Funding Allocation Plans for NHTSA's Crash Data and Vehicle Safety and Behavioral Research Programs

Division J of the Bipartisan Infrastructure Law (P.L. 117-58), enacted as the Infrastructure Investment and Jobs Act, appropriated an additional $321.7 million for FY 2022 ($1.6 billion over the next five years) in supplemental funding to the National Highway Traffic Safety Administration (NHTSA). Of that amount, $150 million was appropriated to supplement the agency's Crash Data programs and $109.7 million was appropriated to supplement the agency's Vehicle Safety and Behavioral Research Programs.

The importance of these programs is also reflected in the National Roadway Safety Strategy, which DOT released in January 2022, adopting the Safe System Approach (SSA) as the guiding paradigm to address roadway safety. The SSA encompasses all the roadway safety interventions required to achieve the goal of zero fatalities, including safety programs focused on infrastructure, human behavior, responsible oversight of the vehicle and transportation industry, and emergency response. The supplemental funds provided to NHTSA will support implementation of the SSA and the National Roadway Safety Strategy, as identifying, prioritizing, and acting to address the contributing factors associated with crashes depends heavily upon accurate and timely data.

For the Crash Data and the Vehicle Safety and Behavioral Research programs, the Bipartisan Infrastructure Law includes a requirement that, "not later than 90 days after the date of enactment of this Act, the Secretary of Transportation shall submit to the House and Senate Committees on Appropriations a funding allocation plan for fiscal year 2022." To meet this request, NHTSA submits the following.

Crash Data

For FY 2022, NHTSA was provided an additional $150 million to support the agency's crash data programs. This funding will support the agency's efforts to revise its crash data programs (Fatality Analysis Reporting System (FARS), Crash Investigation Sampling System (CISS), Crash Report Sampling System (CRSS), Special Crash Investigation, and Non-Traffic Surveillance) to collect information on personal conveyance vehicles (i.e., scooters/bikes) in crashes as well as more accurate and timelier information from all crash data elements. This additional fidelity in data collection will allow the agency to identify, analyze, and develop strategies to reduce crashes involving personal conveyance vehicles, vulnerable road users, advanced vehicle technologies, among others.

The additional funding will also permit the agency to initiate planning, designing, and implementing the expansion of the CISS. This multi-year project will support the agency's efforts to transform CISS into an onsite investigation system able to collect enhanced data on pre-crash factors (such as distraction) and use of emergent crash avoidance technologies. Significantly, increasing the number of sites and adding more researchers will expand the scope of the study to include all crash types and increase the number of cases, which improves the accuracy of the estimates. Once fully implemented, the agency will be able to make more timely and accurate assessments of automated driving in real-world crash scenarios.

The Electronic Data Transfer (EDT) protocol is an automated electronic information collection of State crash data. The Bipartisan Infrastructure Law authorized the agency to initiate a new grant program that will support States in upgrading and standardizing their crash data systems. This initial effort, combined with planned efforts for supplemental crash data funds through FY 2026, will increase the accuracy, timeliness, and accessibility of the data for all users.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(NHTSA)
CRASH DATA (GF)
Dollars in Thousands ($K)

Program, Project or Activity	FY 2022 BIL
National Center for Statical Analysis	
Traffic Records	*4,500*
Crash Data Collection	*62,500*
EDT Grant Program	*65,500*
Data Analysis	*13,000*
Regulatory Analysis and Evaluation	*0*
National Driver Register	*0*
Subtotal, National Center for Statistical Analysis	**145,500**
Administrative Expenses	
Salaries and Benefits (S&B)	*2,953*
Working Capital Fund (WCF)	*599*
GSA Rent	*128*
Management and Oversight	*820*
Subtotal, Administrative Expenses	**4,500**
Total, Crash Data	**150,000**

Vehicle Safety and Behavioral Research Programs

For FY 2022, NHTSA was provided an additional $109.7 million to support the agency's vehicle safety and behavioral research programs.

The Office of Research and Program Development plans to support needed research and development of products on speeding, pupil transportation safety and child passenger safety. This also includes support for grant management associated with a new Bipartisan Infrastructure Law requirement to provide grants to States for notification of motor vehicle recalls. In addition, NHTSA will continue to advance the Driver Alcohol Detection System for Safety (DADSS) technologies, review potential other technologies that detect impaired driving and engage in surveys designed to assess public attitudes, knowledge, behaviors, and awareness of traffic safety issues in general. NHTSA will complete the transition and development of the National Emergency Medical Information System (NEMSIS), a common national database used to store and share EMS point of care information.

The Office of Vehicle Safety Research plans to utilize the additional funding provided through the Bipartisan Infrastructure Law to accelerate efforts to deliver studies of emerging vehicle technology, as well as conventional systems impacting vehicle safety. The Vehicle Electronics and Cybersecurity programs will support mandates in rollaway prevention and automatic shutoff; accelerate research on methods for assessing the functional safety of safety-critical Automated Driving Systems (ADS) subsystems and expand research into high threat surface areas such as wireless communications. In response to recent manufacturer progress on ADS, the agency will expand research focused on

developing on-road safety assessment methods to evaluate emerging systems. New research will enable independent data collection during real world driving to better understand and document safety performance.

The agency will accelerate development of vehicle performance tests, procedures, and performance measures for Advanced Safety Technologies to support implementation of mandates in the Bipartisan Infrastructure Law. These include research on Forward Collision Warning (FCW), Automatic Emergency Braking (AEB) including Pedestrian Automatic Emergency Braking (PAEB), Lane Departure Warning (LDW), Lane Keeping Assist (LKA), and additional research required in the Bipartisan Infrastructure Law, such as the Medium Duty Automatic Emergency Braking Study, expansion of connected vehicle-to-pedestrian research (V2P) to incorporate bicyclists and other road users, headlamp research to ensure headlights are aimed at the road and tested on a vehicle, and school bus safety research to evaluate the effectiveness of countermeasures to prevent illegal school bus passing and mitigate pedestrian school-bus related fatalities. Efforts to accelerate Crashworthiness programs will lead to the development and use of advanced crash test dummies in vehicle test programs that will demonstrate how vehicle structures and restraints can be optimized to promote safety for all occupants, advancing equity in crash safety outcomes. Finally, additional funds will be dedicated to Alternative Fuel Safety to accelerate evaluation of diagnostic technologies to detect/predict battery damage prior to fire initiation and evaluate test methods for safe charging at home and while using public systems.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(NHTSA)
VEHICLE SAFETY AND BEHAVIORAL RESEARCH (GF)
Dollars in Thousands ($K)

	FY 2022
Program, Project or Activity	**BIL**
Highway Safety Programs	
Occupant Protection	*4,500*
Enforcement and Justice Services	*10,000*
EMS, 911 and NEMSIS	*5,000*
Highway Safety Research	*13,200*
Subtotal, Highway Safety Programs	**32,700**
National Center for Statical Analysis	
National Driver Register	*7,000*
Subtotal, National Center for Statistical Analysis	**7,000**
Research and Analysis	
Vehicle Electronics and Cybersecurity	*5,000*
Automated Driving Systems (ADS)	*8,000*
Advanced Safety Technologies	*25,000*
Crashworthiness	*14,000*
Alternative Fuel Safety	*8,763*
Subtotal, Research and Analysis	**60,763**
Administrative Expenses	
Salaries and Benefits (S&B)	*7,466*
Working Capital Fund (WCF)	*1,460*

GSA Rent	*311*
Subtotal, Administrative Expenses	**9,237**
Total, Vehicle Safety and Behavioral Research	**109,700**