



# National Highway Traffic Safety Administration

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# NHTSA: Overview

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- *Mission*
- *Overview of Work*
- *Highway Traffic Safety Grants*
- *NHTSA Priorities*







## NHTSA'S MISSION

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Save lives, prevent injuries, and reduce economic costs due to road traffic crashes through education, research, safety standards and enforcement activity.



## Lives Lost in Crashes

(2022, early estimates)

42,795



## People Injured in Crashes

(2021)

2,497,657



## Police-Reported Crashes

(2021)

6,102,936



## Economic Costs

Of Motor Vehicle Crashes

(2019)

\$340 Billion



1

## *Vehicle Safety Programs*

- Safe vehicles are a vital component of preventing collisions and the resulting injuries and fatalities.
- The vehicle safety program includes vehicle research, rulemaking, enforcement, and data collection and analysis activities.

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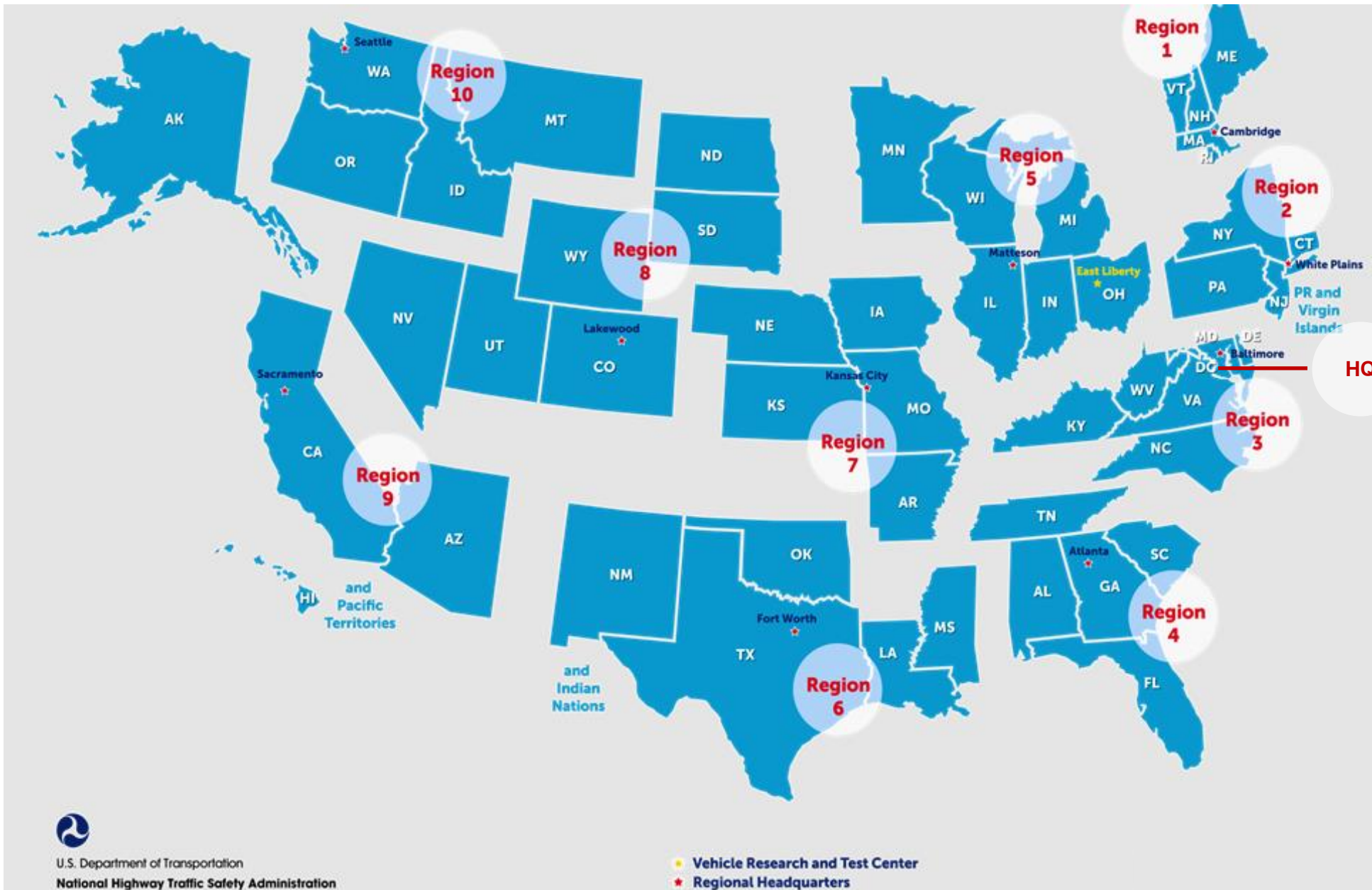
## *Highway Safety Research & Development*

- Human choices and errors play a critical role in auto collisions.
- The highway safety R&D program includes research to influence driver behaviors to reduce injuries and fatalities on our roadways and develop and implement science- and data-driven highway safety programs.

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## *Highway Traffic Safety Grants*

- Highway Traffic Safety Grants are the foundation for NHTSA's highway safety program implemented in the States, District of Columbia, the Indian Nations, and the U.S. Territories.
- In addition to general highway traffic safety grants, other grants are available for occupant protection, traffic safety information systems, impaired driving, distracted driving, motorcyclist safety, and nonmotorist safety.



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

\* Vehicle Research and Test Center  
\* Regional Headquarters

# Bipartisan Infrastructure Law

## *Overview and key points*



5-year authorization (FY22-26)



Significant increase in funding



States submit a Highway Safety Plan (HSP) triennially (formerly annually) to facilitate long-term planning



State's highway safety planning processes must include meaningful public participation from affected communities



# Equity

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A commitment to **equity** is a commitment to **action**



Data analysis to identify populations overrepresented in the data

Gap analysis on current countermeasure and strategies to find opportunities to engage

Up-front collaboration with affected populations and communities

Plan for positive, long-term partnerships to tackle key traffic safety challenges



# Safe System Approach

**Safer People** – Encourage safe, responsible behavior by people who use roads and create conditions that prioritize their ability to reach their destination unharmed.

**Safer Vehicles** – Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both vehicle occupants and non-vehicle occupants.

**Safer Speeds** – Promote safer speeds in environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.

**Safer Roads** – Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

**Post-Crash Care** – Enhance the survivability of crashes through expedient access to emergency medical care. Create a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.



# Key Offices at NHTSA

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*Research & Program Development*

*National Center for Statistics & Analysis*

*Communications & Consumer  
Information*

*Regional Operations & Program Delivery*





# Countermeasures That Work:

A Highway Safety Countermeasure Guide  
For State Highway Safety Offices  
Tenth Edition, 2020



## MISSION

Office of Research and Program  
Development

To **design, implement, and evaluate traffic safety programs and to provide National leadership and technical assistance** to National, State, and local stakeholders in the identification, research, planning, development, demonstration, implementation, evaluation, and dissemination of highway safety programs designed to prevent or reduce traffic-related crashes and the resulting deaths, injuries, property damage, and associated costs

# Research and Program Development Priorities

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Impaired Driving





# Research and Program Development Strategic Efforts

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- Prevent destructive traffic safety behaviors
- Encourage positive traffic safety behaviors
- Leverage public safety to improve traffic safety
- Protect vulnerable road users
- Explore advanced technologies to address traffic safety issues



## Early Estimates of Motor Vehicle Traffic Fatalities And Fatality Rate by Sub-Categories in 2022

### Introduction and Summary

NHTSA has released the 2022 early estimate report presenting the projections of traffic fatalities (42,795) and the fatality rate per 100 million vehicle miles traveled (VMT) (1.35) for 2022 (*Early Estimate of Motor Vehicle Traffic Fatalities in 2022*, DOT HS 813 428). That Crash\*Stats shows a marginal decrease of about 0.3 percent as compared to 42,939 fatalities reported in 2021. The fatality rate is down from the 1.37 fatalities per 100 million VMT reported in 2021. This NHTSA report is being issued after conducting a special analysis of the fatalities and the fatality rates per 100 million VMT by key sub-categories in 2022. The analysis is based on ratio-adjusted estimates of 2022 fatal crash data coded thus far into NHTSA's Fatality Analysis Reporting System (FARS), as described in the Data and Methodology section.

There is a mixture of increases and decreases across the sub-categories. For instance, the total fatalities (fatality counts) on rural roads increased from 17,192 in 2021 to 18,478 in 2022, a 7-percent increase. However, the total estimated unrestrained passenger vehicle (PV) occupant fatalities decreased by 5 percent from 2021 to 2022. The trends of traffic fatalities in 2022 as compared to 2021 in the key sub-categories are summarized as follows.

- on rural interstates (up 5%), rural arterials (up 7%), rural collectors/local (up 8%), and urban arterials (down 6%), urban collectors/local (down 8%)
- at night (down 1%)
- during weekends (down 1%)
- during out-of-State travel (remained flat)
- in older (vehicle age ≥ 10 years) PVs (down 6%)
- in passenger vehicle rollover crashes (down 6%)
- ejected (down 6%)
- in single-vehicle crashes (up 1%)

- in roadway not departure crashes (up 4%)
- in speeding-related crashes (down 6%)
- in the <15 age group (down 5%), the 15-24 age group (down 4%), the 25-34 age group (down 3%), and the 65 and older age group (up 6%)
- males (up 1%) and females (down 3%)
- unrestrained occupants of PVs (down 5%)
- drivers (down 2%) and passengers (down 2%)
- passenger vehicle occupants (down 4%)
- motorcyclist fatalities (up 1%)
- pedestrian fatalities (down 1%)
- pedalcyclist fatalities (up 11%)
- in crashes each involving at least one large truck (up 2%)

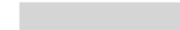
Additionally, the trend of the total fatality rate per 100 million VMT in 2022 was strongly driven by the trends in the fatality rates per 100 million VMT on the rural arterials, rural local/collector/street roadways, and urban arterials.

### Data and Methodology

NHTSA uses the Early Notification (EN) data and Monthly Fatality Counts (MFC) data for the early estimate of motor vehicle traffic fatalities every month. However, EN and MFCs do not include detailed crash characteristics and information necessary to compute fatality counts and fatality rates by sub-categories. NHTSA's FARS data includes such detailed information but is incomplete at this point since not every case has been entered into FARS. This analysis adjusts fatal crash cases currently coded for 2022 into NHTSA's FARS and scales it up to the most recent estimates of fatality counts

# MISSION

## Office of National Center for Statistics and Analysis



To collect and analyze data and disseminate information to quickly identify potential problems and support data-driven decisions

To continuously identify, advance, and promote new technologies, systems and procedures that make information more complete, accurate, timely and accessible

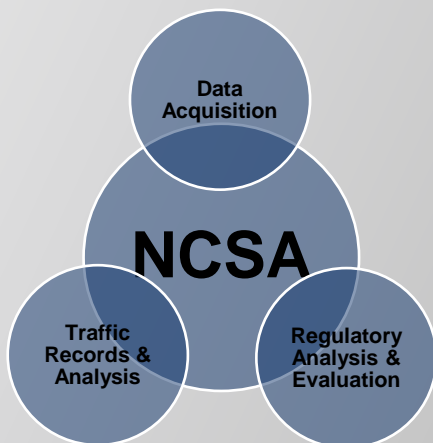


# National Center for Statistics and Analysis Offices

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NCSA has three offices:

- Data Acquisition
- Traffic Records & Analysis
- Regulatory Analysis & Evaluation



**Data Acquisition**



Geography



Crash Characteristics



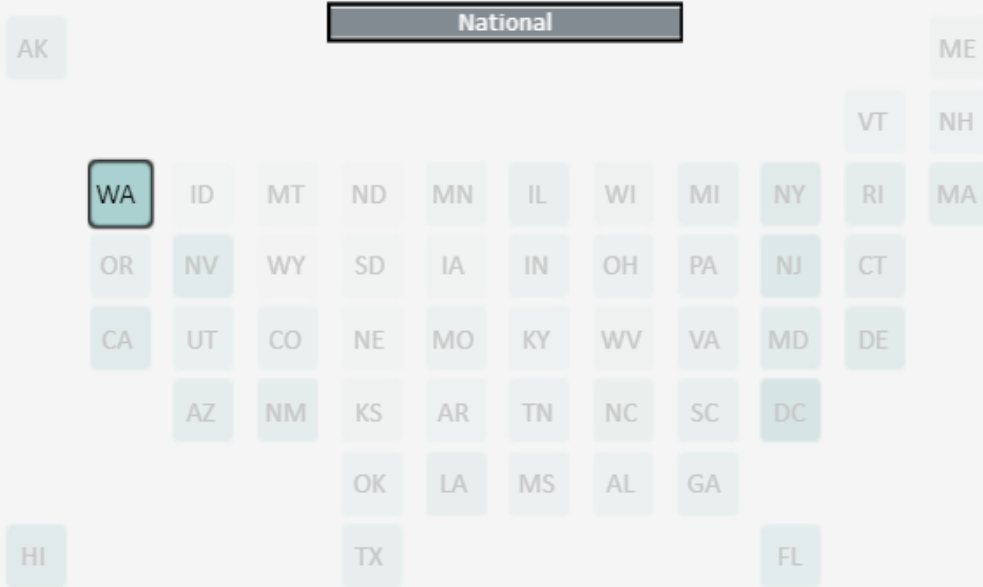
Environmental Characteristics



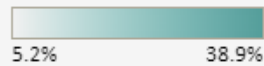
Vehicle Type



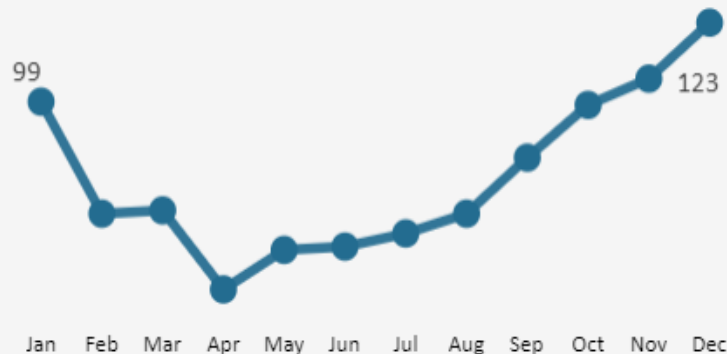
Alcohol



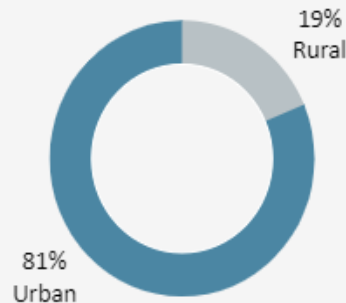
Percentage of Pedestrian Fatalities



Month

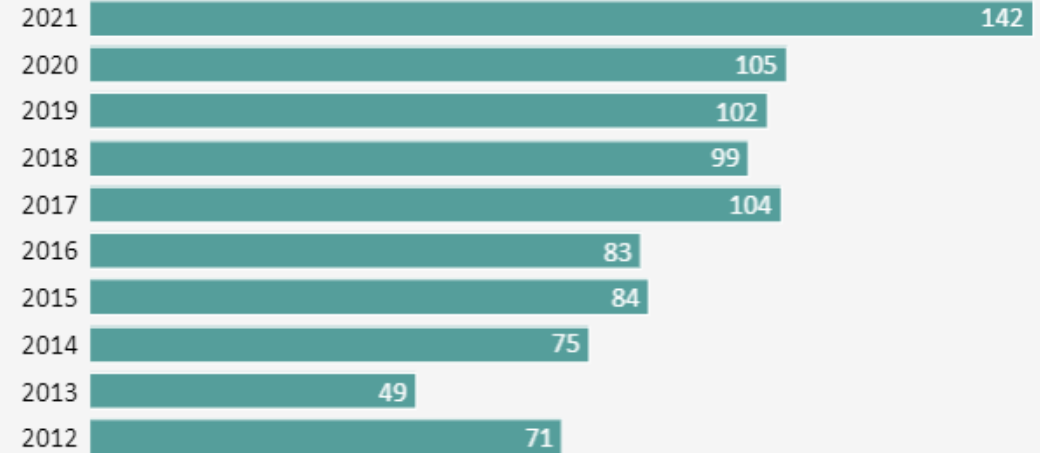


Land Use

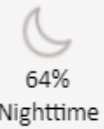
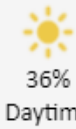
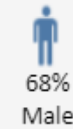
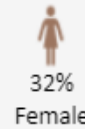


## Washington Pedestrian Fatalities, 2012-2021

914



Note: Select one year or consecutive years only



Age Group

< 5 Yrs (25%)	5 - 9 Yrs (10%)	10 - 14 Yrs (18%)	15 - 20 Yrs (10%)	21 - 24 Yrs (9%)	25 - 29 Yrs (13%)
30 - 34 Yrs (16%)	35 - 39 Yrs (16%)	40 - 44 Yrs (19%)	45 - 49 Yrs (22%)	50 - 54 Yrs (22%)	55 - 59 Yrs (20%)
60 - 64 Yrs (20%)	65 - 69 Yrs (22%)	70 - 74 Yrs (21%)	75 - 79 Yrs (24%)	> 80 Yrs (22%)	

# MISSION

## Office of Communications and Consumer Information

To provide accurate and timely vehicle and traffic safety information to consumers, media, and partner organizations

To conduct market research, develop external communication strategies, implement advertising campaigns, and develop communication material in support of vehicle and traffic safety

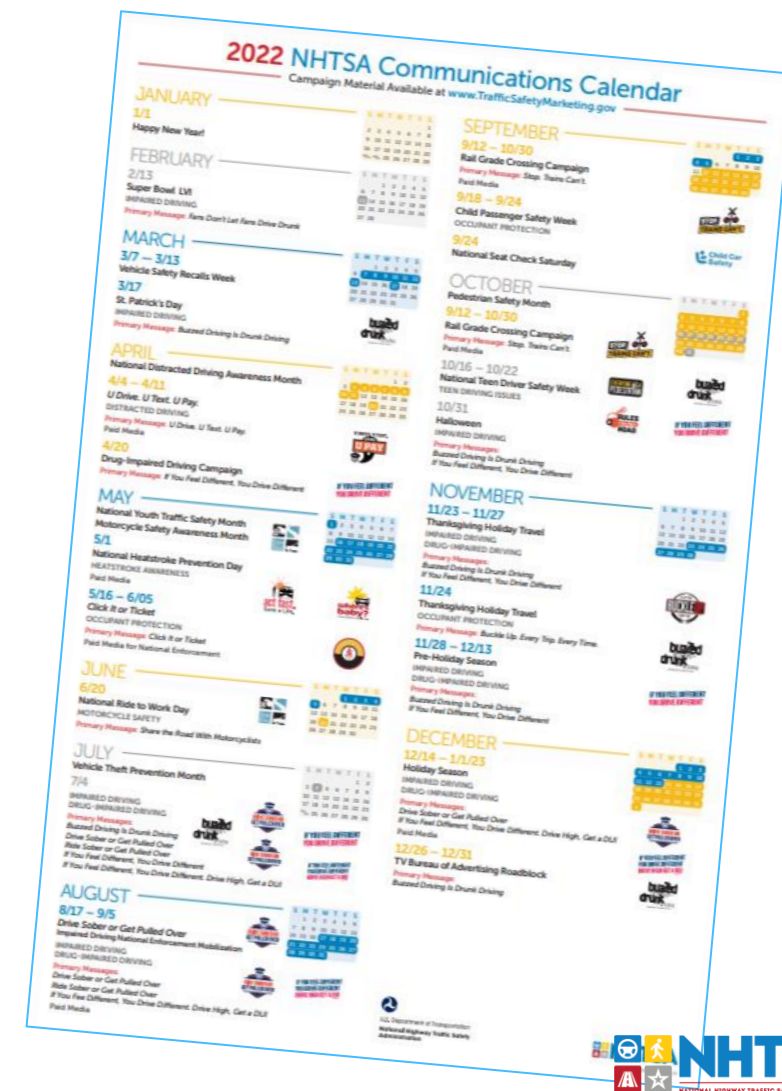
<https://www.trafficsafetymarketing.gov>





# Upcoming from Communications

- NHTSA media campaign to prevent speeding
  - July 10 launch
- Impaired Driving Prevention
  - 4<sup>th</sup> of July weekend – THANK YOU!
  - HVE August 16 thru September 4 (Labor Day)
    - *Drive/Ride Sober or Get Pulled Over*
    - *If You Feel Different, You Drive Different. Drive High, Get a DUI*
- Child Passenger Safety Week
  - September 17 thru 23 (National Seat Check Saturday)
- Pedestrian Safety Month
  - October





# NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

*Thank You!*

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