Travel	\$0	\$0							\$0	\$0		\$0	
Transportation	\$0	\$0							\$0	\$0		\$0	
GSA Rent	\$0	\$69					(\$69)			\$0		\$0	
Communications, & Utilities	\$0	\$0							\$0	\$0		\$0	
Printing	\$0	\$0							\$0	\$0		\$0	
Other Services:	\$0	\$2,880	(\$12)	(\$499)	(\$50)			(\$292)	\$2,027	(\$699)	\$1,328	
-WCF	\$0	\$317						\$361		\$678		\$678	
Supplies	\$0	\$0							\$0	\$0		\$0	
Equipment	\$0	\$0							\$0	\$0		\$0	
Admin Subtotal	\$0	\$4,500	\$0	\$0	\$0	\$0	(\$69)	\$361	(\$292)	\$4,500	\$0	\$4,500	
PROGRAMS													
Research and Analysis - NCSA	\$3,446	\$145,500							•	\$145,500		\$145,500	
Programs Subtotal	\$3,446	\$145,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$145,500	\$0	\$145,500	
BASE PROGRAMS TOTAL	\$3,446	\$150,000	\$0	\$0	\$0	\$ 0	(\$69)	\$361	(\$292)	\$150,000	\$0	\$150,000	

1/FY 2022 actuals are inclusive of transfers administrative expense and programmatic transfers from BIL Supplemental Appropriations from Crash Data and Vehicle Safety and Behavioral Research Accounts.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations

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VEHICLE SAFETY & BEHAVIORAL RESEARCH (GF) (IIJA SUPPLEMENTAL)	FY 2022 Actual ¹	FY 2023 FY 2022 Actual ¹ Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 Request
PERSONNEL RESOURCES (FTE)											
Direct FTE	1	14		6				•	20	10	30
FINANCIAL RESOURCES											
ADMINISTRATIVE EXPENSES											
Salaries and Benefits	\$0	\$2,721	\$27	\$1.226	\$110			\$0	\$4,084	\$1,948	\$6.032
Travel	\$0	\$0		• 1,220				\$0	\$0	\$0	\$0
Transportation	\$0	\$0						\$0	\$0	\$0	\$0
GSA Rent	\$0	\$138				(\$138))	\$0	\$0	\$0	\$0
Communications, & Utilities	\$0	\$0						\$0	\$0	\$0	\$0
Printing	\$0	\$0						\$0	\$0	\$0	\$0
Other Services:	\$0	\$3,042						(\$736)	\$2,306	\$0	\$2,306
-WCF	\$0	\$731					\$834	\$0	\$1,565	\$0	\$1,565
Supplies	\$0	\$0						\$0	\$0	\$0	\$0
Equipment	\$0	\$0						\$0	\$0	\$0	\$0
Admin Subtotal	\$0	\$6,632	\$27	\$1,226	\$110	(\$138)	\$834	(\$736)	\$7,955	\$1,948	\$9,903
PROGRAMS											
Rulemaking	\$0	\$8,735						•	\$8,735	(\$8,735)	\$0
Enforcement	\$0	\$8,500							\$8,500	(\$8,500)	\$0
Research and Analysis	\$0	\$43,412							\$43,412	\$16,685	\$60,097
Research and Analysis - NCSA	\$631	\$4,721							\$4,721	(\$4,721)	\$0
Highway Safety Programs	\$20,958	\$37,700						•	\$37,700	\$2,000	\$39,700
Programs Subtotal	\$21,589	\$103,068	\$0	\$0	\$0	\$0	\$0	\$0	\$103,068	(\$3,271)	\$99,797
BASE PROGRAMS TOTAL	\$21,589	\$109,700	\$27	\$1,226	\$110	(\$138)	\$834	(\$736)	\$111,023	(\$1,323)	\$109,700

1/FY 2022 actuals are inclusive of transfers administrative expense and programmatic transfers from BIL Supplemental Appropriations from Crash Data and Vehicle Safety and Behavioral Research Accounts.

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

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	Baseline Changes											
SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAMS (GF) (IIJA SUPPLEMENTAL)	FY 2022 Actual	FY 2023 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2023 FTE	FY 2024 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2024 Baseline Estimate	Program Increases/ Decreases	FY 2024 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE										0		0
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits										\$0	\$0	\$0
Travel										\$0	\$0	\$0
Transportation										\$0	\$0	\$0
GSA Rent										\$0	\$0	\$0
Communications, & Utilities										\$0	\$0	\$0
Printing										\$0	\$0	\$0
Other Services:	\$20	\$20,000								\$20,000	\$0	\$20,000
-WCF										\$0	\$0	\$0
Supplies										\$0	\$0	\$0
Equipment										\$0		\$0
Admin Subtotal	\$20	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$20,000
PROGRAMS												
Formula Grants (Section 402)	\$21,180	\$20,000								\$20,000		\$20,000
National Priority Safety Programs (Section 405)	\$20,820	\$22,000								\$22,000		\$22,000
Programs Subtotal	\$42,000	\$42,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,000	\$0	\$42,000
BASE PROGRAMS TOTAL	\$42,020	\$62,000	\$0	\$0	\$0	\$ 0	\$0	\$0	\$0	\$62,000	\$0	\$62,000

Exhibit II-6: Working Capital Fund

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (\$000)

	FY 2022 ACTUAL		F	Y 2023	FY 2024	
			EN	ACTED	REQUEST	
DIRECT:						
Operations & Research (GF)	\$	18,826	\$	22,225	\$	23,702
Operations & Research (TF)	\$	9,017	\$	9,955	\$	13,859
Highway Traffic Safety Grants (TF)	\$	5,226	\$	3,599	\$	4,026
SUBTOTAL	\$	33,069	\$	35,779	\$	41,587
TOTAL, Base programs	\$	33,069	\$	35,779	\$	41,587
SUPPLEMENTAL FUNDING						
IIJA Supplemental (Division J) Subtotal	\$	-	\$	1,048	\$	2,243
Crash Data	\$	-	\$	317	\$	678
Vehicle Safety & Behavioral Research	\$	-	\$	731	\$	1,565
Supplemental Highway Traffic Safety Program	\$	-	\$	-	\$	-
Total, All Sources	\$	33,069	\$	36,827	\$	43,830

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

PERSONNEL RESOURCE -- SUMMARY TOTAL FULL-TIME EQUIVALENTS

	FY 2022 ACTUAL	FY 2023 ENACTED	FY 2024 REOUEST
DIRECT FUNDED BY APPROPRIATION			
Operations & Research (GF)	352	427	476
Operations & Research (TF)	164	209	256
Highway Traffic Safety Grants (TF)	80	94	100
SUBTOTAL	596	730	832
BASE TOTAL FTEs	596	730	832
SUPPLEMENTAL FUNDED FTE's			
IIJA Supplemental Funding			
Crash Data	0	7	13
Vehicle Safety & Behavioral Research	1	14	30
Supplemental Highway Traffic Safety Programs	0	0	0
SUBTOTAL	1	21	43
TOTAL FTEs	597	751	875

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

RESOURCE SUMMARY – STAFFING FULL-TIME PERMANENT POSITIONS

-	FY 2022 ACTUAL	FY 2023 ENACTED	FY 2024 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations & Research (GF)	392	461	489
Operations & Research (TF)	200	238	294
Highway Traffic Safety Grants (TF)	91	96	104
SUBTOTAL	683	795	887
BASE TOTAL POSITIONS	683	795	887
SUPPLEMENTAL FUNDED FTP's			
IIJA Supplemental Funding			
Crash Data	4	9	16
Vehicle Safety & Behavioral Research	8	20	39
Supplemental Highway Traffic Safety Program	0	0	0
SUBTOTAL	12	29	55
TOTAL POSITIONS	695	824	942

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Section 3: Budget Request by Appropriation Appropriations Language

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, [\$210,000,000] *\$304,062,000*, to remain available through September 30, [2024] *2025*.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OPERATIONS AND RESEARCH (LIQUIDATION OF CONTRACT AUTHORIZATION) (LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, including behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems, and improving consumer responses to safety recalls, section 25024 of the Infrastructure Investment and Jobs Act (Public Law 117–58), and chapter 303 of title 49, United States Code, [\$197,000,000] *\$201,200,000*, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2023] *2024*, are in excess of [\$197,000,000] *\$201,200,000*: Provided further, That of the sums appropriated under this heading--

(1) [\$190,000,000] \$194,000,000 shall be for programs authorized under 23 U.S.C. 403, including behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems and improving consumer responses to safety recalls, and section 25024 of the Infrastructure Investment and Jobs Act (Public Law 117-58); and

(2) [\$7,000,000] \$7,200,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code:

Provided further, That within the [\$197,000,000] \$201,200,000 obligation limitation for operations and research, [\$20,000,000] \$57,500,000 shall remain available until September 30, [2024] 2025, and shall be in addition to the amount of any limitation imposed on obligations for future years: Provided further, That amounts for behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems, and improving consumer responses to safety recalls are in addition to any other funds provided for those purposes for fiscal year [2023] 2024 in this Act.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION HIGHWAY TRAFFIC SAFETY GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out provisions of 23 U.S.C. 402, 404, and 405, and grant administration expenses under chapter 4 of title 23, United States Code, to remain available until expended, [\$795,220,000] *\$813,301,000* to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs for which the total obligations in fiscal year [2022] 2024 are in excess of [\$795,220,000] *\$813,301,000* for programs authorized under 23 U.S.C. 402, 404 and 405 and grant administration expenses under chapter 4 of title 23, United States Code: Provided further, That of the sums appropriated under this heading—

- (1) [\$370,900,000] *\$378,400,000* shall be for "Highway Safety Programs" under 23 U.S.C. 402;
- (2) [\$346,500,000] *\$353,500,000* shall be for "National Priority Safety Programs" under 23 U.S.C. 405;
- (3) [\$38,300,000] *\$40,300,000* shall be for the "High Visibility Enforcement Program" under 23 U.S.C. 404; and
- (4) [\$39,520,000] \$41,100,800 shall be for grant administrative expenses under chapter 4 of title 23, United States Code:

Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed \$500,000 of the funds made available under 23 U.S.C. 405, for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States: Provided further, That with respect to the "Transfers" provision under [23 U.S.C. 405(a)(8)] 23 U.S.C. 405(a)(10), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: Provided further, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under [23 U.S.C. 405(a)(10) within 5 days.

ADMINISTRATIVE PROVISIONS

Sec. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

Sec. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

[Sec. 142. None of the funds in this Act or any other Act shall be used to enforce the requirements of 23 U.S.C. 405(a)(9).]

[Sec. 143. Section 24220 of the Infrastructure Investment and Jobs Act (Public Law 117-58) is amended by adding at the end the following: "(f) Short Title.--This section may be cited as the 'Honoring the Abbas Family Legacy to Terminate Drunk Driving Act'.".]

Sec. 142. The amounts made available in or limited by this Act and the "Infrastructure Investments and Jobs Appropriations Act" (Division J, Public Law 117-48) for grant administrative expenses under chapter 4 of title 23, United States Code, may be used to provide assistance to grantees implementing highway traffic safety grants.¹

^{1/} This language clarifies that the agency can use grant administrative expenses to support States as defined under 23 USC Chapter 4 in implementing highway traffic safety grants.

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

		EY 2022 CTUAL	I El	FY 2023 NACTED	FY 2024 REQUEST		
Rulemaking	\$	23,816	\$	21,481	\$	49,110	
Enforcement	\$	22,235	\$	20,310	\$	36,351	
Research and Analysis	\$	33,767	\$	33,358	\$	58,145	
Research and Analysis - NCSA	\$	900	\$	479	\$	5,026	
Communications & Consumer Info.	\$	5,118	\$	5,118	\$	5,118	
Administrative Expenses	\$	114,164	\$	129,254	\$	150,312	
TOTAL, Base appropriations	\$	200,000	\$	210,000	\$	304,062	
FTEs							
Direct Funded		352		427		476	

Program and Performance Statement

The FY 2024 budget request includes \$304.062 million for Vehicle Safety activities to reduce roadway fatalities, prevent injuries, improve fuel economy, and significantly reduce the societal costs related to unsafe motor vehicles and motor vehicle equipment. The Vehicle Safety programs and activities include developing, setting, and enforcing Federal Motor Vehicle Safety Standards (FMVSS) and identifying safety-related defects in motor vehicles and motor vehicle equipment. These programs also set and enforce fuel economy standards for motor vehicles.

These activities play a key role in advancing the President's Agenda on climate and energy policy and have significant societal and economic impacts. NHTSA's efforts to develop and set new fuel economy standards are guided by the best science and protected by governed processes that ensure the integrity of Federal decision-making.

NHTSA supports research into cutting-edge technologies, including complex safety-critical electronic control systems; vehicle cybersecurity; and new and emerging Automated Driving System technologies. Additional research areas include biomechanics; heavy vehicles safety technologies; and vehicle safety issues related to fuel efficiency and alternative fuels.

The Operations and Research program supports a broad range of initiatives, including harmonization efforts with international partners; modernizing the New Car Assessment Program (NCAP); applied research activities at the Vehicle Research and Test Center; enforcement of Federal odometer law; and oversight of safety recalls. NHTSA also leverages this funding to collect and analyze crash data to identify safety trends and develop safety countermeasures.

Exhibit III-1a: Summary of Analysis of Change

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

	<u>\$000</u>	FTE
FY 2023 PRES. BUDGET	<u>\$210,000</u>	<u>427</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2023 FTE	7,423	35
Annualization of Prior Pay Raise(s)	871	
FY 2024 Pay Raise	4,401	
GSA Rent	6	
Working Capital Fund	1,477	
Non-Pay Inflation and other adjustments to base ¹	32,111	
SUBTOTAL, ADJUSTMENTS TO BASE	46,289	35
PROGRAM INCREASES		
Rulemaking	17,894	
Enforcement	1,541	
Research and Analysis	21,787	
Research and Analysis - NCSA	3,593	
Administrative Expenses	2,958	14
SUBTOTAL, PROGRAM INCREASES	47,773	14
FY 2024 REQUEST	304,062	476

1/ To implement the level enacted for FY 2023 while achieving program priorities, NHTSA expects to redirect an estimated \$28.2 million from its IIJA advance appropriation. This funding adjustment will restore those resources in FY 2024.

Detailed Justification for Operations and Research (GF)

FY 2024 – Kulemaking – D	uugei	Request				
(\$49,110,000))					
Dulamaking	Y 2022	FY 2023		FY 2024		
Rulemaking	1	Actual	E	nacted	R	equest
Safety Standards Support	\$	1,786	\$	1,859	\$	19,753
NCAP	\$	9,530	\$	7,122	\$	11,624
Fuel Economy	\$	12,500	\$	12,500	\$	17,733
Total, Rulemaking	\$	23,816	\$	21,481	\$	49,110

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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. Supports issuance of regulatory standards for motor vehicles equipped with advanced and automated technologies and related equipment; and evaluates and processes petitions for exemptions.
- 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.

The FY 2024 budget request will support the following activities:

Safety Standards Support

• Support the development and delivery of numerous critical actions mandated by the Bipartisan Infrastructure Law (BIL), including promulgation of a new safety standard for passenger vehicles with advanced drunk and impaired driving prevention technology, establish a safety standard to address child heatstroke in passenger vehicles, improve occupant safety in limousines, require performance-based standards for headlamp systems, require lane departure safety technologies in passenger vehicles, address seatback strength of passenger vehicles, require safety standards for automatic shutoff of vehicles equipped with keyless ignitions, and

advance the safety actions for underride protection and support the advisory committee for underride protection.

- Finalize the proposed standards and test procedures developed for automatic emergency braking technologies, including for detecting and mitigating crash risk involving vulnerable road users, such as pedestrians and cyclists.
- 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 incorporate advanced crash test dummies, including the 5th percentile female THOR crash test dummy into Federal standards.
- Continue efforts to finalize statutorily mandated regulations associated with the MAP-21 and the FAST Act.

In FY 2023, NHTSA's Office of Automation Safety consolidates several ongoing efforts within the safety standards support area of the Office of Rulemaking to support the safe deployment of automated driving systems. While the office is currently supported using current resources, an additional \$15.9 million and 10 FTP are requested in FY 2024 to expand and accelerate this important work. Advanced and automated technologies are emerging and complex and require a dedicated staff with expertise to evaluate and act on applications for exemptions, amend and develop standards for automated technologies, and respond to emerging technologies. As technology evolves and changes, there is a greater need to update federal motor vehicle safety standards, exemptions and special programs to keep pace with innovations. The expanded effort and additional staff will:

- Plan, initiate, and coordinate a comprehensive safety regulatory program for the governance of both light and heavy-duty vehicles by developing standards, regulations, exemptions and guidelines related to advanced and automated technologies.
- Develop effective short-, mid-, and long-range safety plans by identifying proposed safety goals, priorities, research support needs, and implementation strategies, and coordinates within the Department for consistency of policy and program direction (including consistency with NHTSA's rulemaking, research and enforcement plans).
- Develop requirements for and monitor research and development; perform data gathering, analysis, and testing; develop economic and demographic information, including international perspectives; and define needs for cost and lead time information to ensure reliable and comprehensive support for developing proposed safety standards, regulations, and guidelines related to advanced and automated technologies.
- Develop and recommend standards, regulations, and guidelines related to advanced and automated technologies that reduce the severity of motor vehicle crashes and safety systems, by tracking the state of the art in safety performance and reliability and redundancy of vehicle systems and subsystems.
- Provides technical support for NHTSA's international harmonization of new and existing motor vehicle standards and regulations related to advanced and automated technologies with those of foreign countries to maintain safety levels while reducing barriers to free trade.

Another \$2 million is requested in FY 2024 for additional contract support to accelerate the delivery of key safety regulatory actions required by BIL, including the Automatic Emergency Braking rules for light and heavy vehicles.

New Car Assessment Program

- Support the expanded new vehicle procurement and testing for four additional crash avoidance technologies in NCAP.
- Support the expanded new vehicle procurement and testing for the crashworthiness evaluation of the newly added pedestrian crash protection program, including advanced crash test dummies and devices to the program to improve safety of both occupants and vulnerable road users.
- Support upgrades to crashworthiness vehicle safety rating and support development of crash avoidance rating.
- Support the overall cost increases to vehicle procurement, testing, oversight, and execution of the NCAP program.

The NCAP Program disseminates vehicle safety information to the American public via <u>www.nhtsa.gov</u>, 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 incentivize manufacturers to add the additional safety enhancements to their vehicles 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 Model Year 2024-2026 CAFE standards rulemaking has been completed, but support for these standards, such as compliance and flexibilities evaluations will be ongoing. The Office of Rulemaking's Corporate Average Fuel Economy (CAFE) program will continue its work on the standards for Model Year 2027 and beyond passenger cars and light trucks, as well as new standards for the next phase of medium- and heavy-duty trucks. The requested funding will provide the office with the resources needed to achieve the Administration's 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 \$100 billion in fuel savings for consumers of new vehicles sold by 2030 and \$470 billion by midcentury.

Anticipated Accomplishments for FY 2023

- Continue updating NCAP to include new crash avoidance systems; pursue updates to the program to include pedestrian crash protection and advanced crash test dummies; and tie technological improvements to those behaviors that cause a significant percentage of crashes.
- Finalize the next set of fuel economy standards associated with medium- and heavy-duty vehicles and develop new standards for light-duty vehicles for MY 2027 and beyond.
- Advance regulatory actions for alternative fuel vehicles, advanced crash test dummies, and crashworthiness and crash avoidance technologies to enhance road safety.
- Finalize the regulatory standards to improve vehicle safety and protect vulnerable road users, including those to standardize Automatic Emergency Braking (AEB) performance on all newly manufactured light vehicles and heavy trucks.
- Issue exemptions and advance Federal safety standards for the safe demonstration and deployment of vehicles equipped with automated driving systems and advanced technologies.

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

To address the nationwide increases in fatalities and injuries from motor vehicle related crashes, NHTSA will advance the critical Federal safety standards to improve the safety of occupants and vulnerable road users. 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 2024 funding will advance vehicle safety, respond to numerous Congressional mandates, update and maintain 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 fuel economy and efficiency 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 invest more in safety. This fulfills a Congressional mandate to identify and communicate appropriate crash avoidance technologies on window stickers.

FY 2024 Enforcement Budget Request (\$36,351,000)

Fufeweenent	F	FY 2023 Enacted		FY 2024 Request		
Enforcement	Actual					
Vehicle Safety Compliance	\$	7,363	\$	8,206	\$	16,000
Odometer Fraud	\$	14,672	\$	200	\$	351
Safety Defects	\$	200	\$	11,904	\$	20,000
Total, Enforcement	\$	22,235	\$	20,310	\$	36,351

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.

The FY 2024 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 improved 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. Expand data analytics capacity and data management tools to incorporate increased prominence of software in vehicle manufacture and safety performance.
- 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.²
- 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.
- Ensure safety and equity by regulating imports to protect consumers, including lower income groups likely to seek low priced imported tires, helmets, child seats and other goods
- Support NHTSA's Vehicle Research and Test Center testing capability to analyze vehicles and components for potential safety defects.

Additional funding is being requested in FY 2024 for program activities and to support an additional 15 positions to increase enforcement capacity for challenges associated with ADAS and ADS deployment into the fleet. As industry practices change, NHTSA's enforcement practices must adapt. Understanding how Over-the-Air recalls impact current processes, cataloguing new technologies in near-term production and operation, understanding manufacturer hazard analyses and production practices, identifying and evaluating the safety functions of emerging technologies while designing appropriate risk matrices investigating and evaluating reported incidents, and developing expertise in the forensic analysis of new data sources all require staff support. Additionally, the Standing General Order (SGO) has taught us that gathering more data generates a greater need for data analytics and investigative response.

NHTSA needs to build new approaches for evaluating software and systems and be able to hand that information off to investigators who can interface with the manufacturers. These efforts

² U.S. Department of Transportation, Office of Inspector General, Report ST-2015-63, Recommendation 12. June 18, 2015

require increased funding and additional staff given the scope of the challenge. This program interfaces directly with other efforts designed to certify and track ADS vehicles in operation.

NHTSA's readiness to understand, evaluate and implement enforcement programs on equipment and vehicles using advanced technologies and innovative components requires a dedicated team with a focus on ensuring the safety of these technologies through comprehensive understanding of vehicle and component engineering. In FY 2023 NHTSA began planning for the team by dedicating a small number of specialized staff with engineering, data analytics and program management skills to develop the plan for the new unit. When fully funded and staffed the team will update processes, document and train staff, ensure knowledge sharing across NHTSA, and implement and measure effectiveness of new industry approaches to safety.

Anticipated Accomplishments for FY 2023

- Advance assurance of safety of ADS and ADAS vehicles through monitoring and oversight of Standing General Order 2021-01.
- Administer the CAFE compliance program and facilitate credit trades that provide flexibility to domestic manufacturers as they 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 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. With the rapid development of automated vehicles technology and alternative fuel vehicles, ODI is charged with developing proper enforcement and oversight programs and process modernization.

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 23,300 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 and increase the incentives for fraud. 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.

Research and Analysis	FY 2022 Actual		22 FY 2023 al Enacted			FY 2024 Request
Vehicle Electronics and Cybersecurity	\$	5,936	\$	6,000		\$6,000
Automated Driving Systems (ADS)	\$	4,789	\$	8,172		\$12,172
Advanced Safety Technologies	\$	10,184	\$	12,358		\$27,145
Crashworthiness	\$	10,671	\$	4,514		\$10,514
Alternative Fuel Safety	\$	2,187	\$	2,314		\$2,314
Total, Research and Analysis	\$	33,767	\$	33,358	\$	58,145

FY 2024 Research and Analysis Budget Request (\$58,145,000)

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

The Office of Vehicle Safety Research studies all levels of emerging vehicle technology, as well as conventional systems impacting vehicle safety, through the execution of research with academics and industry subject matter experts (e.g., research institutions, universities, test laboratories, tech developers, vehicle manufacturers, and automotive suppliers), and applied research performed at its Vehicle Research and Test Center (VRTC) located in East Liberty, Ohio. The research includes 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 Office conducts vehicle crash data analyses, develops tests procedures and test devices, assesses new technologies and countermeasures, 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.

The FY 2024 budget request will support the following activities:

Vehicle Electronics and Cybersecurity

For FY 2024, this research program covers the functional safety of vehicle electronics and vehicle cybersecurity. The functional safety of Vehicle Electronics is an important part of overall systems safety that deals with safety risk management associated with potential failures in sensors, components, systems, and software implementation, as well as operator errors and environmental changes. Vehicle Cybersecurity research deals with safety risk management associated with intentional manipulation of software, hardware, sensors, and associated communication networks onboard the vehicle. 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.

Anticipated program activities include:

Vehicle electronics: Research will extend to new capabilities ADS developers are introducing including using wireless communications to facilitate remote manual operations (or intervention) of the vehicle (i.e., teleoperations).

Research on sensor interference risks: Interference risks are generally managed through industry standards that were developed decades ago. Newer vehicles featuring many new technologies and sensors result in substantially increased emissions. This research will evaluate if known testing and validation methods are capturing the real interference risks in modern vehicles. This work will include evaluating co-existence of various sensors that operate in close proximity in the spectrum.

Cybersecurity: 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 continue to support the interpretation and application of automotive-focused cybersecurity standards by vehicle manufacturers and suppliers.

Automated Driving Systems (ADS)

This research program area includes the following focus areas: system level safety, safety metrics and safety assessment methods, crashworthiness considerations for alternative vehicle designs, and ADS human factors research, including accessibility considerations in ADS-equipped vehicles. VSR works to research and identify safety assessment methods for the agency to effectively oversee the safety of ADSs as they hold the potential to improve safety of the traveling public.

Anticipated program activities include:

ADS Safety Performance: Continue to explore methods, metrics, and tools for assessing the safety of ADS-equipped vehicles. These include modeling and simulation, closed-course testing, and onroad naturalistic testing. The research will also include development of a common "language" for describing ADS test scenarios, and scientific 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 decision support system.

Crashworthiness of ADS-Equipped Vehicles: Research will explore the use of Human Body Models (HBM) to evaluate occupant restraints for the range of seating conditions expected in new ADS designs. In FY 2024, 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 research best practices for safe interaction of non-occupied ADS-equipped vehicles with existing vehicles, roadside hardware, pedestrians, cyclists, and motorcyclists.

Human Factors: ADS-equipped vehicles and ADS dedicated vehicle (ADS-DV) designs will likely

influence humans' interactions with vehicles. In 2024, 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 ADS to the driver/operator to improve situation awareness. Since in some situations, it may be necessary for a remote operator to take over control of an ADS-DV, the Agency will continue to execute research to better understand the human factors considerations associated with remote operation.

Safety and Accessibility for People with Disabilities: \$3 million is requested in FY 2024 to advance safety research for accessible design to improve securement for people who use wheelchairs and conduct a systematic survey process to digitally scan representative wheelchair designs - including manual, power, and electric designs. This work will also continue to explore the ADS-vehicle, vehicle electrification, and other design needs for people with disabilities. As vehicle automation (and technology in general) progresses, we have an opportunity to lay the groundwork for accessible design in a way that has not previously been afforded. Until present those with disabilities have been put in a position to retrofit their own vehicles with expensive modifications. As automated vehicles enter the marketplace, there is an opportunity to perform the foundational research to understand how to design vehicles that are both accessible and safe (both for personal ownership and shared mobility options). Such forward looking and innovative designs may ultimately lead to people in wheelchairs being secured as occupants in a way that is as safe as non-chair users.

Advanced Safety Technologies

This research program area focuses on motor vehicle technologies and systems that aim to prevent crashes and assist drivers in the driving task, commonly referred to as advanced driver assistance systems (ADAS). The research covers a wide range of motor vehicles from traditional passenger vehicles to large trucks and buses. This research program area continues to cover advancements in conventional crash avoidance technologies (e.g., tires, brakes, mirrors), as well as more advanced vehicle technologies targeted to improve the safety of motorcyclists and pedestrians. It also studies the potential role and impacts of connectivity in vehicle safety.

Anticipated program activities include:

ADAS Innovation and Deployment: Research on emerging innovative technologies such as crosstraffic alert systems to address intersection crashes and opposite direction (head-on) collision avoidance systems.

In FY 2024 an increase of \$10 million will fund a new research area examining the impact on driver distraction from in-vehicle technology interfaces. Since NHTSA's original distraction guidelines were issued, the proliferation of touchscreen controls (including menu driven offerings for traditional driving related tasks such as to turn on high beams), voice controls, passenger-side video streaming, converging trends in dashboards and infotainment displays, gaming options, e-commerce, mobile device integration, etc., research has evolved to frame vehicle system-influenced distraction differently, in the form of driver attention management. This research will explore safety benefits related to monitoring and measuring a driver's visual gaze and implement

mitigation strategies to direct attention back to the roadway as necessary for the driving environment.

Driver Engagement and ADAS: Continue SAE Level 2 driving automation research focusing on examining a driver's state of vigilance to resume control when necessary. 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.

Safety Performance Research of ADAS Technologies: Safety performance assessments of ADAS technologies deployed in new production vehicles will continue in FY 2024 and will include computer simulations, closed-course testing, and/or naturalistic roadway evaluations.

Crash Simulation Virtual Testing and Validation Methods: Many aspects of occupant injury in automotive crashes involve complex loading mechanisms that are challenging to assess in full vehicle testing. This program is intended to focus on injury risk differences between sexes utilizing various Global Human Body Model Consortium (GHBMC) human mathematical models in simulated crash conditions to inform better design strategies to mitigate lower extremity injury risks. In FY 2024, this research initiative will define the tools, measures, and rating scheme to culminate in a combined physical/virtual rating.

Crash modelling studies will investigate pedal designs and how they deform/move in a crash test. Modular GHBMC females (5th and 50th) and male (50th) will be utilized with fully deformable (detailed) lower extremities. The foot and ankle injuries will be assessed using ligamentous strains as well as the bone stains (fracture). The differences in injury risks between sexes will be assessed in various simulated impact scenarios with the help of the design of experiments study. These results will be applied to reduce female ankle and foot injury risks in frontal crashes.

Vehicle Size and Weight Impacts on Pedestrian Safety: \$2 million will fund research to advance pedestrian safety and examine how it is impacted by vehicle size and weight. NHTSA will study how vehicle size, weight, and shape affect fatality and injury in struck pedestrians. This study should isolate and understand the effects of vehicle weight and geometry on pedestrian crash risk and develop targeted research, conduct data collection, analysis, simulation and testing to improve understanding of how vehicle characteristics affect injury outcomes for struck pedestrians.

Crashworthiness

This research will evaluate on vehicle safety countermeasures to reduce the number of fatalities and serious injuries that result from motor vehicle crashes in the United States each year. Research will continue the development and documentation of upgraded anthropomorphic test devices and human body models and integrate these tools into new test procedures with enhanced injury metrics targeting inclusiveness considerations. This will include a specific focus on female crash safety, including refreshing analyses with newer data, advancing advanced female crash dummy development to facilitate policy considerations, and model-based simulation analyses of vehicle design countermeasures. CIREN research will collect real-world injury data from in-depth investigations of motor vehicle crashes involving occupants and pedestrians through the Crash Injury Research and Engineering Network. Research will also support the development and application of pedestrian test procedures to assess how vehicle design countermeasures mitigate pedestrian injuries.

In FY 2024, an additional \$5 million is requested to develop and test the 5th WorldSID test dummy that represents small-sized adult females. Equity in safety outcomes is central to NHTSA's mission across all categories of drivers. NHTSA also has several initiatives underway to further address equity in crash outcomes, especially based on sex. This research is intended to accelerate the development and federalization of the WorldSID 5th percentile side impact test dummy to get it ready for consideration for use in side impact testing and New Car Assessment Program (NCAP) test procedures.

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 setting organizations, and other Federal agencies to develop appropriate safety performance criteria for new alternative fuel vehicles.

Anticipated FY 2023 Accomplishments

- Completion of a large-scale telematics-based field study of the Level 2 Super Cruise, front pedestrian braking, and camera-based adaptive cruise control systems.
- Completion of a report on safety implications of ADAS sensor degradation.
- Completion of a research study on lidar sensor congestion.
- Refined ADAS test procedures for consideration in policy alternatives based on test track evaluations of modern vehicles.
- Initiate new research on non-pneumatic tire testing and performance.
- Initiate new research on motorcycle crash avoidance technologies including electronic stability control, cornering anti-lock braking systems, and motorcycle stability control.
- Continued research support of crash avoidance headlighting 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.
- Complete 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 vehicles 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. 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, 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.

National Center for Statistics and Analysis (\$5,026,000)

National Center for Stastics and Analysis	FY 2022 Actual		FY 2023 Enacted		FY 2024 Request	
Crash Data Collection	\$	900	\$	479	\$	5,026
Subtotal, National Center for Statistics and Analysis	\$	900	\$	479	\$	5,026

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 2024 budget request includes \$3.7 million for program funding and for an additional position to support the PARTS and AV Test activities within the Crash Data Collection program. Both programs advance automation safety.

Partnership for Analytics Research in Traffic Safety (PARTS)

The PARTS pilot is currently run by the Office of the Secretary and is moving to NHTSA in FY 2024. PARTS is an accord among automakers and the National Highway Traffic Safety Administration, which enables participants to voluntarily share safety-related data, via an independent third party, for collaborative safety analysis. The goal of this government-industry initiative is to gain real-world insights into the safety benefits and opportunities of emerging advanced driver assistance systems (ADAS) and automated driving systems.

The ADAS technologies currently being analyzed using PARTS data are: forward collision warning, forward automatic emergency braking, pedestrian detection warning, pedestrian AEB, lane departure warning, lane keeping assistance, and lane centering assistance. By leveraging the large-scale data provided by industry partners, the analysis is providing insight faster and with greater confidence and significance than would otherwise be possible.

In FY 2024 and beyond, PARTS anticipates growing the datasets, analyzing the datasets in greater detail, and expanding into new technologies to understand why certain systems perform better than others to drive improvements in ADAS safety.

Automated Vehicle Transparency and Engagement for Safety Testing (AV TEST)

The goal of the Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST) Initiative is to provide the public with direct and easy access to information about testing of ADSequipped vehicles, information from States regarding activity, legislation, regulations, local involvement in automation on our roadways, and information provided by companies developing and testing ADS. This in turn, increases the public awareness of on-road testing, safety precautions, and principles guiding the testing. This initiative is another way that NHTSA is working with governmental and private stakeholders to facilitate the safe development, testing, integration, and education of driving automation technology in the United States.

AV TEST was established as a pilot in FY 2020, and having successfully informed other agency processes, NHTSA requests \$700,000 for AV TEST in FY 2024 to support Operations and Maintenance (O&M) and some development support for new features within the Crash Data Acquisition Network (CDAN) platform. The Crash Data Acquisition Network (CDAN) will continue to support the AV TEST program using a component known as the ADS Tracker. The intent of the ADS Tracker is to provide a formal and secure manner of participants (OEMs, implementors, and state/local governments) in providing information NHTSA as the steward for the Department. The interface requires ongoing development and maintenance throughout the period of the program, that has not been included in the standard budget for support in prior years.

In addition, NHTSA is expanding this initiative to include more companies, States and local jurisdictions. Our interactive site is the most direct way to view information provided by AV TEST Initiative participants and reported through Voluntary Safety Self-Assessments. Additionally, NHTSA hosts public meetings and panel discussions to further educate the public and our stakeholders as automation moves forward. As companies and States add new information to the tracking tool, the website will be updated.

FY 2024 Communications and Consumer Information Budget Request (\$5,118,000)

Communications and Consumer Information	FY 2022 Actual	FY 2023 Enacted	FY 2024 Request
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, Communications 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, including 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 2024 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 <u>NHTSA.gov</u>, 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 2023 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 2024 request will continue to support and advance NHTSA's mission.

FY 2024 Administrative Expenses Budget Request (\$150,312,000)

Administrative Expenses	FY 2022 Actual		FY 2023 Enacted			TY 2024 Request
Salaries and Benefits (S&B)	\$	74,072	\$	87,147	\$	102,800
Working Capital Fund (WCF)	\$	17,405	\$	22,225	\$	23,702
GSA Rent	\$	5,451	\$	1,402	\$	1,408
Management and Oversight	\$	18,136	\$	18,480	\$	22,402
Total, Administrative Expenses	\$	115,064	\$	129,254	\$	150,312

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

NHTSA's Operations and Research (GF) request includes \$150.3 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.

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 increased funding requested includes \$7.4 million to cover the annualization costs of approved FY 2023 hires, as well as uncontrollable administrative cost escalations and 28 additional FTP to advance NHTSA's automation safety work. These additional personnel will staff the Automation Safety Office within the Rulemaking program, provide critical enforcement expertise for vehicles equipped with advanced technologies, enhance NHTSA's vehicle safety research capacity related to ADAS, and staff critical AV data gathering and public information initiatives in NCSA.

Operations & Research (TF) Exhibit III-1: Appropriation Summary by Program Activity

	H A	TY 2022 CTUAL	FY 2023 ENACTED] R	FY 2024 EQUEST
Highway Safety Programs	\$	58,345	\$	57,832	\$	55,567
Research and Analysis - NCSA	\$	55,660	\$	54,399	\$	50,141
Sec. 1906 Grants	\$	11,500	\$	11,500	\$	11,500
Communications & Consumer Info.	\$	10,374	\$	10,169	\$	9,561
Administrative Expenses	\$	56,921	\$	63,100	\$	74,431
TOTAL, Base appropriations	\$	192,800	\$	197,000	\$	201,200
FTEs						
Direct Funded		164		209		256

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

Program and Performance Statement

The FY 2024 budget request includes \$201.2 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 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 the Agency's safety activities.

Exhibit III-1a: Summary of Analysis of Changes

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

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$197,000</u>	<u>209</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2023 FTE	1,858	19
Annualization of Prior Pay Raise(s)	96	
FY 2024 Pay Raise	751	
GSA Rent	-2,165	
Working Capital Fund	3,904	
Non-Pay Inflation	-244	
SUBTOTAL, ADJUSTMENTS TO BASE	4,200	19
PROGRAM REDUCTIONS		
Highway Safety Programs	-1,079	
Research and Analysis - NCSA	-2,330	
Communications & Consumer Info.	-216	
SUBTOTAL, PROGRAM REDUCTIONS	-3,625	0
PROGRAM INCREASES		
Administrative Expenses	3,625	28
SUBTOTAL, PROGRAM INCREASES	3,625	28
FY 2024 REQUEST	201,200	256

Detailed Justification for Operations & Research (TF)

Section 403 and National Driver Register – Budget Request

Research and Program Development (\$55,567,000)

III: - Larras C. f. ta Day anone		Y 2022	FY 2023		FY 2024	
Highway Salety Programs	A	Actual	Enacted		Request	
Impaired Driving	\$	8,400	\$	8,400	\$	8,400
Drug Impaired Driving	\$	5,500	\$	5,500	\$	5,500
Safety Countermeasures	\$	7,000	\$	7,000	\$	7,000
Occupant Protection	\$	7,000	\$	7,000	\$	7,000
Enforcement and Justice Services	\$	5,200	\$	5,200	\$	5,200
EMS, 911 and NEMSIS	\$	8,000	\$	8,000	\$	8,000
Driver Licensing	\$	900	\$	900	\$	900
Highway Safety Research	\$	16,345	\$	15,832	\$]	13,567
Total, Highway Safety Programs	\$	58,345	\$	57,832	\$:	55,567

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

The mission of NHTSA Research and Program Development is to research, develop, and evaluate traffic safety programs that reduce crash-related injuries and fatalities. Funding supports research and development activities, including pilot projects and education on evidence-based countermeasures and best practices for national, State, and local stakeholders. Consistent with the National Roadway Safety Strategy, resources are intended to: prevent destructive behavior, such as speeding and driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt and proper child restraints; protect vulnerable road users, including pedestrians and bicyclists; support equitable traffic law enforcement; and improve lifesaving emergency medical services (EMS), including 911 systems, as part of a comprehensive Safe System Approach.

The FY 2024 budget request will support the following activities:

Equity

NHTSA will emphasize 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 decrease inequities in traffic safety. NHTSA will build and disseminate evidence of notable practices to address disparities in traffic fatalities and serious injuries among populations overrepresented in crash statistics and in underserved communities.

Research and Evaluation

NHTSA conducts research to understand the magnitude and scope of alcohol and other drug use through the National Roadside Survey and the National Survey of Drinking, Drug Use and Driving

Attitudes. Evaluation research that helps us understand what interventions are effective is an essential element of NHTSA's research role. NHTSA will continue the development and testing of the Driver Alcohol Detection System for Safety (DADSS) as the technology is readied for extensive field operational testing. Research also will 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.

Program Evaluation

When innovative programs show promise in improving road users' behavior and safety outcomes, NHTSA conducts demonstration projects in other locations to examine efficacy and suitability for expansion. For example, NHTSA is currently conducting a demonstration project in two states to replicate Iowa's "High Five" program, which prioritized interventions in five rural counties with low seat belt use rates. For FY 2023, NHTSA is preparing to study how a social norming campaign influences road users' perceptions and behaviors. FY 2024 funding will support the evaluation and, pending successful results, efforts to scale up the model. NHTSA is also evaluating its "Drive Sober or Get Pulled Over" and "If You Feel Different, You Drive Different. Drive High. Get a DUI" paid media campaigns, which are designed to influence attitudes and behaviors related to alcohol- and drug-impaired driving among 21-34 year old males for alcohol impaired driving and 18-34 year old males for drug impaired driving. NHTSA plans to start the work in FY 2023, provide additional funds in FY 2024, and complete the study in FY 2025. Additionally, NHTSA is reviewing safety strategies that have lower ratings in Countermeasures That Work (10th Edition) to determine whether they are effective at changing behavior. The current version of the guide assigns lower ratings to unproven but promising countermeasures.³ FY 2024 funding will support these analyses.

National EMS Information System Technical Assistance Center

NHTSA is the Federal government's lead agency on EMS and this program supports the National EMS Information System (NEMSIS) Technical Assistance Center (<u>TAC</u>) for the submission of data to the National EMS Database and for initial data analysis to evaluate EMS response and patient care as part of our comprehensive approach to highway and traffic safety. The TAC will enhance real-time reporting of EMS responses to traffic crashes, including initial patient condition, indicators of alcohol- and drug-impairment, and injury severity.

Strategic Communications

Data-driven safety messaging is an important part of NHTSA's programmatic efforts to raise public awareness and change behavior. Paid media campaigns include national enforcement mobilizations to encourage seat belt use and to deter distracted and impaired driving. Despite these efforts, NHTSA estimates that crash fatalities increased from 2020 to 2021 in the categories of pedestrians (up 13%), speeding-related (up 5%), police-reported alcohol involvement (up 5%), and unrestrained occupants of passenger vehicles (up 3%).⁴ In response to the increase in pedestrian

³ https://rosap.ntl.bts.gov/view/dot/57466

⁴ https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298

fatalities, NHTSA developed the National Pedestrian Safety Month Resource Guide and bilingual resources to increase awareness and strengthen State and local efforts to improve the safety of those who walk and roll. Also in 2022, to address the increased incidence of risky driving, NHTSA launched its first national paid media campaign to reduce the incidence and severity of speeding-related crashes and will continue to support the development and delivery of messages to influence road users' decision making. In addition to supporting traffic safety marketing, NHTSA is enhancing its efforts to generate awareness and understanding of the agency's behavioral research so stakeholders can more easily translate it into practice.

Anticipated FY 2023 Accomplishments

- Advance the Agency's behavioral safety research portfolio including an emphasis on equity, evaluation, and efforts through the Behavioral Traffic Safety Cooperative Research Program.
- Engage nontraditional partners to apply a public health approach to traffic safety.
- Expand vulnerable road user and rural safety research and development activities.
- Increase use of NHTSA's Drug-Impaired Driving Criminal Justice Evaluation Tool.⁵
- Develop tools to support States in conducting Safety Program Assessments and produce best practices for states implementing recommendations and strategies to improve safety programs.
- Explore behavioral safety technology solutions to reduce serious injuries and fatalities.

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

Impaired Driving

NHTSA data on alcohol-impaired driving have been a foundation for national- and State-level planning, research, and policymaking for decades. In 2020, alcohol-impaired driving fatalities accounted for 30.0% of all reported motor vehicle fatalities.⁶ Furthermore, the estimated fatalities in police-reported, alcohol-involved crashes remain higher than the pre-pandemic levels of 2019.⁷ NHTSA's impaired driving programs prevent impaired driving and reduce recidivism by training and educating law 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. FY 2024 funding will strengthen:

- Training and education efforts by Traffic Safety Resource Prosecutors, Judicial Outreach Liaisons, Regional Toxicology Liaisons, and Regional Probation and Parole Liaisons.
- Resources and training to improve and expand DWI Courts and ensure they are operating under established guiding principles.
- Impaired driving resources for use with different populations and in various settings, including rural areas. Resources will be developed for various impairing substances.
- Fair and equitable strategies for impaired driving enforcement.

⁵ <u>https://nhtsa.gov/DUIDtool</u>

⁶ https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813294

⁷ https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298

- State ignition interlock programs with best practices and strategies to advance program management and other assistance.
- Efforts and available resources to prevent underage drinking and driving.

Drug Impaired Driving

NHTSA continues to address the challenges associated with obtaining and reporting data on drug presence among road users.⁸ In addition to research, NHTSA provides support for training and education for the criminal justice community on the identification, arrest, prosecution, and adjudication of drug-impaired drivers, providing information that helps improve State criminal justice systems 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. FY 2024 funding will support development and evaluation of the Drug Evaluation and Classification Program, which provides rigorous training for law enforcement in the detection, apprehension, and prosecution of impaired drivers through a standardized and systematic process.

Safety Countermeasures

In response to rising fatalities among pedestrians and bicyclists, NHTSA is conducting a National Survey of Bicyclist and Pedestrian Attitudes and Behavior to understand the magnitude and scope of the problem and studying technology-based solutions to obtain exposure data and reduce crash risk. NHTSA also supports the Department's implementation of the Safe Streets and Roads for All discretionary grant program established under the Bipartisan Infrastructure Law. NHTSA's Safety Countermeasures programs increase awareness of the importance of vulnerable road user safety by developing tools to support States and communities in planning, implementing, and evaluating evidence-based pedestrian, bicyclist, micro-mobility and pupil transportation, motorcycle, and older road user safety strategies, programs and products. Specifically, FY 2024 funding will support:

- Development of a national strategy to prevent illegal passing of school buses.
- Expansion of pedestrian safety efforts to include Tribal lands and rural communities.
- Expansion of the pupil transportation program to include novice drivers and rural communities.
- Enhancement of the motorcycle safety program through updated resources.
- Development of training for traffic safety professionals to address the safety of older road users.

Occupant Protection

When crashes occur, seat belts and child restraint systems save lives.⁹ 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

⁸ https://rosap.ntl.bts.gov/view/dot/60969

⁹ <u>https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf</u>

caregivers about the correct selection, use, and registration of car seats and booster seats, particularly in underserved communities; to reduce texting and other driver distractions; and to educate the public on the risks and consequences of pediatric vehicular heatstroke. FY 2024 funding will support:

- Expanding programs to encourage seat belt use among teens in rural communities.
- Developing a roadmap of research, program activities, and evaluation to increase rear seat belt use.
- Developing academic enrichment programs to reduce distracted driving in underserved communities.
- Developing non-enforcement, distracted driving resources and communication assets.
- Conducting a study of booster seat use and strategies to prevent premature transition to seat belts.
- Developing culturally appropriate countermeasures for child passenger safety in Latino communities.
- Promoting best practices and procedures for preventing pediatric vehicular heatstroke deaths.

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; develops tools to help 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. The FY 2024 budget will support an evaluation of NHTSA's public education campaign, *Speeding Wrecks Lives*, which the Agency launched in 2022 to change attitudes toward speeding and remind drivers of the deadly consequences

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 develops tools to support States implement the National EMS Scope of Practice Model, National EMS Education Standards, EMS Agenda 2050, and National Guideline for the Field Triage of Injured Patients; chairs and supports the Federal Interagency Committee on EMS and National EMS Advisory Council; collects data contributing to NEMSIS to optimize EMS data collection and analysis from all U.S. States, Territories, and the District to Columbia as part of a comprehensive highway and traffic safety system.

FY 2024 activities will include:

• Completing the migration of all 50 States, the District of Columbia, and Territories to NEMSIS version 3.5.

- Releasing the 2024 NEMSIS Research Dataset.
- Improving data linkage between NEMSIS and other traffic safety data sets to better characterize motor-vehicle crashes.
- Promoting adoption of prehospital evidence-based guidelines as part of a comprehensive highway and traffic safety system.
- Improving nationwide technical assistance to EMS and 911 as part of a comprehensive highway and traffic safety system through <u>www.ems.gov</u> and <u>www.911.gov</u>, respectively.

Driver Licensing

NHTSA provides national leadership to ensure that drivers are trained, evaluated, and have a single, valid driver license. NHTSA provides tools to support States in developing licensing systems for novice drivers, such as driver education (including the risks and harms of substance use), 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.

FY 2024 resources will support:

- Increasing uniformity among state motor vehicle administrators,
- Enhancing state driver licensing practices, and
- Sharing promising practices to protect novice drivers.

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 increase safety culture and may affect and predict driver engagement with technologies such as driver monitoring and feedback systems.

In FY 2024, NHTSA will emphasize various specific behavioral safety topics based upon review of safety data and identification of problems and research needs. Continued efforts are expected in preventing drug-impaired driving and the effects of new technologies on behavioral safety. In these 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 with efforts to develop those ideas into safety programs. Research to explicitly explore disparities in traffic safety associated with age, race, sex, and mode of travel will be conducted.

Specifically:

• Highway Safety Research will continue to collaborate with NHTSA's Automated Driving Systems (ADS) and Advanced Safety Technologies research programs to address human

factors 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 technology prepares to move from research to implementation.
- NHTSA plans for four to six discrete Behavioral Traffic Safety Cooperative Research Program projects that will result in applied research products that highway safety stakeholders will be able to use immediately upon the completion of the research. The Transportation Research Board will prepare requests for proposals and will assemble panels to select contractors to perform the work.

National Center for Statistics and Analysis (\$50,141,000)

National Contan for Startistics and Amelania	FY 2022	FY 2023	FY 2024
National Center for Stastistics and Analysis	Actual	Enacted	Request
Traffic Records	3,159	1,899	2,097
Crash Data Collection	41,542	42,783	37,963
Data Analysis	6,391	5,201	5,525
National Driver Register	4,568	4,515	4,556
Subtotal, National Center for Statistics and Analysis	55,660	54,398	50,141

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 2024 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.
- Continue the MMUCC modernization in preparation for the next version of MMUCC.
- Develop and implement a national training program for law enforcement officers on the key concepts of MMUCC.

Crash Data Collection

- <u>Fatality Analysis Reporting System (FARS)</u>: Provide an annual census of motor vehicle traffic fatalities, early notification data, and projections of motor vehicle traffic fatalities.
- <u>Crash Investigation Sampling System (CISS)</u>: Provide nationally representative data on crashes resulting in at least one towed passenger vehicle for agency, Departmental, and public analysis.
- <u>Crash Report Sampling System (CRSS)</u>: Provide a nationally representative sample of police crash report data for agency, Departmental, and public analysis.

- <u>Special Crash Investigations (SCI)</u>: 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.
- <u>State Data Transfer Program</u>: 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.
- <u>Non-Traffic Surveillance (NTS) Program</u>: 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.
- Continue modernization activities for PDPS.

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 2023 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, and more.
- 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.
- Complete a national survey of law enforcement officers on the feasibility of collecting MMUCC compliant crash data.
- Provide technical assistance to the States for their traffic records program through the GO Team program by deploying subject matter experts to address specific issues States identify in their traffic records systems.
- Work with the Association of Transportation Safety Information Professionals (ATSIP) to update the ANSI-D16 guideline Manual on Classification of Motor Vehicle Traffic Crashes.
- Provide regulatory analytical support to the Agency by completing the analyses of both light and heavy vehicle AEB systems.
- 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 (\$9,561,000)

FY 2022	FY 2023	FY 2024
Actual	Enacted	Request
7,427	7,427	7,427
2,947	2,742	2,134
10,374	10,169	9,561
	FY 2022 Actual 7,427 2,947 10,374	FY 2022 FY 2023 Actual Enacted 7,427 7,427 2,947 2,742 10,374 10,169

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

NHTSA's 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 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 2023 Accomplishments

- Continued support of all paid media campaigns by reviewing and refreshing advertising assets.
- Increased distribution of and additional partnerships supporting social awareness 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 (\$74,431,000)

A louiste din Frances		Y 2022	FY 2023 Enacted		FY 2024
Administrative Expenses	Actual				Request
Salaries and Benefits (S&B)	\$	37,346	\$	44,229	\$ 56,299
Working Capital Fund (WCF)	\$	9,017	\$	9,955	\$ 13,859
GSA Rent	\$	2,274	\$	2,165	\$ -
Management and Oversight	\$	8,284	\$	6,751	\$ 4,273
Total, Administrative Expenses	\$	56,921	\$	63,100	\$ 74,431

NHTSA's Operations and Research (TF) request includes \$74.4 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)

	l A	FY 2022 ACTUAL		FY 2023 NACTED] R	FY 2024 EQUEST
Formula Grants (Section 402)	\$	381,129	\$	370,900	\$	378,400
High-visibility Enforcement (Section 404)	\$	36,400	\$	38,300	\$	40,300
National Priority Safety Programs (Section 405)	\$	318,661	\$	346,500	\$	353,500
Transfer from Federal Highway Administration (FHWA)	\$	128,125	\$	127,631	\$	-
Administrative Expenses	\$	28,167	\$	39,520	\$	41,101
TOTAL, Base appropriations	\$	892,482	\$	922,851	\$	813,301
FTEs Direct Funded		80		94		100

Program and Performance Statement

The FY 2024 budget request includes \$813.3 million for NHTSA to provide grants to States for activities related to the promotion of highway traffic safety. The Highway Safety Program Grants (Section 402) support 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 motorcyclist safety, nonmotorized safety, preventing roadside deaths, and driver and officer safety education. 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

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

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$795,220</u>	<u>94</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2023 FTE	511	2
Annualization of Prior Pay Raise(s)	182	
FY 2024 Pay Raise	736	
GSA Rent	-34	
Working Capital Fund	427	
Non-Pay Inflation	-1,061	
SUBTOTAL, ADJUSTMENTS TO BASE	761	2
PROGRAM INCREASES		
Formula Grants (Section 402)	7,500	
High-visibility Enforcement (Section 404)	2,000	
National Priority Safety Programs (Section 405	7,000	
Administrative Expenses	820	4
SUBTOTAL, PROGRAM INCREASES	17,320	4
FY 2024 REQUEST	813,301	100

Detailed Justification for Highway Traffic Safety Grants (TF)

FY 2024 – Highway Traffic Safety Grants – Budget Request (\$813,301,000)

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. 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 underserved communities and populations overrepresented in crash and fatality statistics. 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.

The FY 2024 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, driver and officer safety education, 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 to expand programs and support more equitable solutions and increase electronic grant-making expansion activities to enhance the oversight of Federally funded programs.

Anticipated FY 2023 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 States in qualifying for additional incentive grants.
- 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 underserved populations 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. NHTSA oversight of the State programs and guidance on State program administration 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 implement 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 ensure equity considerations are part of its 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.

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Crash Data (GF) Exhibit III-1: Appropriation Summary by Program Activity

	FY 2022 ACTUAL		FY 2023 ENACTED		FY 2024 REQUEST	
Research and Analysis - NCSA	\$	145,500	\$	145,500	\$	145,500
Administrative Expenses	\$	4,500	\$	4,500	\$	4,500
TOTAL, Base appropriations	\$	150,000	\$	150,000	\$	150,000
FTEs						
Direct Funded		0		7		13

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

Program and Performance Statement

Several new initiatives in Infrastructure Investment and Jobs Act (BIL) 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. Several pilot States are already transferring electronic data successfully; and some States' crash data systems are not advanced enough to enable full electronic data transfer. Additional BIL 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

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

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$150,000</u>	<u>7</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2023 FTE	0	3
Annualization of Prior Pay Raise(s)	0	
FY 2024 Pay Raise	0	
GSA Rent	-69	
Working Capital Fund	361	
Non-Pay Inflation	-292	
SUBTOTAL, ADJUSTMENTS TO BASE	0	3
PROGRAM INCREASES		
Administrative Expenses	0	3
SUBTOTAL, PROGRAM INCREASES	0	3
FY 2024 REQUEST	150,000	13

Detailed Justification for Crash Data (GF)

F 1 2024 – Crash Data – Budget (\$145,500,000)	Request		
National Center for Statistics and Analysis	FY 2022 Actual	FY 2023 Enacted	FY 2024 Request
Traffic Records	\$ 4,500	\$ 4,500	\$ 4,500
Crash Data Collection	\$ 62,500	\$ 62,500	\$ 62,500
EDT Grants	\$ 65,500	\$ 65,500	\$ 65,500
Data Analysis	\$ 13,000	\$ 13,000	\$ 13,000
Subtotal, National Center for Statistics and Analysis	\$145,500	\$145,500	\$145,500

FV 2024 - Crash Data - Rudget Request

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

The additional funding provided by BIL 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 FY 2024, 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, 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 2024, 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.

Administrative Expenses	FY A	7 2022 Ctual	FY Er	7 2023 nacted	FY Re	č 2024 equest
Salaries and Benefits (S&B)	\$	1,234	\$	1,234	\$	2,494
Working Capital Fund (WCF)	\$	317	\$	317	\$	678
GSA Rent	\$	69	\$	69	\$	-
Management and Oversight	\$	2,880	\$	2,880	\$	1,328
Subtotal, Administrative Expenses	\$	4,500	\$	4,500	\$	4,500

FY 2024 – Administrative Expenses – Budget Request (\$4,500,000)

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)

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Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2022		FY 2023		FY 2024	
	A(CTUAL	EN	ACTED	RI	EQUEST
Highway Safety Programs	\$	20,958	\$	37,700	\$	39,700
Research and Analysis - NCSA	\$	631	\$	4,721	\$	-
Rulemaking	\$	6,000	\$	-	\$	-
Enforcement	\$	19,945	\$	-	\$	-
Research and Analysis	\$	39,316	\$	43,412	\$	60,097
Administrative Expenses	\$	4,739	\$	6,632	\$	9,903
TOTAL, Base appropriations	\$	91,589	\$	92,465	\$	109,700

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 as part of a comprehensive highway and traffic safety system. 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. Cuttingedge 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. NHTSA's research advances vehicle and road user safety by informing the development of regulations and safety standards.

Exhibit III-1a: Summary of Analysis of Changes

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

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$109,700</u>	<u>14</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2023 FTE	1,226	6
Annualization of Prior Pay Raise(s)	27	
FY 2024 Pay Raise	110	
GSA Rent	-138	
Working Capital Fund	834	
Non-Pay Inflation	-736	
SUBTOTAL, ADJUSTMENTS TO BASE	1,323	6
PROGRAM INCREASES		
Rulemaking	-8,735	
Enforcement	-8,500	
Research and Analysis	16,685	
Research and Analysis - NCSA	-4,721	
Highway Safety Programs	2,000	
Administrative Expenses	1,948	10
SUBTOTAL, PROGRAM INCREASES	-1,323	10
FY 2024 REQUEST	109,700	30

(\$6	0,000,000)	_			
	F	Y 2022		FY 2023	F	Y 2024
	A	Actual	Enacted		R	lequest
Safety Standards Support	\$	1,000	\$	-	\$	-
NCAP	\$	5,000	\$	-	\$	-
Vehicle Safety Compliance	\$	7,950	\$	-	\$	-
Safety Defects	\$	11,571	\$	-	\$	-
Odometer Fraud	\$	424	\$	-	\$	-
Vehicle Electronics and Cybersecurity	\$	1,142	\$	5,000	\$	5,000
Automated Driving Systems (ADS)	\$	8,000	\$	8,000	\$	8,000
Advanced Safety Technologies	\$	18,420	\$	25,000	\$	25,000
Crashworthiness	\$	9,754	\$	14,000	\$	14,000
Alternative Fuel Safety	\$	2,000	\$	8,000	\$	8,000
Subtotal, Vehicle Safety	\$	65,261	\$	60,000	\$	60,000

FY 2024 – Vehicle Safety – Budget Request

Detailed Justification for Vehicle Safety and Behavioral Research (GF)

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

In Division J, Title VIII of BIL provides supplemental funds for "Vehicle Safety and Behavioral Research Programs," including research on Automated Systems and Advanced Driver Assistance Systems. BIL also directs NHTSA to complete numerous research and rulemaking activities within specific timelines, including efforts on automatic emergency braking for light and heavy vehicles, side and rear underride for heavy vehicles, crashworthiness of limousines, lane departure and lane keeping systems, driver monitoring systems, headlamps, new car assessment program roadmap, hood and bumper standards, connected vehicle technology, advanced drunk and impaired driving technology, advanced crash test dummies, and child safety. While these topics are already within NHTSA's portfolio, directives within BIL require expansion, acceleration and/or initiation of new or additional research to meet the specific requirements and timelines. Supplemental funds are planned to be used within the same categories of research and analysis topics; and will be primarily aligned with the requirements set forth in BIL. The majority of the funds are expected to be used to conduct research to support the NCAP roadmap, ADAS effectiveness assessment tools and methods, and human factors explorations with novel technology within the Advanced Safety Technologies category. Significant portions of the remaining funds are planned to support research in heavy vehicle and limousine crashworthiness activities, as well as acceleration of crash test dummy development and other female crash safety related activities to address equity in crash safety, under the Crashworthiness category. Remaining funds will be used to expand or accelerate research in Automated Driving Systems (ADS), Alternative Fuel Safety and Vehicle Electronics and Cybersecurity to provide the agency with data and information sooner to support policy decisions in important safety areas.

More specifically, the additional funds provided by BIL will support research in the following areas:

Advanced Safety Technologies (\$25m)

This research program area focuses on motor vehicle technologies and systems that assist drivers in avoiding crashes in passenger vehicles, large trucks, and buses, commonly referred to as advanced driver assistance systems (ADAS). This research program area covers conventional crash avoidance technologies on modern vehicles, as well as technologies targeted to improve the safety of cyclists, pedestrians, and other road users. Anticipated program activities primarily support BIL-required activities and acceleration of planned research in accordance with BILrequired timelines and will include:

- New Car Assessment Program Support: accelerated development of test procedures, test tools, and performance measures for a range of technologies as articulated in the NCAP roadmap.
- Rulemaking Support for ADAS Mandates: accelerated development of vehicle performance test procedures, test tools, and performance measures for BIL required technologies (e.g., distracted driving technologies, advanced drunk and impaired driving prevention technology, and headlights). Additional rulemaking needs may include repeatability & reproducibility studies at external labs, countermeasure cost-teardowns, and market-surveys.
- Emerging ADAS Research: accelerated research to support future agency NCAP or rulemaking needs on emerging ADAS technologies aimed at reducing intersection and opposite direction crashes.
- Human Factors Research: expanded human subject studies on driver monitoring systems and Human-Machine Interfaces (HMI) to support the justification and development of vehicle-level test procedures and criteria for distracted driving, and advanced drunk and impaired driving prevention, as well as the safety of SAE driving automation Level 2 (L2) driver assistance technologies. Expansion of L2 research into the Heavy-Duty vehicle segment.
- Medium Duty Automatic Emergency Braking: Initiate new research to explore areas of challenges identified related to equipping Commercial Motor Vehicles not subject to 49 CFR 571.136 with automatic emergency braking systems.

Crashworthiness (\$14m)

This program focuses on occupant protection, crash compatibility, and crash partner safety topics. Anticipated program activities primarily support BIL-required activities and acceleration of planned research in accordance with BIL -required timelines, and will include:

- Advanced Crash Test Dummies: Expanded purchase of late-stage advanced crash test dummies to support concurrent evaluations to accelerate their readiness for policy considerations. These crash test dummies will also be assessed with respect to reducing disparities in motor vehicle safety outcomes based on demographic characteristics, including biological sex.
- Limousine Safety: Expanded research to develop test procedures and occupant restraints to enhance the safety of occupants in limousines as directed in BIL. This research will evaluate injury mechanisms for the protection of occupants in limousines with alternative seating positions, including perimeter seating arrangements. The injury studies will include evaluation of air bag restraints for a range of limousine crash conditions. Limousine research will also initiate human subject testing for side facing occupants.
- Rear and Side Underride Guards: This will support the expanded research to continue the evaluation of high-speed heavy truck underride crash safety outcomes through vehicle simulation and testing as directed in BIL.
- Crashworthiness criteria in NCAP roadmap: Expanded research for inclusion of newer crashworthiness protection solutions in the NCAP roadmap. These activities include acceleration of durability and usability research on test targets and advanced crash test dummies to be included in policy roadmaps.

Alternative Fuels Safety (\$8.8m)

The program area covers the safety of emerging transportation fuels, including battery, stored gas, and fuel cell technologies. Anticipated program activities in this section will expand agency emphasis in Alternative Fuels Safety program area beyond what is articulated in the general appropriations budget, and will include:

- Capability improvements at Vehicle Research and Test Center (VRTC): This initiative will support expanded research needs based on the assessment to be completed in FY23. Any facility expansion implications of this initiative will be performed in conjunction with General Services Administration (GSA) and funds associated with such activity are not included in this section.
- Battery diagnostic systems: Expanded exploration and accelerated prototype testing of battery prognostics approaches to predict and service impending battery issues prior to emergence of high severity outcomes.
- Charging safety: Expanded evaluation test methods for safe charging in home and public systems as more variations of charging and battery systems are being introduced into market at record pace.

Automated Driving Systems (ADS) (\$8m)

This research program area focuses on technologies that intend to change the role of a driver to the equivalent of a rider at the system's maturity. As these systems continue to be tested and developed for future expanded deployments, NHTSA's interest areas include system level safety, safety metrics and safety assessment methods, crashworthiness considerations for alternative vehicle designs, and ADS human factors research, including accessibility considerations in ADS-equipped vehicles. Anticipated program activities in this section will expand agency emphasis in ADS beyond what is articulated in the general appropriations budget, and will include:

- Driverless Operation: Accelerated research into identifying a framework that synthesizes results from ongoing research and other new research to establish a baseline understanding of safety of operations in driverless mode. Application of candidate methods on available platforms to test the effectiveness of potential methods.
- Field Data Analysis and Management: Expand research into performance and operational data from field operations of ADS systems. Explore tools and methods for automated analysis and safety monitoring from potential data that could be obtained from deployed systems.

Vehicle Electronics and Cybersecurity (\$5m)

The program area covers electronics functional safety and vehicle cybersecurity research. As motor vehicles and motor vehicle technologies evolved to utilize electronics and software more extensively, NHTSA's research focusses also expanded to include the unique opportunities and challenges that came along. Anticipated program activities will support some BIL required activities but also expand agency emphasis in motor vehicle cybersecurity beyond what is articulated in the general appropriations budget, and will include:

- Vehicle Electronics: Support mandates in rollaway prevention and automatic shutoff.
- Vehicle Cybersecurity: Expand motor vehicle cybersecurity research to explore potential implications of planned mandates on ADAS technologies on cybersecurity risk exposures of future motor vehicles. Accelerate research into emerging vehicle electronic architectures that enhance resiliency and enable more effective risk management.

Highway Safety Programs		Y 2022 nacted	F R	Y 2023 Lequest	FY 2024 Request	
Occupant Protection	\$	4,500	\$	4,500	\$	4,500
Enforcement and Justice Services	\$	10,000	\$	10,000	\$	10,000
EMS, 911 and NEMSIS	\$	5,000	\$	5,000	\$	5,000
Highway Safety Research	\$	13,200	\$	18,200	\$	20,200
National Driver Register	\$	7,000	\$	2,000	\$	-
Subtotal, Highway Safety Programs	\$	39,700	\$	39,700	\$	39,700

FY 2024 – Behavioral Safety – Budget Request (\$39,700,000)

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

The mission of NHTSA's Research and Program Development is to research, develop, 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), including 911 systems, as part of a comprehensive highway and traffic safety system.

In FY 2024, supplemental funds provide by BIL 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 developing tools to support 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 lives when crashes occur. ¹⁰ 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.

¹⁰ <u>https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf</u>

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; develops tools to help 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 develops tools to support States 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 collects data contributing to NEMSIS to optimize EMS data collection and analysis from all U.S. States, Territories, and the District of Columbia as part of a comprehensive highway and traffic safety system.

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 2024 – Administrative Expenses – Budget Request (\$10,000,000)

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)

	F A	Y 2022 CTUAL	F EN	Y 2023 ACTED	F RF	Y 2024 EQUEST
Formula Grants (Section 402)	\$	21,180	\$	20,000	\$	20,000
National Priority Safety Programs (Section 405)	\$	20,820	\$	22,000	\$	22,000
Administrative Expenses	\$	20,000	\$	20,000	\$	20,000
TOTAL, Base appropriations	\$	62,000	\$	62,000	\$	62,000
FTEs Direct Funded		0		0		0

Program and Performance Statement

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The Infrastructure Investment and Jobs Act provides additional grant funding for activities related to highway traffic safety including the State Highway Safety Programs (Section 402), National Priority Safety Programs (Section 405), and grants administration.

Exhibit III-1a: Summary of Analysis of Changes

SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAMS (GF) SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2024 Appropriations, Obligations, Limitations, and Exempt Obligations (\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2023 PRES. BUDGET	<u>\$62,000</u>	<u>0</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2023 FTE	0	0
Annualization of Prior Pay Raise(s)	0	
FY 2024 Pay Raise	0	
GSA Rent	0	
Working Capital Fund	0	
Non-Pay Inflation	0	
SUBTOTAL, ADJUSTMENTS TO BASE	0	0
FY 2024 REQUEST	62,000	0

Detailed Justification for Highway Traffic Safety Programs (GF)

FY 2024 – 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. Beginning in FY 2024¹¹, States will now submit their highway safety plans every three years instead of doing so annually, and those plans must address equity considerations. The triennial highway safety plans will be supported annual grant applications containing project level data. This will strengthen strategic planning and optimize the States' ability to focus on larger, more complex safety challenges, their expanding partnerships and meeting the safety needs of vulnerable road users as well as under-served communities and populations that are statistically over-represented in fatality and crash data. 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 provide grants to 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 optional grants to incentivize programs and the passage of laws in high-impact program areas.
- **\$20 million** for grant administrative expenses to further oversight and compliance of the Highway Traffic Safety Grants.

¹¹ https://www.federalregister.gov/documents/2023/02/06/2023-01819/uniform-procedures-for-state-highway-safety-grant-programs

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

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		

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

(Budget Authority in Thousands)

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 2024, the Vehicle Electronics and Cybersecurity research program will continue coverage of two major research areas: *Electronics Functional Safety* and *Vehicle Cybersecurity*.

For FY 2024, 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 2024, NHTSA will continue conducting 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 2024 and will include computer simulations, closed-course testing, and/or naturalistic roadway evaluations.
- *ADAS Human-Machine Interface (HMI)*: In FY 2024, 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 2024, 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 ridehailing 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 2024, 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 2024, 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 (where it is .05%) — 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 (BTSCRP). BTSCRP, 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. BTSCRP provides practical, ready-to-implement solutions to save lives, prevent injuries, and reduce costs of road traffic crashes associated with unsafe behaviors.

BTSCRP 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. BTSCRP 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 2024, 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 2024, NHTSA plans for four to six discrete BTSCRP 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.

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Section 5: Information Technology Modal IT Budget Request and Narrative

DEPARTMENT (OF TRANSPOR	TATION						
NATIONAL HIGHWAY TRA	FFIC SAFETY	ADMINISTRA	TION					
BUDGET AUTHORITY								
(598,184,000) BUDGET AUTHORITY								
FY 2022 FY 2023 FY 2024								
Budget Account	ACTUAL	ENACTED	REQUEST					
Operations & Research (GF)	\$25,024	\$52,802	\$50,755					
Commodity IT SS WCF	\$12,413	\$15,733	\$16,550					
Modal IT	\$12,611	\$37,069	\$34,205					
Operations & Research (TF)	\$31,168	\$41,254	\$39,272					
Commodity IT SS WCF	\$6,322	\$8,900	\$9,581					
Modal IT	\$24,846	\$32,354	\$29,691					
Highway Traffic Safety Grants (TF)	\$4,089	\$7,241	\$6,736					
Commodity IT SS WCF	\$2,979	\$3,305	\$3,565					
Modal IT	\$1,110	\$3,936	\$3,171					
Crash Data (GF)	\$99	\$231	\$430					
Commodity IT SS WCF	<u>\$99</u>	\$231	\$430					
Modal IT								
Vehicle Safety & Behavioral Research (GF)	\$166	\$462	\$991					
Commodity IT SS WCF	\$166	\$462	<i>\$991</i>					
Modal IT								
Total	\$60,546	\$101,990	\$98,184					

INFORMATION TECHNOLOGY

The National Highway Traffic Safety Administration (NHTSA) is requesting funding in FY 2024 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 2024 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 \$ 31.1 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 2024. 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 **\$10.9 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 **\$9.4 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 **\$67.0 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

Fiscal Year	Request	Fiscal Year	Enacted
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	210,000,000
2024	\$304,062,000	2024	-

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 2016 and re-based from the General Fund in 2014 and 2015.

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					
Fiscal Year	<u>Request</u>	Fiscal Year	Enacted		
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	\$197,000,000		
2024	\$201,200,000	2024	-		

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

Limitation on Obligations & Liquidation of Contract Authority					
Fiscal Year	<u>Request</u>	Fiscal Year	Enacted		
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	-		
	**** • • • • • • •				
2024	\$813,301,000	2024			

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