

Activity 3 (Federal Highway Administration): Traffic and Highway Safety

1. What is the nature of and authority for this program?

This program includes all operating and contract expenses incurred under the National Traffic and Motor Vehicle Safety Act of 1966, Public Law 89-563, and the Highway Safety Act of 1966, Public Law 89-564, except for the program of grants to States to improve the highway safety programs under the provisions of section 402 of the latter statute.

2. Who is the person primarily in charge of this program at the operative level (name and title)?

William Haddon, Jr., M.D., Director, National Highway Safety Bureau.

3. How much money and capital equipment is available under this program for fiscal 1968?

An appropriation of \$21,034,000 was enacted for fiscal year 1968. No capital equipment other than normal office equipment is involved.

4. Would you describe the output generated by this program?

The outputs generated by this program fall into two broad categories: those required to fulfill the purposes of the National Traffic and Motor Vehicle Safety Act, and those required under the Highway Safety Act.

Outputs responsive to the requirements of the National Traffic and Motor Vehicle Safety Act include:

(1) Performance standards to enhance the safety characteristics of new automotive vehicles and the components, including tires, to reduce the occurrence of accidents, deaths, and injuries during and immediately following the crash.

(2) Research, development, testing, and evaluation for the purpose of determining the causes of accidents, deaths, and injuries and developing effective countermeasures therefor.

(3) Standards and procedures for tire grading and labeling to assure conformity to minimum safe performance standards promulgated under the act.

(4) Recommendations, including results of feasibility studies and preliminary plans, specifications, and drawings for a facility or facilities to conduct research, development, and testing with respect to automotive vehicles and relating to the safety of machinery used on highways or in connection with the maintenance of highways.

(5) Maintenance and operation of the National Driver Register that provides information to States to aid them in eliminating dangerous and unsafe drivers from the Nation's streets and highways.

Outputs under the provisions of the Highway Safety Act include:

(1) The development of methods to improve the quality of driver education processes.

(2) Development of improved accident investigation procedures with particular emphasis upon more reliable techniques of determining causation, and the development of an urgently needed data bank of information as to driver and vehicle involvement in crashes, deaths, and injuries.

(3) Performance of research related to all elements of State and political subdivision traffic and highway safety programs, for the purpose of improving driver performance; pedestrian safety; techniques of accident investigation to determine probable causes; vehicle registration, operation, and inspection; highway lighting; and surface treatment to improve safety; traffic control; vehicle codes and laws; surveillance of traffic for detection and correction of high or potentially high accident locations; and emergency services.

(4) Research to improve the process of used car inspection and to encourage periodic inspection of used motor vehicles.

(5) Demonstration projects that facilitate the introduction into practice at State and local levels of new and improved highway safety techniques. Initial emphasis is on demonstrations in the emergency medical service and driver examination areas.

(6) Development of safety professional manpower, safety technical manpower, and safety management manpower.

5. Can you quantify this output in any way?

Outputs can be identified and quantified along the line of number of standards issued, vehicle production volumes with safety improvements, research contracts let, defect recall campaigns requested by the Bureau, and others.

However, a more important class of output measure would relate the various program activities to deaths prevented, injury reductions, and property damage avoided. Although the program is still in its early stage, there already are indications along these lines. For example, the newly adopted standard on the