U.S. Department of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2009

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2009 CONGRESSIONAL SUBMISSION

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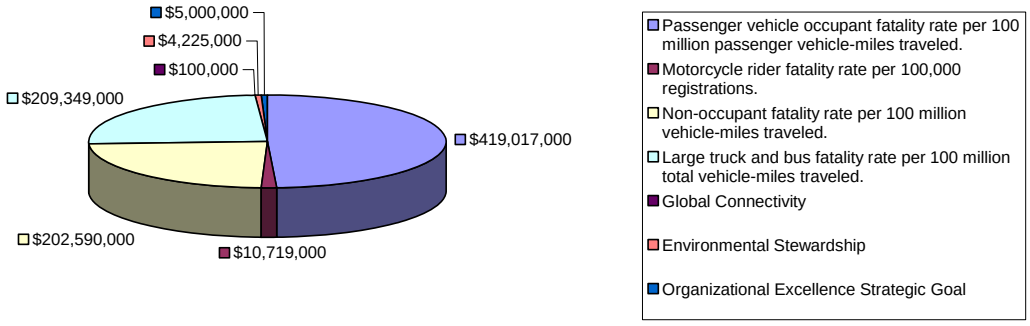
FY 2009 Budget Request

FY 2009 Budget Request by Strategic and Performance Goal
National Highway Traffic Safety Administration
(Total: $851,000,000)



Overview

The National Highway Traffic Safety Administration (NHTSA) continues to make transportation safety its highest priority. The agency requests $851 million to continue its mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement activity. In December 2007, the Energy Independence and Security Act of 2007 was signed into law. It requires NHTSA to undertake several efforts in addition to its current fuel economy activities and mandates timelines for their completion.

ADMINISTRATOR'S PRIORITIES

While much progress has been made in the field of traffic safety, a startling number of people are still being killed and injured on our Nation's highways.

- Motor vehicle crashes still remain the leading cause of death and disability for Americans ages 2 through 34.
- Traffic fatalities account for 99-percent of transportation-related fatalities.
- The 2006 fatality rate of 1.41 per 100 million vehicle miles traveled (VMT) translates to 42,642 lives lost in motor vehicle crashes.

These statistics are unacceptable as even one fatality is one too many. Innovative steps must be taken to build on the agency's many successful programs to further reduce fatalities on our highways.

Highway safety is everyone's responsibility; each action made while driving has the potential to affect everyone in a community, from children to senior citizens. For this reason, NHTSA has sought the opinions of community members by holding a series of public forums designed to gather feedback on the agency's key programs. In August 2007, NHTSA held a public meeting to examine the benefits of the expanded use of ignition interlock devices as a means to further reduce deaths and injuries caused by impaired drivers. The meeting provided an opportunity for judicial personnel, treatment professionals, equipment manufacturers, and others to discuss issues related to the use of ignition interlocks by impaired driving offenders, including but not limited to (1) technological issues, (2) legal issues, (3) current barriers to the use of ignition interlocks, and (4) issues related to training and education. Since this meeting, NHTSA has entered into a multi-year agreement with the Automotive Coalition for Traffic Safety to develop alcohol detection technologies that are less intrusive and integrated into the vehicle.

In July 2007, to assess the effectiveness of seat belts on school buses, NHTSA conducted a day-long public meeting with State and local governments, education officials, school bus manufacturers, safety advocates, and consumer organizations. School buses remain the safest means of transporting students to school and school-related activities by means of compartmentalization (combination of flexible, energy-absorbent, high seat backs and narrow spacing between each row), but the Department of Transportation and NHTSA held the meeting to explore sensible and practicable ways to transport children to school more safely. Since this meeting, NHTSA has issued a Notice for Proposed Rulemaking (NPRM) to enhance school bus safety by requiring higher seat backs, requiring lap/shoulder belts on new small buses, and providing guidance to State and local jurisdictions regarding performance standards for voluntarily-installed seat belts for large buses.

In March 2007, NHTSA held a day-long public meeting on proposed improvements to NHTSA's New Car Assessment Program (NCAP) and urged the public to offer suggestions on ways to enhance the overall program. Since that meeting, NHTSA has published new testing criteria for the NCAP program, which will be implemented in late 2008.

In February 2007, NHTSA held a roundtable meeting comprised of child restraint and vehicle manufacturers, retailers, technicians, researchers, and consumer groups to discuss ways to maximize child safety through improved design and increased use of child restraint systems. During 2007, NHTSA tested 101 child safety seats, and provided 165 Ease of Use ratings via the agency's safercar.gov web site to inform consumers of the safety and usability of seats designed to protect children in transport.

As promised at these meetings, the agency remains dedicated to making improvements in each of these program areas. These forums provided valuable perspective on all aspects of these issues that will be used to shape our programs and policies.

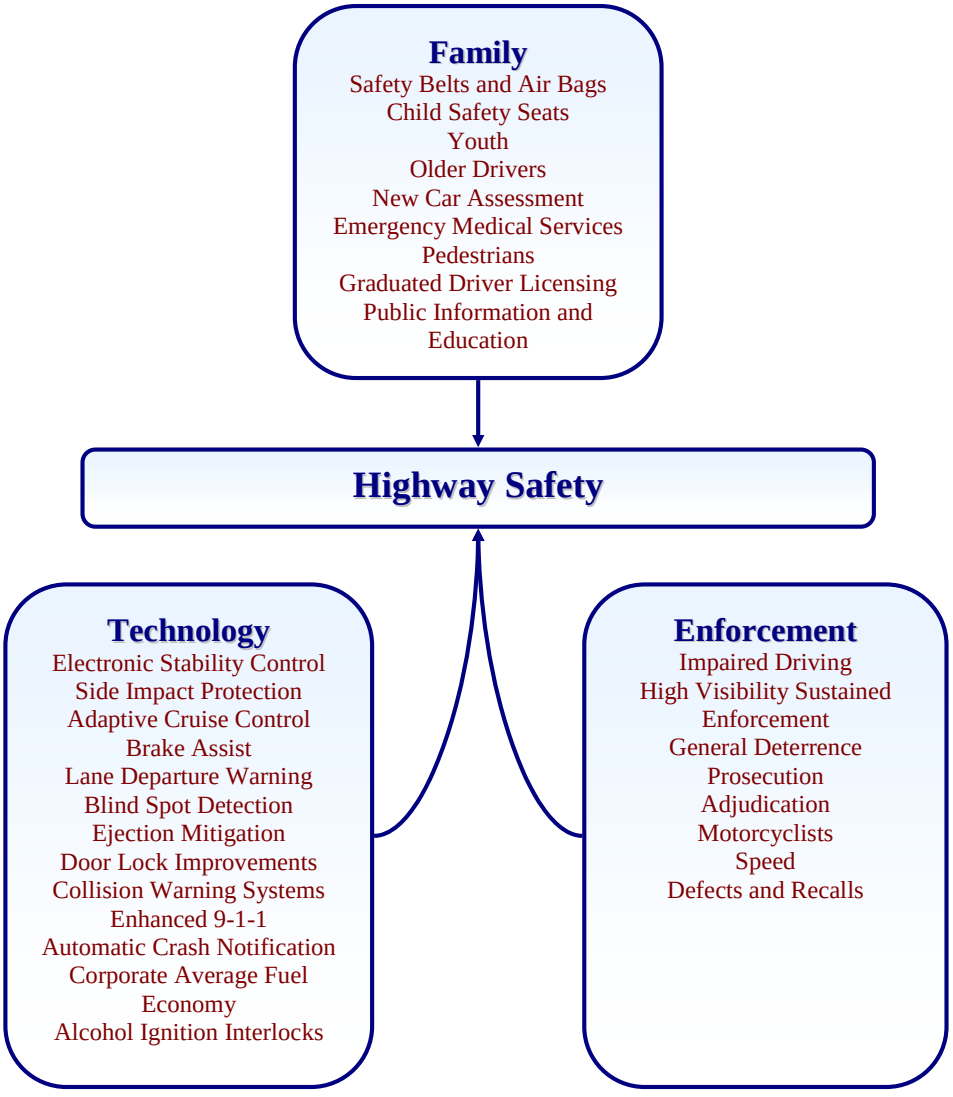
The agency is also exploring other avenues to reduce highway fatalities and injuries. For example, NHTSA is developing a motorcoach safety plan to address several short- and

long-term issues to increase the safety of this growing transportation segment. In December, NHTSA conducted its first-ever crash of a motorcoach to provide necessary crash data needed to develop future countermeasures to improve the safety of this mode of transport.

In FY 2009, the agency will demonstrate and evaluate a rural/suburban enforcement initiative combining alcohol, seat belt, and speed strategies through law enforcement leadership and incentives. This new initiative is designed to develop programs that will significantly increase law enforcement activity at the community level and in rural areas on a routine basis. NHTSA will work with major law enforcement organizations to develop and test this program. Additionally, the agency will research and implement ways to evaluate driver education, providing parents and community leaders with a way to assess the value of the many available options to educate novice drivers.

NHTSA's success since 1970 has been achieved primarily through a comprehensive approach involving vehicle safety standards, enforcement, and education and outreach programs that aim directly at the reduction of passenger vehicle fatalities. The agency's areas of focus have been categorized into the model shown below.

NHTSA's Priority Approach to Highway Safety



Family

Keeping families safe on our Nation's highways is the core of NHTSA's mission, a goal shared by our local, State, and national partners. Whether a new or seasoned driver, everyone in the family has a responsibility to do all they can to make each and every ride as safe as possible. Those responsibilities include buckling up, keeping kids in age-appropriate restraints, obeying speed limits, avoiding driver distractions, and not driving impaired. Parents have the additional responsibility of being actively involved in their teens' driving education. We are seeing very promising safety results from State graduated driver licensing programs, but parents continue to be key contributors to young driver safety by establishing and enforcing reasonable safety practices.

Technology

NHTSA remains dedicated to improving the safety of vehicles. In April 2007, the agency announced the release of the final rule requiring electronic stability control (ESC) on all new passenger vehicles starting in 2009, with 100-percent compliance by 2011. This technology, when fully deployed, has the potential to save between 5,000 and 9,600 lives annually. Not since the advent of the seat belt has America been faced with such potentially life-saving technology. We continue to emphasize research efforts addressing emerging crash avoidance technologies to eliminate the crashes in the first place. This also includes enhancing our testing and consumer safety programs to ensure the safety technologies operate as they are supposed to and that consumers are kept well informed so they can make the best buying decisions. In September, NHTSA issued a new rule to improve side-impact protection by improving Federal Motor Vehicle Safety Standard 214 to address head protection in side crashes, and to address certain types of collisions. This regulation will be phased-in starting in 2009.

Enforcement

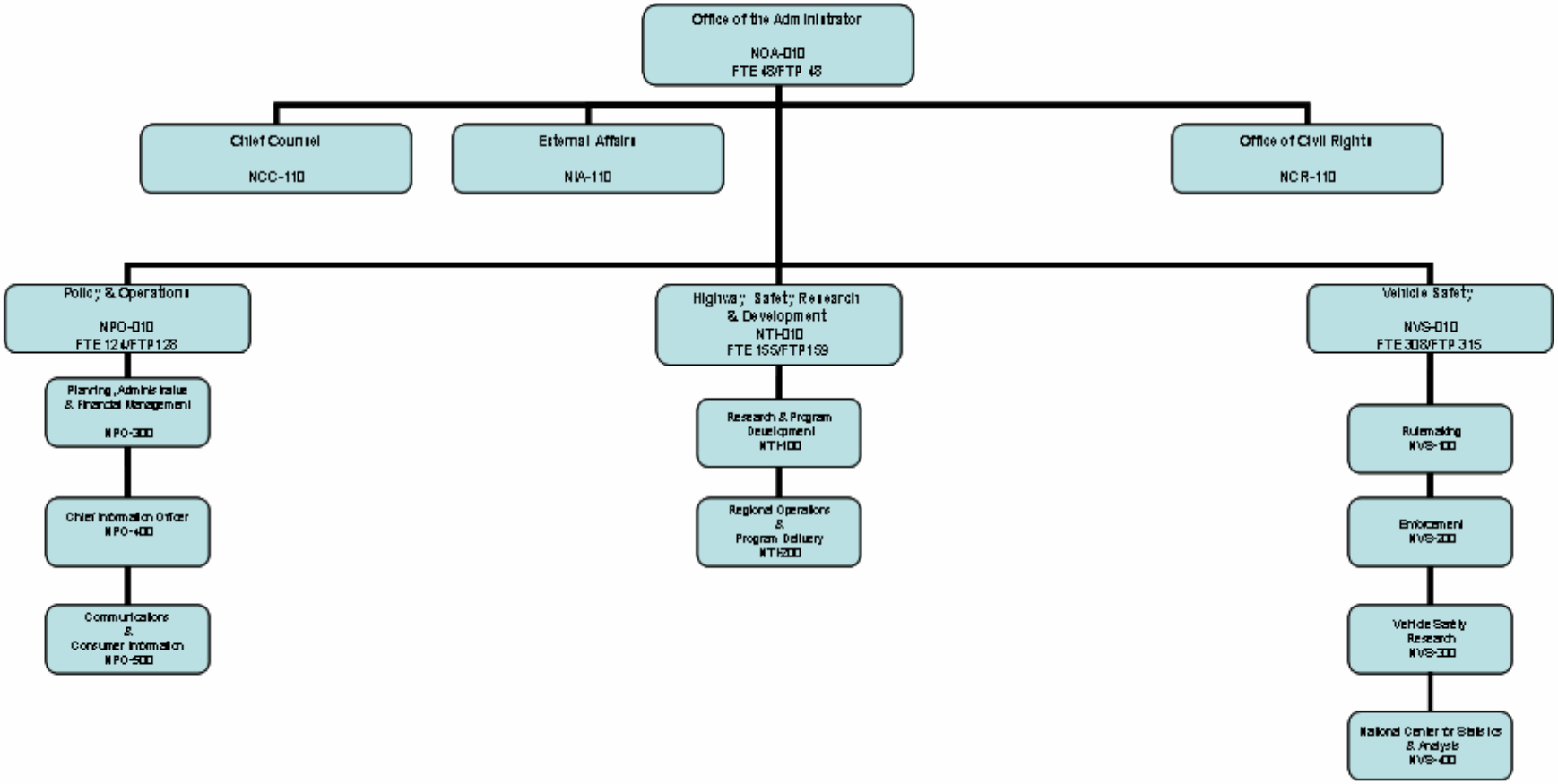
The support of law enforcement at State and local levels is crucial to NHTSA's mission and to the success of program implementation. NHTSA works closely with State and national law enforcement organizations to find and share best practices in traffic law enforcement, and to coordinate and develop ways to decrease impaired driving and speeding, and increase seat belt use. A third national mobilization effort for impaired driving was implemented starting in December 2006, and NHTSA also developed a new tag line last year: *Drunk Driving. Over the Limit. Under Arrest.* This is in addition to the highly popular and successful national *Click It or Ticket* mobilization that occurs each Memorial Day and the national Impaired Driving Crackdown that begins every August.

NHTSA is devoted to discovering new ways to reach the Department's 1.0 fatality rate goal by 2011 through coordination with its modal partners. The agency is capitalizing on past successes to develop new and bold initiatives through focused efforts on the four sub-metrics – passenger vehicle occupants, nonoccupants, motorcycles, and large trucks and buses. The agency has a solid foundation to build on; today, motor vehicles are the safest in history, and seat belt usage is at a near record level.

Despite these real improvements, new trends are emerging with detrimental consequences. In impaired driving, fatalities have remained relatively stagnant. Additionally, an unprecedented and sustained spike in motorcycle fatalities has

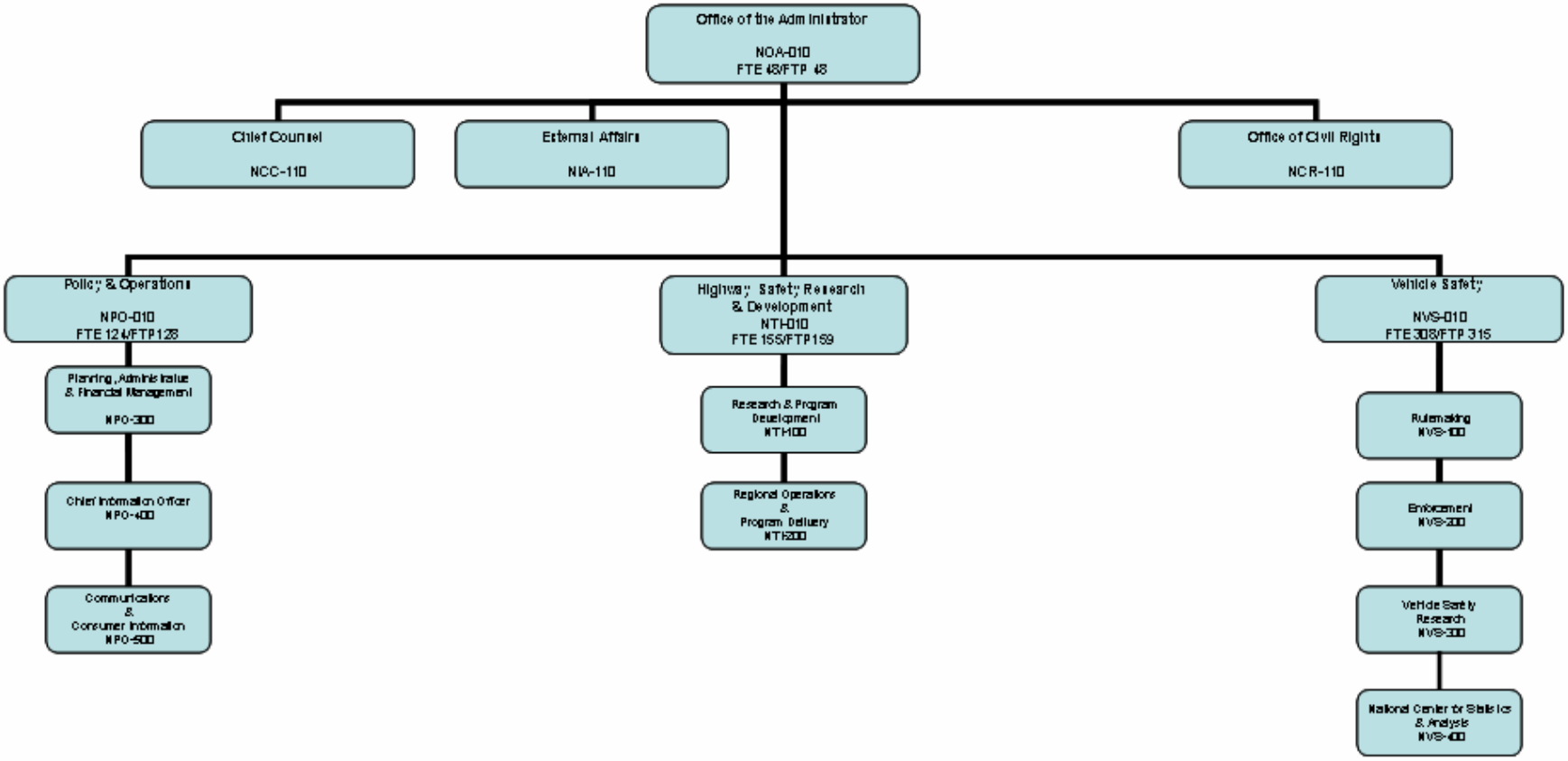
continued. NHTSA is not complacent; with 42,642 annual deaths in 2006 resulting from motor vehicle crashes, the agency's work is far from complete. NHTSA is committed to reducing these preventable tragedies, and therefore respectfully requests support for the President's budget so life-saving measures may continue.

FY 2009
National Highway Traffic Safety Administration



Note: Reflects strategic personnel move of the National Center for Statistics and Analysis from Policy and Operations to Vehicle Safety at end of FY 2007.

FY 2008
National Highway Traffic Safety Administration



Note: Reflects strategic personnel move of the National Center for Statistics and Analysis from Policy and Operations to Vehicle Safety at end of FY 2007.

EXHIBIT II - 1

COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitation and Exempt Obligations
($000)

ACCOUNT NAME	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Vehicle Safety Research (GF - Appn.)	$0	$126,572	$0
Operations and Research	228,982 1/	107,750	227,500 2/
Highway Safety Research & Development (HTF Ob. Lim.)	(107,750)	(107,750)	(105,500)
Vehicle Safety Research (HTF Transfer from FHWA)	(121,232)	0	0
Vehicle Safety Research (HTF Ob. Lim.)	0	0	(122,000)
National Driver Register (HTF - Ob. Lim.)	4,000	4,000	4,000
Highway Traffic Safety Grants (HTF - Ob. Lim.)	587,750	599,250	619,500
TOTAL	**$820,732**	**$837,572**	**$851,000**
Budget Authority (Mandatory)	**0**	**0**	**0**
Budget Authority (Discretionary)	**$820,732**	**$ 837,572**	**$ 851,000**

1/ Does not include the FHWA "allocation" of $346K for FY 2007 pay raise amount.

2/ Includes $105.5 million in contract authority from the Highway Trust Fund as authorized by Section 2001(a)(2) of P.L. 109-59 (SAFETEA-LU) plus $122 million of Highway Trust Fund contract authority for which legislation is required and will be submitted during the FY09 budget process.

EXHIBIT II-2

FY 2009 BUDGET REQUEST BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation and Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	(A) FY 2007 ACTUAL	(B) FY 2008 ENACTED	(C) FY 2009 REQUEST
VEHICLE SAFETY RESEARCH (GF Appropriation)			
Rulemaking	0	12,768	0
Enforcement	0	18,277	0
Highway Safety Programs	0	1,249	0
Research and Analysis	0	34,893	0
Administrative Expenses	0	59,385	0
TOTAL, VEHICLE SAFETY RESEARCH (GF Appropriation)	**0**	**126,572**	**0**
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (HTF)	**107,750**	**107,750**	**105,500**
Rulemaking	0	0	0
Enforcement	0	0	0
Highway Safety Programs	37,886	42,559	42,009
Research and Analysis	34,830	32,608	26,908
Administrative Expenses	35,034	32,583	36,583
VEHICLE SAFETY RESEARCH (HTF)	**121,232**	**0**	**122,000**
Rulemaking	14,013	0	16,668
Enforcement	18,094	0	17,477
Highway Safety Programs	0	0	0
Research and Analysis	35,084	0	29,170
Administrative Expenses	54,041	0	58,685
TOTAL OPERATIONS AND RESEARCH (HTF)	**228,982**	**107,750**	**227,500**
NATIONAL DRIVER REGISTER			
Program Expenses	2,875	2,870	2,500
Administrative Expenses	1,125	1,130	1,500
TOTAL NATIONAL DRIVER REGISTER	**4,000**	**4,000**	**4,000**
HIGHWAY TRAFFIC SAFETY GRANTS			
Section 402 Formula Grants	220,000	225,000	235,000
Section 405 Occupant Protection Incentive Grants	25,000	25,000	25,000
Section 406 Safety Belt Performance Grant Program	124,500	124,500	124,500
Section 408 State Traffic Safety Info. System Improvements	34,500	34,500	34,500
Section 410 Alcohol Incentive Formula Grants	125,000	131,000	139,000
Section 2010 Motorcyclist Safety Grants	6,000	6,000	7,000
Section 2011 Child Safety and Booster Seat Grants	6,000	6,000	7,000
Section 2009 High Visibility Enforcement	25,000	29,000	29,000
Administrative Expenses	17,750	18,250	18,500
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS	**587,750**	**599,250**	**619,500**
GRAND TOTAL	**820,732**	**837,572**	**851,000**
Mandatory	**0**	**0**	**0**
Discretionary	**820,732**	**837,572**	**851,000**

Note: Totals may not add due to rounding.

EXHIBIT II - 3

FY 2009 BUDGET REQUEST BY APPROPRIATION ACCOUNT AND STRATEGIC OBJECTIVE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitation and Exempt Obligations
($000)

APPROPRIATION/PROGRAM ACTIVITY/PERFORMANCE GOAL	SAFETY	GLOBAL CONNECTIVITY	ENVIRONMENTAL STEWARDSHIP	ORGANIZATIONAL EXCELLENCE	TOTAL
VEHICLE SAFETY (HTF)					
A. Reduce Highway Fatality Rate to no more than 1.0 fatality per 100 Million VMT by FY 2011					
1. Rulemaking	12,768				12,768
2. Enforcement	17,477				17,477
3. Research and Analysis	28,845				28,845
4. Administrative Expenses	53,685			5,000	58,685
B. Conserve Non-renewable Resources Through Fuel Economy					
1. Rulemaking			3,900	0	3,900
2. Research and Analysis			325		325
TOTAL VEHICLE SAFETY	**112,775**	**0**	**4,245**	**5,000**	**122,000**
HIGHWAY SAFETY RESEARCH & DEVELOPMENT (HTF)					
1. Rulemaking	0				0
2. Enforcement	0				0
3. Highway Safety Programs	41,909	100			42,009
4. Research and Analysis	26,908				26,908
5. Administrative Expenses	36,583				36,583
TOTAL HIGHWAY SAFETY RESEARCH & DEVELOPMENT	**105,400**	**100**	**0**	**0**	**105,500**
NATIONAL DRIVER REGISTER					
1. National Driver Register-Program	2,500				2,500
2. National Driver Register-Administrative Expenses	1,500				1,500
TOTAL NATIONAL DRIVER REGISTER	**4,000**		**0**	**0**	**4,000**
HIGHWAY TRAFFIC SAFETY GRANTS					
A. Reduce Highway Fatality Rate to no more than 1.0 fatality per 100 Million VMT by FY 2011					
1. Section 402 Formula Grants	235,000				235,000
2. Section 405 Occupant Protection Incentive Grants	25,000				25,000
3. Section 406 Safety Belt Performance Grant Program	124,500				124,500
4. Section 408 State Traffic Safety Info. Sys. Improv. Grants	34,500				34,500
5. Section 410 Alcohol Incentive Formula Grants	139,000				139,000
7. Section 2010 Motorcyclist Safety Grants	7,000				7,000
8. Section 2011 Child Safety and Booster Seat Grants	7,000				7,000
9. High Visibility Enforcement	29,000				29,000
10. Administrative Expenses	18,500				18,500
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS	**619,500**	**0**	**0**	**0**	**619,500**
TOTAL NHTSA:	**841,675**	**100**	**4,225**	**5,000**	**851,000**
FTE (direct funded only)	**625**		**5**	**5**	**635**

EXHIBIT II - 4

FY 2009 BUDGET REQUEST RECAP BY ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
($000)

ACCOUNTS	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Vehicle Safety Research (GF -Appn.)	0	126,572	0
Operations and Research	228,982 1/	95,553	227,500 2/
Hwy. Safety Research & Develop. (HTF Ob. Lim.)	107,750	107,750	105,500
Rescission/cancellation of unobligated balances	0	(12,197)	0
Vehicle Safety Research (HTF Transfer)	121,232	0	0
Vehicle Safety Research(HTF Ob. Lim.)	0	0	122,000
National Driver Register (HTF - Ob. Lim)	4,000	3,880	4,000
National Driver Register		4,000	
Rescission/cancellation of unobligated balances	0	(120)	0
Highway Traffic Safety Grants (HTF - Ob. Lim)	587,750	588,721	619,500
Highway Traffic Safety Grants		599,250	
Rescission/cancellation of unobligated balances	0	(10,529)	0
TOTAL: Budget Authority	**820,732**	**814,726**	**851,000**
Budget Authority (Mandatory)	**820,732**	**688,154**	**851,000**
Budget Authority (Discretionary)	**0**	**126,572**	**0**

1/ Budget authority does not include the FHWA "allocation" of $346K for FY 2007 pay raise amount.

2/ Includes $105.5 million in contract authority from the Highway Trust Fund as authorized by Section 2001(a)(2) of P.L. 109-59 (SAFETEA-LU), plus $122 million of Highway Trust Fund contract authority for which legislation is required and will be submitted during the FY09 budget process.

EXHIBIT II - 5

FY 2009 BUDGET REQUEST RECAP BY ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Outlays
($000)

ACCOUNTS	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Vehicle Safety (GF- Appn.)	8,481	65,000	40,000
Operations and Research	235,382	196,081	210,396
Highway Safety Research & Develop. (HTF Ob. Lim.)			
Vehicle Safety (HTF Transfer)			
Vehicle Safety (HTF Ob. Lim.)			
National Driver Register	4,540	4,908	4,519
Highway Traffic Safety Grants	416,241	635,903	679,103
TOTAL: Outlays (Discretionary)	**664,644**	**901,892**	**934,018**

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EXHIBIT II-6
SUMMARY OF REQUESTED FUDING CHANGES FROM BASE
National Highway Safety Traffic Safety Administration
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

Program Category	FY 2008 Enacted	Non-Add Columns PC&B By Program	FTE By Program	Contract Expenses	Adjustments to Base: Compensable Day in FY 2009	Annualization of 2008 Pay Raise	FY 2009 Pay Raise	GSA Rent	Inflation/ Deflation	Adjusted Base	Program Increases/Decreases	Non-Add Columns PC&B Program	FTE Program	Contract Expense	FY 2009 Request
PERSONNEL RESOURCES (FTE)															
Direct FTE	635									635					635
Reimbursable FTE	0									0					0
FINANCIAL RESOURCES															
Salaries and Benefits (11 & 12)	79,087	79,087	635	0	-282	580	1,707	0	0	81,093	17	17			81,110
Travel (21)	1,414	0	0	0	0	0	0	0	0	1,414	0				1,414
Transportation of Things (22)	163	0	0	0	0	0	0	0	0	163	0				163
Communications, Rent & Utilities (23)	10,691	0	0	1,063	0	0	0	69	0	10,760	964	964			11,724
Printing (24)	333	0	0	0	0	0	0	0	0	333	0				333
Other Services (25)	17,563	0	0	14,361	0	0	0	0	65	17,628	799	799			18,427
Supplies (26)	1,075	0	0	1,075	0	0	0	0	0	1,075	0				1,075
Equipment -CIO Operations (31)	1,022	0	0	1,022	0	0	0	0	0	1,022	0				1,022
Administrative Expenses Total	**111,348**	**79,087**	**635**	**17,521**	**-282**	**580**	**1,707**	**69**	**65**	**113,488**	**1,780**	**1,780**			**115,268**
Vehicle Safety and Highway Safety	**142,354**			**142,354**						**142,354**	**-10,122**	**0**	**0**	**-10,122**	**132,232**
Safety Performance (Rulemaking)	**12,768**			**12,768**						**12,768**	**3,900**			3,900	**16,668**
Safety Assurance (Enforcement)	**18,277**			**18,277**						**18,277**	**-800**			-800	**17,477**
Highway Safety Program	**43,808**			**43,808**						**43,808**	**-1,799**			-1,799	**42,009**
Research and Analysis	**67,501**			**67,501**						**67,501**	**-11,423**			-11,423	**56,078**
NATIONAL DRIVER REGISTER	**2,870**			**2,870**						**2,870**	**-370**			**-370**	**2,500**
HIGHWAY TRAFFIC SAFETY GRANTS	**581,000**			**0**						**581,000**	**20,000**			**20,000**	**601,000**
1. Sec.402 Formula Grants	225,000			0						225,000	10,000			10,000	235,000
2. Sec. 405 Occupant Protection Inc.Grant	25,000			0						25,000	0			0	25,000
3. Sec. 406 Saf. Belt Perf. Grants	124,500			0						124,500	0			0	124,500
4. Sec.408 State Traf. Saf. Info. Sys.Impr.	34,500			0						34,500	0			0	34,500
5. Sec.410 Alcohol Incentive Grants	131,000			0						131,000	8,000			8,000	139,000
6. Sec. 2010 Motorcyclist Safety	6,000			0						6,000	1,000			1,000	7,000
7. Sec.2011 Child Saf. and Booster Seat	6,000			0						6,000	1,000			1,000	7,000
8. Sec.2009 High Visibility Enforcement	29,000			0						29,000	0			0	29,000
Programs Total	**726,224**	**0**	**0**	**145,224**	**0**	**0**	**0**	**0**	**0**	**726,224**	**9,508**	**1,780**	**0**	**9,508**	**735,732**
GRAND TOTAL	**837,572**	**79,087**	**635**	**162,745**	**-282**	**580**	**1,707**	**69**	**65**	**839,712**	**11,288**	**1,780**	**0**	**9,508**	**851,000**

EXHIBIT II - 6 (a)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

VEHICLE SAFETY RESEARCH

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

Program Category	FY 2008 Enacted	Non-Add Columns: PC&B By Program	Non-Add Columns: FY 2008 FTE By Program	Non-Add Columns: FY 2008 Contract Expenses	Adjustments to Base: One Less Compensable Day in FY 2009	Adjustments to Base: Annualization of 2008 Pay Raise	Adjustments to Base: FY 2009 Pay Raise	Adjustments to Base: GSA Rent	Adjustments to Base: Inflation/ Deflation	FY 2009 Adjusted Base	Program Increases/Decreases	Non-Add Columns: FY 2009 PC&B Program Increase	Non-Add Columns: FY 2009 FTE Program Increase	Non-Add Columns: Contract Expense Program Increases	FY 2009 Request
PERSONNEL RESOURCES															
Direct FTE	352									352					352
Reimbursable FTE	0									0					0
FINANCIAL RESOURCES															
Salaries and Benefits (11 & 12)	44,573	44,573	352		-158	228	536			45,179	17	17			45,196
Travel (21)	536									536					536
Transportation of Things (22)	163								0	163					163
Communications, Rent & Utilities	6,137			1,063				-1,582	0	4,555					4,555
Printing (24)	333								0	333					333
Other Services (25)	6,621			3,419	0	0	0	0	0	6,621	259	259		0	6,880
Supplies (26)	0									0					0
Equipment -CIO Operations (31)	1,022			1,022						1,022					1,022
Administrative Expenses Total	**59,385**	**44,573**	**352**	**5,504**	**-158**	**228**	**536**	**-1,582**	**0**	**58,409**	**276**	**276**	**0**	**0**	**58,685**
PROGRAMS															
Rulemaking	12,768			12,768						12,768	3,900			3,900	16,668
Enforcement	18,277			18,277						18,277	-800			-800	17,477
Highway Traffic Safety Programs	1,249			1,249						1,249	-1,249			-1,249	0
Research and Analysis	34,893			34,893						34,893	-5,723			-5,723	29,170
General Administration	11,765														0
Office of the Administrator	6,647														0
Programs Total	**67,187**	**0**	**0**	**67,187**						**67,187**	**-3,872**	**0**	**0**	**-3,872**	**63,315**
TOTAL, VEHICLE SAFETY	**126,572**	**44,573**	**352**	**72,691**	**-158**	**228**	**536**	**-1,582**	**0**	**125,596**	**-3,596**	**276**	**0**	**-3,872**	**122,000**

EXHIBIT II - 6 (b)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

HIGHWAY SAFETY RESEARCH & DEVELOPMENT

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

		Non-Add Columns			Adjustments to Base							Non-Add Columns			
Program Category	FY 2008 Enacted	FY 2008 PC&B By Program	FY 2008 FTE By Program	FY 2008 Contract Expenses	One Less Compensable Day in FY 2009	Annualization of 2008 Pay Raise	FY 2009 Pay Raise	GSA Rent	Inflation/ Deflation	FY 2009 Adjusted Base	Program Increases/ Decreases	FY 2009 PC&B Program Increase	FY 2009 FTE Program Increase	Contract Expense Program Increases	FY 2009 Request
PERSONNEL RESOURCES (FTE)															
Direct FTE	190									190					190
Reimbursable FTE	0									0					0
FINANCIAL RESOURCES															
Salaries and Benefits (11)	23,232	23,232	190		-82	249	758			24,157					24,157
Travel (21)	482									482					482
Transportation (22)	0									0					0
Communications, Rent & Utilities	4,375							1,506		5,881	964	964			6,845
Printing (24)	0									0					0
Other Services (25)	3,419			3,419					65	3,484	540	540			4,024
Supplies (26)	1,075			1,075						1,075					1,075
Equipment-CIO Operations (31)	0									0					0
Administrative Expenses Total	**32,583**	**23,232**	**190**	**4,494**	**-82**	**249**	**758**	**1,506**	**65**	**35,079**	**1,504**	**1,504**	**0**	**0**	**36,583**
PROGRAMS															
Rulemaking	0			0						0					0
Enforcement	0			0						0					0
Highway Traffic Safety Programs	42,559			42,559						42,559	-550			-550	42,009
Research and Analysis	32,608			32,608						32,608	-5,700			-5,700	26,908
Programs Total	**75,167**			**75,167**						**75,167**	**-6,250**			**-6,250**	**68,917**
TOTAL, HIGHWAY SAFETY	**107,750**	**23,232**	**190**	**79,661**	**-82**	**249**	**758**	**1,506**	**65**	**110,246**	**-4,746**	**1,504**	**0**	**-6,250**	**105,500**

EXHIBIT II - 6 (c)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NATIONAL DRIVER REGISTER

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

		Non-Add Columns			Adjustments to Base							Non-Add Colums			
Program Category	FY 2008 Enacted	FY 2008 PC&B By Program	FY 2008 FTE Per Program	FY 2008 Contract Expenses	One Less Compensable Day in FY 2009	Annualization of 2008 Pay Raise	FY 2009 Pay Raise	GSA Rent	Inflation/ Deflation	FY 2009 Adjusted Base	Program Increases/ Decreases	FY 2009 PC&B Program Increase	FY 2009 FTE Program Increase	Contract Expense Program Increases	FY 2009 Request
PERSONNEL RESOURCES (FTE)															
Direct FTE	11									11					11
Reimbursable FTE	0									0					0
FINANCIAL RESOURCES															
Salaries and Benefits (11)	1,109	1,109	11		-4	11	39			1,155					1,155
Travel (21)	21									21					21
Transportation (22)	0									0					0
Communications, Rent & Utilities (23)	0							324		324					324
Printing (24)	0									0					0
Other Services (25)	0			0						0					0
Supplies (26)	0									0					0
Equipment (31)	0									0					0
Administrative Expenses Total	**1,130**	**1,109**	**11**	**0**	**-4**	**11**	**39**	**324**	**0**	**1,500**		**0**	**0**	**0**	**1,500**
National Driver Register															
Program Expenses	2,870			2,870						2,870	-370			-370	2,500
TOTAL, NATIONAL DRIVER REGISTER	**4,000**	**1,109**	**11**	**2,870**	**-4**	**11**	**39**	**324**	**0**	**4,370**	**-370**	**0**	**0**	**-370**	**4,000**

EXHIBIT II - 6 (d)

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (GRANTS)

HIGHWAY TRAFFIC SAFETY GRANTS

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

Program Category	FY 2008 Enacted	Non-Add Columns			Adjustments to Base					FY 2009 Adjusted Base	Program Increases/ Decreases	Non-Add Colums			FY 2009 Request
		FY 2008 PC&B By Program	FY 2008 FTE Per Program	FY 2008 Contract Expenses	One Less Compensable Day in FY 2009	Annualization of 2008 Pay Raise	FY 2009 Pay Raise	GSA Rent	Inflation/ Deflation			FY 2009 PC&B Program Increase	FY 2009 FTE Program Increase	FY 2009 Contract Expense Program Increases	
PERSONNEL RESOURCES (FTE)															
Direct FTE	82									82					82
Reimbursable FTE	0									0					
FINANCIAL RESOURCES															
Salaries and Benefits (11)	10,173	10,173	82		-38	93	374			10,602					10,602
Travel (21)	375									375					375
Transportation of Things (22)	0									0					0
Communications, Rent & Utilities (23)	179							-179		0					0
Printing (24)	0									0					0
Other Services (25)	7,523			7,523						7,523					7,523
Supplies (26)	0									0					0
Equipment-CIO Operations (31)	0									0					0
Administrative Expenses Total	**18,250**	**10,173**	**82**	**7,523**	**-38**	**93**	**374**	**-179**	**0**	**18,500**		**0**	**0**	**0**	**18,500**
Highway Traffic Safety Grants															
Section 402 Highway Traffic Safety Grants	225,000									225,000	10,000			10,000	235,000
Section 405 Occupant Protection Inc. Grts.	25,000									25,000	0			0	25,000
Section 406 Safety Belt Performance Grant	124,500									124,500	0			0	124,500
Section 408 State Traffic Safety Info. Sys.	34,500									34,500	0			0	34,500
Section 410 Alcohol Incentive Grant	131,000									131,000	8,000			8,000	139,000
Section 2010 Motorcyclist Safety Grants	6,000									6,000	1,000			1,000	7,000
Section 2011 Child Safety and Booster	6,000									6,000	1,000			1,000	7,000
Section 2009 High Visibility Enforcement	29,000									29,000					29,000
Program Total	**581,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**581,000**	**20,000**	**0**	**0**	**20,000**	**601,000**
TOTAL, HIGHWAY TRAFFIC SAFETY	**599,250**	**10,173**	**82**	**7,523**	**-38**	**93**	**374**	**-179**	**0**	**599,500**	**20,000**	**0**	**0**	**20,000**	**619,500**

EXHIBIT II-6A(1)

WORKING CAPITAL FUND
National Highway Traffic Safety Administration
Appropriations, Obligation Limitations, Exempt Obligations and Reimbursable Obligations
($000)

	FY 2008 ENACTED	FY 2009 REQUEST	CHANGE
DIRECT:			
Operations & Research	9,974	10,344	370
SUBTOTAL	**9,974**	**10,344**	**370**
TOTAL	**9,974**	**10,344**	**370**

EXHIBIT II-7
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME EQUIVALENT

ACCOUNT NAME	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
DIRECTED FUNDED BY APPROPRIATION			
Vehicle Safety Research (GF - Appn.)	0	352	0
Operations and Research	523	190	542
Highway Safety Research and Development (HTF Ob. Lim.)	178	190	190
Vehicle Safety Research (HTF Transfer from FHWA)	345	0	0
Vehicle Safety Research (HTF Ob. Lim.)	0	0	352
National Driver Register (HTF - Ob. Lim.)	11	11	11
Highway Traffic Safety Grants (HTF - Ob. Lim.)	82	82	82
TOTAL FTEs	**616**	**635**	**635**

EXHIBIT II-8
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME PERMANENT POSITIONS

ACCOUNT NAME	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
DIRECTED FUNDED BY APPROPRIATION			
Vehicle Safety Research (GF - Appn.)	0	355	0
Operations and Research	553	198	553
Highway Safety Research and Development (HTF Ob. Lim.)	198	198	198
Vehicle Safety Research (HTF Transfer from FHWA)	355	0	0
Vehicle Safety Research (HTF Ob. Lim.)	0	0	355
National Driver Register (HTF - Ob. Lim.)	11	11	11
Highway Traffic Safety Grants (HTF - Ob. Lim.)	86	86	86
TOTAL FTPs	**650**	**650**	**650**

Vehicle Safety Research

(liquidation of contract authorization)
(limitation on obligations)
(highway trust fund)

Contingent upon the enactment of legislation authorizing contract authority and for payment of obligations incurred in carrying out the provisions of subtitle C of Title X of Public Law 109-59, and chapter 301 and part C of subtitle VI of Title 49, United States Code, $122,000,000 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 2009 are in excess of $122,000,000 for programs authorized under such provisions: Provided further, That $58,685,000 of this amount shall remain available until September 30, 2009, and $63,315,000 shall remain available until September 30, 2010: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFTEY ADMINISTRATION
OPERATIONS AND RESEARCH (Proposed for Later Transmittal) (Vehicle Saftey))

Program and Financing (in thousands of dollars)

Identification Code
69-X8016

PROGRAM AND FINANCING SCHEDULE

Line No.	Description	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Obligations by program activity:			
0001	Highway Safety Programs	0	0	0
0002	Research and Analysis	0	0	29,170
0005	Rulemaking	0	0	16,668
0006	Enforcement	0	0	17,477
0007	National Driver Register	0	0	58,685
0008	Administrative Expenses	0	0	0
0009		0	0	0
0010	Total Direct Obligations	0	0	122,000
0910	Reimbursable Program	0	0	0
10.00	**Total new obligations**	0	0	122,000
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	0	0	0
22.00	New budget authority (gross)	0	0	122,000
22.10	Resources available from recoveries of prior year obligations	0	0	0
22.22	Unobligated balance transferred from other accounts			
23.90	Total budgetary resources available for obligation	0	0	122,000
23.95	Total new obligations (-)	0	0	-122,000
24.40	Unobligated balance available, end of year	0	0	0
	New budget authority (gross), detail			
	Discretionary			
40.26	Appropriation (trust fund)	0	0	122,000
40.49	Portion applied to liquidate contract authority (-)	0	0	-122,000
42.00	Transferred from other accounts	0	0	0
43.00	Appropriation (total)	0	0	0
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	0	0	0
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
58.90	Spending authority from offsetting collections (total)	0	0	0
	Mandatory			
66.10	Contract Authority	0	0	122,000
66.35	Contract Authority Permanently Reduced	0	0	0
66.62	Transferred from Other Accounts	0	0	0
66.90	Contract Authority (total mandatory)	0	0	122,000
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	0	0	0
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
68.90	Spending authority from offsetting collections (total)	0	0	0
70.00	**Total new budget authority (gross)**	**0**	**0**	**122,000**
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	0	0	0
73.10	Total New obligations	0	0	122,000
73.20	Total outlays (gross)	0	0	-70,760
73.32	Unobligated balance transferred from other accounts	0	0	0
73.40	Adjustments in expired accounts (net)	0	0	0
73.45	Recoveries of prior year obligations (-)	0	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	0	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40	**Obligated balance, end of year**	**0**	**0**	**51,240**
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	0	0	70,760
86.93	Outlays from discretionary balances	0	0	0
86.97	Outlays from new mandatory authority	0	0	0
86.97	Outlays from mandatory balances	0	0	0
87.00	**Total outlays (gross)**	**0**	**0**	**70,760**
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	0	0	0
88.95	Portion of offsetting collection credited to unexpired accounts	0	0	0
88.96	Portion of offsetting collection credited to expired accounts	0	0	0
	Net budget authority and outlays			
89.00	Budget authority (net)	0	0	122,000
90.00	Outlays (net)	0	0	70,760

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATION AND RESEARCH
PROPOSED AND PERFORMANCE STATEMENT

A total of $231.5 million (including the National Driver Register program) is proposed for Operations and Research. Of this amount, $105.5 million is for the Highway Safety Research and Development Program, and $4.0 million is for the National Driver Register program, both of which are currently authorized under SAFETEA-LU. In addition, $122.0 million is for the Vehicle Safety Program for which authorization is being requested. The Budget proposes to fund all NHTSA programs from the Highway Trust Fund.

Programs funded under the Operations and Research appropriation are described below.
Safety Performance Standards (Rulemaking) Programs.-Supports the promulgation of Federal motor vehicle safety standards for motor vehicles and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program.

Safety Assurance (Enforcement) Programs.-Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce Federal odometer law, encourage enforcement of State odometer law, and conduct safety recalls when warranted.

Research and Analysis.-Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data (also funded under Highway Safety Research) to identify safety problems; develops alternative solutions; and assesses costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

Highway Safety Research Programs.-Provide research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures.
National Driver Register.-Provides funding to implement and operate the Problem Driver Pointer System (PDPS) to help identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs.

NATIONAL HIGHWAY TRAFFIC SAFTEY ADMINISTRATION
OPERATIONS AND RESEARCH (Proposed for Later Transmittal) (Vehicle Saftey))
Object Classification (in thousands of dollars)

Identification Code
69-X8016

OBJECT CLASSIFICATION

Line No.	Description	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	0	0	34,968
1112 01	Other than full-time permanent	0	0	258
1115 01	Other personnel compensation	0	0	741
1119	Total personnel compensation	0	0	35,967
1121 01	Civilian personnel benefits	0	0	9,229
1210 01	Travel and Transportation of Persons	0	0	536
1220 01	Transportation of things	0	0	163
1231 01	Rental payments to GSA	0	0	1,700
1233 01	Communications, utilities, and miscellaneous charges	0	0	2,855
1240 01	Printing and reproduction	0	0	333
1252 01	Other services	0	0	6,880
1255 01	Research and development contracts	0	0	63,315
1260 01	Supplies and materials	0	0	0
1310 01	Equipment	0	0	1,022
1410 01	Grants and subsidies	0	0	0
9999	**Total new obligations**	**0**	**0**	**122,000**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
EMPLOYMENT SUMMARY
VEHICLE SAFETY (Proposed for Later transmittal)

	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Civilian full-time equivalent employment	0	0	352
TOTAL FTE	**0**	**0**	**352**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2009 CONGRESSIONAL BUDGET

ANALYSIS OF FUNDING REQUIREMENTS - VEHICLE SAFETY RESEARCH

Item	FY 2008	FY 2009	Change FY 2008 to FY 2009
FTP Positions	355	355	0
Full-time Equivalent Workyears (FTE's)	352	352	0
Full-time Permanent (FTP) Salaries	34,053,912	34,458,048	404,136
Within-grade Increases	497,282	510,246	12,964
Other than FTP Salaries	250,997	257,540	6,543
Overtime & Holiday	49,890	49,890	0
Differentials (Sunday, Night, Hardship, etc.)	5,543	5,543	0
Terminal Leave Payments	27,717	27,717	0
SES Awards	121,953	121,953	0
Performance Awards	471,181	471,181	0
Other (CSRS Annuitants, etc.)	65,000	65,000	0
Total, Salaries	**35,543,475**	**35,967,118**	**423,643**
Regular Benefits	8,420,714	8,599,790	179,076
Benefits Associated with Within Grade Increases (25.3%)	125,812	129,092	3,280
Transit Benefits	483,000	500,000	17,000
Employees Compensation Fund	0	0	0
Total, Benefits	**9,029,526**	**9,228,882**	**199,356**
Total, Salaries and Benefits	**44,573,000**	**45,196,000**	**623,000**
Travel	**536,000**	**536,000**	**0**
Total, Other Objects	**14,812,000**	**13,489,000**	**-1,323,000**
Total, Administrative Expenses	**59,385,000**	**58,685,000**	**-700,000**
Grand Total	**126,572,000**	**122,000,000**	**-4,572,000**
Total, Program Funding Available	**67,187,000**	**63,315,000**	**-3,872,000**
Highway Safety Research Development and Vehicle Safety Programs	**67,187,000**	**63,315,000**	**-3,872,000**
Safety Performance (Rulemaking)	**12,768,000**	**16,668,000**	**3,900,000**
1. Safety Standards Support	2,800,000	2,300,000	-500,000
2. New Car Assessment	7,893,000	10,393,000	2,500,000
3. Fuel Economy (CAFÉ)	1,880,000	3,880,000	2,000,000
4. Climate Control	20,000	20,000	0
5. Theft Control and Other Programs	175,000	75,000	-100,000
Safety Assurance (Enforcement)	**18,277,000**	**17,477,000**	**-800,000**
1. Vehicle Safety Compliance	7,696,000	8,096,000	400,000
2. Safety Defects Investigations	10,429,000	9,229,000	-1,200,000
3. Odometer Fraud Investigations	152,000	152,000	0
Highway Safety Program	**1,249,000**	**0**	**-1,249,000**
1. Impaired Driving	194,000	0	-194,000
2. Drug Impaired Driving	0	0	0
3. Pedestrian, Bicycle and Pupil Transp.	212,000	0	-212,000
4. Older Driver Safety	0	0	0
5. Motorcycle Safety	0	0	0
6. National Occupant Protection	0	0	0
7. Enforcement and Justice Service	0	0	0
8. Section 2017(b) Law Enforcement Trng.	0	0	0
9. Emergency Medical Services	0	0	0
10. Enhance 911 and Nat'l. EMS Info.Sys.	0	0	0
NEMSIS	500,000		-500,000
11. Driver Licensing	0	0	0
12. Highway Safety Research	**343,000**	**0**	**-343,000**
a. Regular Highway Safety Research	0	0	0
b. Section 2013 Drug Impaired Driving	0	0	0
c. ACTS alcohol interlock initiative	0	0	0
d. Rural grant evaluations	0	0	0
e. Teens in driver's seats outreach	343,000	0	-343,000
13. Emerging Traffic Safety Issues	0	0	0
14. Behaviorial International Programs	0	0	0
Total, Research and Analysis	**34,893,000**	**29,170,000**	**-5,723,000**
Research and Analysis	**31,693,000**	**28,170,000**	**-3,523,000**
1. Safety Systems	8,226,000	6,826,000	-1,400,000
2. Biomechanics	11,000,000	11,000,000	0
3. Heavy Vehicles	**3,095,000**	**2,115,000**	**-980,000**
a. Regular program	2,115,000	2,115,000	0
b. Commercial vehicle rollover	980,000	0	-980,000
4. Crash Avoidance and Pneumatic Tire Res.	8,104,000	8,104,000	0
5. Plastic and composite vehicles	343,000	0	-343,000
6. Hydrogen Fuel Cell & Alt. Fuel Veh. Saf.	925,000	125,000	-800,000
National Ctr. For Statistics and Analysis	**3,200,000**	**1,000,000**	**-2,200,000**
1. Traffic Records	0	0	0
2. Nat'l. Motor Veh. Crash Causation Survey	1,700,000	0	-1,700,000
3. Fatality Analysis Reporting System	250,000	0	-250,000
4. Early Fatality Analysis Reporting System	1,000,000	1,000,000	0
5. National Automotive Sampling System	250,000	0	-250,000
6. State Data Systems	0	0	0
7. Special Crash Investigations	0	0	0
8. Data Analysis Program	0	0	0

EXHIBIT III-1(a)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
VEHICLE SAFETY RESEARCH
Summary by Program Activity
Appropriations, Obligation and Limitations, and Exempt Obligations
($000)

ACTIVITY	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST	CHANGE FY 2008-2009
Rulemaking	14,013	12,768	16,668	3,900
Enforcement	18,094	18,277	17,477	-800
Highway Safety Programs	0	1,249	0	-1,249
Research and Analysis	35,084	34,893	29,170	-5,723
Administrative Expenses	54,041	59,385	58,685	-700
TOTAL, VEHICLE SAFETY	**121,232**	**126,572**	**122,000**	**-4,572**

Note: Funds shown for FY 2007 and FY 2009 are Highway Trust Fund amounts whereas the FY 2008 Omnibus Apropriation reflects funds appropriated from the General Fund. Display of different funding sources on this exhibit is essential for comparison of like activities and for logical justification purposes.

FTE's:				
Direct Funded	345	352	352	0
Reimbursable, allocated, other	0	0	0	0

EXHIBIT III - 2 (a)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2008 TO FY 2009

Appropriations, Obligation Limitations, and Exempt Obligations

VEHICLE SAFETY RESEARCH

($000)

ITEM	CHANGE FY 2008-2009	FY 2009 PC&B by Program	FY 2009 FTEs by Program	FY 2009 Contract Expenses	Total
FY 2008 Base		**Note Colums are Non-Add**			**126,572**
Adjustments to Base					
Annualization of FY 2008 Pay Raise	228				
Less Compensable Day in FY 2009	-158				
FY 2009 Pay Raise	536				
GSA Rent	-1,582				
Subtotal, Adjustment to Base	**-976**	0	0	0	**-976**
New or Expanded Program					
Increases/Decreases					
Rulemaking (Safety Performance)	3,900				
Enforcement (Safety Assurance)	-800				
Highway Traffic Safety Programs	-1,249				
Research and Analysis	-5,723				
Other	276	45,196	352	63,315	
Subtotal, New or Expanded Program Increases/Decreases	-3,596				**-3,596**
Total FY 2009 Request	**-4,572**				**122,000**

VEHICLE SAFETY RESEARCH

Program and Performance

The FY 2009 budget request includes $122,000,000 for Vehicle Safety activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll by research into promulgation and enforcement of Federal motor vehicle safety standards, and research involving biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues regarding fuel efficiency and alternative fuels.

Rulemaking Programs: ($16,668,000) – Activities funded through this program support the Department's Safety goal through the promulgation of Federal motor vehicle safety standards for the motor vehicle fleet, and related safety equipment. Rulemaking also supports the Safety goal through testing programs for the vehicle fleet and the development of consumer information on motor vehicle safety, including the New Car Assessment Program. Additionally, Rulemaking programs support the automotive fuel economy standards required by the Energy Policy and Conservation Act, which support the Departmental goal of Environmental Stewardship.

Enforcement Programs: ($17,477,000) – Activities in NHTSA's Enforcement programs support DOT Safety goals by ensuring industry compliance with motor vehicle safety standards, investigating safety-related defects in motor vehicles and motor vehicle equipment, enforcing the Federal odometer law, encouraging enforcement of State odometer laws, and by ensuring that manufacturers conduct recalls to remove unsafe motor vehicles and equipment from the highways.

Research and Analysis: ($29,170,000) – The Vehicle Safety Research and Analysis appropriation supports DOT Safety goals by conducting motor vehicle safety research and development. These programs support all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research activities will continue to concentrate on advanced vehicle safety technology, improving vehicle crashworthiness and crash avoidance, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

Vehicle Safety Administrative Expenses: ($58,685,000) – This category reflects NHTSA's salaries and administrative expenses associated with carrying out the agency's Vehicle Safety programs. Included herein are the costs associated with the salaries and benefits for NHTSA employees who work on and support these programs together with other related expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development, National Driver Register and Highway Safety Grant programs.

Explanation of Programmatic Funding for Safety Performance (Rulemaking)

Rulemaking	**$16,668,000**
Overview: In FY 2009, NHTSA is requesting $12,668,000 to conduct Rulemaking programs, as defined below.	
Safety Standards Support	$ 2,300,000
New Car Assessment Program	$ 10,393,000
Fuel Economy Program	$ 3,880,000
Climate Control	$ 20,000
Theft Program	$ 75,000

Detailed Justification for Safety Performance (Rulemaking)

Safety Standards Support	FY 2009 Request: $2,300,000

Overview:

NHTSA's Safety Standard Support program provides the technical support needed to develop Federal Motor Vehicle Safety Standards (FMVSS) in the key areas of Crash Avoidance and Crashworthiness. This support includes test method development, an assessment of costs and leadtime, injury reduction benefits, and testing of products to establish baseline performance. This support also includes the international harmonization of vehicle safety standards with other countries.

In FY 2006, passenger vehicles occupant fatalities were 30,521, which represent 71.6% of total fatalities, a decline from 76.4% in 2002. While this represents a decline from 76.4% in 2002, this significant number and the percent of total fatalities continue to emphasize the need to focus vehicle safety improvements on this vehicle category. Fatalities of non-motorists (largely pedestrians) were 5,740 in 2006, which represents 13.5% of total fatalities, having declined from 16.2% in 1992. Fatalities among occupants of large trucks, at 805 in 2006, have been consistently around 2% of total fatalities. Conversely, motorcycle fatalities have been increasing steadily since the 1990's and were 4,810 in 2006. They have grown from 5.0% in 1997 to 11.3% of total fatalities in 2006.

Rulemakings required under SAFETEA-LU are also supported under this program. Support of these regulations directly affect DOT's success in reaching its goals to reduce highway fatalities to 1.0 per 100 million vehicle miles traveled (VMT) and to reduce the motorcycle and large truck and bus fatality rates.

- In FY 2009, NHTSA requests $2,300,000 for Safety Standards Support, which is $500,000 less than the FY 2008 funding level. In FY 2008, the agency requested a one time increase of $500,000 to complete all of the rulemakings required by SAFETEA-LU. Normal Safety Standards Support funding of $2,300,000 will allow the agency to support planned safety standards work and complete any remaining SAFETEA-LU initiatives in fiscal 2009.
- Efforts in FY 2009 will focus on completing the SAFETEA-LU requirement for a final rule on ejection mitigation by October 1, 2009, continue rulemaking on tire safety improvements, as well as address other agency motor vehicle regulatory safety priorities, such as advanced safety technologies.

FY 2008 Base: $2,800,000

In FY 2008, Safety Standards Support will address safety problems that are growing, are not showing improvement, and/or that meet SAFETEA-LU requirements, by developing and finalizing standards that cross-cut several of the agency's vehicle safety programs. Primarily, these efforts fall in the areas of crash avoidance, crashworthiness, and international policy and harmonization. In FY 2008 NHTSA will, for example: develop a NPRM to improve motorcycle helmet requirements and develop a final rule for a Global

Technical Regulation (GTR) on motorcycle brakes; work to establish a GTR for electronic stability control, head restraints and pedestrian safety; publish a final rule for side impact occupant protection; and develop a final rule for revisions to the roof crush standard (FMVSS No. 216) and a NPRM for improved school bus occupant protection.

NHTSA will meet the House Report 110-238 requirement to submit a report to the House and Senate Committees on Appropriations by May 1, 2008. The report requires the agency to:

- Explain how the agency has taken into account or is addressing the inter-related nature of real-world crashes that involve two or more of the safety standards the agency is required to issue or upgrade under SAFETEA-LU.
- Address the need for adopting safety standards for large passenger-carrying motor vehicles to prevent rollover crashes.
- Enhance passenger protection in all types of crashes to prevent severe injuries and deaths from collapsing roofs and passenger ejection from their seats and through motor coach side windows.

Crash Avoidance
In FY 2008, NHTSA Safety Standard Support activities will focus on reducing the number of crashes, injuries, and fatalities involving motorcycles and heavy trucks. Additional evaluations of advanced lighting systems, failures due to tire aging, and systems to maintain tire inflation pressure on heavy truck tires will be conducted. Work will also include evaluating improved restraints for wheel-chair-seated drivers, developing a performance-based passenger vehicle lighting standard, and the development of a rule to seek improvements for heavy truck tires.

Crashworthiness
Within the area of crashworthiness, NHTSA's FY 2008 activities will focus on the development of final rules for ejection mitigation, roof crush, and school bus occupant protection. Additionally, baseline testing for the development of motorcoach standards will be conducted.

International Policy and Harmonization
In FY 2008, NHTSA's international policy and harmonization activities will focus on conducting testing programs in support of a Global Technical Regulation (GTR) for head restraints, pedestrian safety, tires and Hydrogen fuel cell vehicles. Additionally, the agency will monitor, acquire, translate and disseminate foreign vehicle safety standards to agency program offices in support of current and future NHTSA rulemaking and related activities and to support global harmonization and NHTSA's international strategies.

Cost and Leadtime Studies
To continue the agency's efforts to improve the safety of heavy trucks and to prevent ejections from light vehicles, the agency must develop costs of changes to existing or new Federal Motor Vehicle Safety Standards (FMVSS) per the requirement of Executive Order (E.O.) 12866. To meet these requirements, cost and leadtime studies will be conducted on heavy truck and tractor combination braking system performance upgrades and advanced inflatable restraints to improve ejection mitigation (if the effectiveness of

such systems is sufficiently known).

Regulatory Review Assessments
FY 2008 assessments will be conducted on: tire selection and rims; door locks/latches; air brake systems; steering control systems; and glazing.

Anticipated FY 2008 Accomplishments:

New Programs

Crash Avoidance

- Develop an NPRM for commercial vehicle tires.
- Develop an NPRM implementing the Global Technical Regulation (GTR) on motorcycle brakes.
- Develop vehicle safety approaches to reduce the number of fatalities associated with motorcycle crashes.

Crashworthiness

- Develop an NPRM to improve motorcycle helmet requirements (FMVSS No. 218).
- Develop an NPRM for school bus occupant protection.
- Develop an NPRM for ejection mitigation (SAFETEA-LU).
- Develop a final rule for revisions to roof crush standard (FMVSS No. 216). (SAFETEA-LU).
- Conduct the work required to respond to petitions for reconsideration, if any, to the final rule for side impact occupant protection published in FY 2007 (FMVSS No. 214) (SAFETEA-LU).
- Develop a final rule to upgrade child restraint systems (FMVSS No. 213).

On-going Projects

International Policy and Harmonization

- Conclude the development work to establish a GTR for pedestrian safety and head restraints at the UN Group of Experts on Passive Safety (GRSP).
- Conclude negotiations for the development of a GTR for electronic stability control systems at the UN Group of Experts for Brakes and Running Gears.
- Continue to develop a GTR for tires, hydrogen powered vehicles, and other items in the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29).

Cost and Leadtime Studies

- Conduct cost and leadtime studies on a heavy truck and tractor combination

braking system performance upgrade, and advanced inflatable restraints to improve ejection mitigation (if the effectiveness of these systems is sufficiently known).

Regulatory Review Assessments

- As part of the Regulatory Review Program established in 2001, perform the next set of regulatory review assessments on: tire selection and rims; door locks/latches; air brake systems; steering control systems; and glazing. These reviews are conducted on all FMVSSs, on a cyclical basis, to assess the need for revision of the standard.

FY 2009 Budget Request: $2,300,000

Efforts in FY 2009 will focus on completing the SAFETEA-LU requirement for a final rule on ejection mitigation by October 1, 2009, continue rulemaking on tire safety improvements, as well as address other agency motor vehicle regulatory safety priorities, such as advanced safety technologies. In addition, efforts will continue to harmonize regulations under the United Nations' 1998 Agreement and to implement these harmonized regulations, such as pedestrian safety and tires, as safety standards. FY 2009 Safety Standards support funding will be used to:

New Programs

Crashworthiness

- Begin work to establish the pedestrian safety Global Technical Regulation (GTR) as an FMVSS.
- Develop an NPRM for motor coach occupant protection.

Crash Avoidance

- Develop an NPRM for heavy vehicle (tractor semi-trailer) ESC systems.

International Policy and Program

- Establish a GTR on electronic stability control systems for light vehicles.
- Identify new priority standards, which are candidates for harmonization and negotiate their inclusion into the Program of Work for the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29). Some of these new areas could include, for example, side impact and rear impact dummies and frontal offset.
- Evaluate for consideration of developing internationally harmonized standards in areas that are accepted into the Program of Work for the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29).

Cost and Leadtime Studies

- Per the requirements of E.O. 12866, evaluate the costs of heavy truck stability control systems for consideration of them as a means of improving heavy truck

handling and reducing heavy truck involvement in crashes.

Regulatory Review Assessments

- Perform regulatory review assessments on: platform lift systems and installations in motor vehicles; new non-pneumatic tires and temporary spare tires for passenger cars warning devices; school bus body joint strength; and rear impact guards and protection.

On-going Projects

Crash Avoidance

- Develop final rule implementing the Global Technical Regulation (GTR) on motorcycle brakes into the federal standard.
- Evaluate approaches to reduce the number of fatalities associated with motorcycle crashes.
- Continue to develop and evaluate improved restraints for drivers who are seated in wheel chairs.
- Evaluate for possible future rulemaking actions the most promising advanced crash avoidance and advanced lighting technologies.
- Evaluate NPRM, conduct verification testing and develop final rule on heavy truck tires.

Crashworthiness

- Develop final rule for ejection mitigation (SAFETEA-LU).
- Develop final rule for school bus occupant protection.

International Policy and Program

- Conclude the development of a GTR for tires used on light vehicles.
- Continue development of a GTR on hydrogen fuel cell vehicles by conducting individual and joint testing programs.
- Continue to monitor, acquire, translate and disseminate foreign vehicle safety standards to agency program offices in support of current and future NHTSA rulemaking and related activity to support global harmonization and NHTSA's international strategies.

Cost and Leadtime Studies

- Per the requirements of E.O. 12866 evaluate the costs of countermeasures to mitigate injuries and fatalities to pedestrians struck by light vehicles.

Detailed Justification for Safety Performance (Rulemaking)

New Car Assessment Program (NCAP)	FY 2009 Request: $10,393,000

Overview:

Title II of the Motor Vehicle Information and Cost Savings Act of 1972 required the agency to provide consumers with a measure of relative crashworthiness of passenger motor vehicles. The program was then expanded to include rollover ratings. Later, the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act required that a child restraint safety rating consumer information program be established. Both Acts sought to create informed consumers within the vehicle and child restraint marketplaces, while driving both industries to manufacture safer products. Today, for example, greater than 90-percent of vehicles receive a 5-star frontal crash rating for either the driver or passenger while the percentage of overall "A" ratings awarded for child safety seats in 2007 was at 81-percent.

Through NCAP, the agency provides consumers with comparative ratings on vehicles and child restraints, increasing overall road safety, as well as contributing to the agency goal to increase restraint use for children ages 0 through 7. This program informs consumers of the relative safety of vehicles based on front and side impact, as well as rollover tests, utilizing a 5-star grading system. Currently, NHTSA disseminates this information through its website www.safercar.gov, which has provided NCAP crash and rollover ratings since 1990.

- In FY 2009, NHTSA is requesting $10,393,000 for NCAP, which is $2,500,000 more than the FY 2008 funding level. FY 2009 funds will be used to implement changes to NCAP including a new rating system, revised frontal and side impact testing, and the incorporation of advanced crash avoidance technologies. Specifically, this funding increase will provide vehicles and testing costs associated with the new side impact pole test, while ensuring that there is no reduction in the number of vehicle models tested. These enhancements will allow the agency to provide consumers with improved comparative vehicle safety ratings for front and side crashes, and rollover resistance through www.safercar.gov, in agency publications, and at the point of sale (per Section 10307 of SAFETEA-LU). These changes will require the internal testing of a much larger segment of the fleet than in previous years. Funds will also allow the agency to implement improvements to its child seat Ease of Use program and provide these new ratings to consumers by publishing these through www.safercar.gov and agency publications. The agency will continue the development and dissemination of brochures and other vehicle safety materials for the public, including information on the use of Tire Pressure Monitoring Systems (TPMS).

FY 2008 Base: $7,893,000

Activities within NCAP continue to improve consumer access to new car and child restraint information. The NCAP program does this by providing consumers with front,

side, and rollover comparative vehicle safety ratings for Model Year (MY) '08 vehicles. As mandated by Section 10307 of SAFETEA-LU, the agency will implement the dissemination of safety ratings at the point of sale of new vehicles via a safety label. In addition to vehicle safety ratings, NCAP provides consumers with comparative ease of use child restraint ratings. In FY 2008, NCAP will meet or increase 2007 levels for dissemination of safety ratings as well as general vehicle and child safety information to consumers via www.safercar.gov and publications. Additionally, upgrades will be made to the Child Restraint Systems (CRS) Ease of Use ratings for Lower Anchors and Tethers for Children **(**LATCH) systems, and the LATCH communications campaign will be expanded, making additional materials available to consumers. Decisions in FY 2008 on changes to NCAP include an improved website, a new rating system, revised frontal and side impact testing, the incorporation of advanced crash avoidance technologies, and improvements to the child seat Ease of Use rating program. Specifically, the agency will begin to conduct side impact pole testing to augment the existing side impact test using a moving, which uses a moving deformable barrier. This new pole test will provide consumers important information on the crash protection provided in a severe side crash condition, which is representative of a side crash into a tree or utility pole. These types of crashes cause a disproportionate number of serious and fatal head and chest injuries. The existing moving deformable barrier test is representative of intersection collisions only.

Anticipated FY 2008 Accomplishments:

New Programs

- Make final decisions on NCAP program enhancements.
- Based on final decisions on NCAP program enhancements, make enhancements and additions of information to www.safercar.gov, the NHTSA web-based portal dedicated to the promotion of NCAP safety ratings and other vehicle safety-related topics.

On-going Projects

- Continue testing vehicles as they are deployed into the market to maintain the availability of results for consumers early in the model year.
- Provide front and side impact safety ratings on 83-percent of new MY'08 vehicles by crash testing approximately 98 vehicles (46 frontal; 52 side).
- Provide rollover ratings on 92-percent of new MY'08 vehicles by testing 69 vehicles for rollover resistance.
- Provide Ease of Use ratings on approximately 85-percent of child safety seats, based on the revised Ease of Use rating process.
- Increase the number of visitors to www.safercar.gov above the 2007 level by expanding partnerships with consumer and other non-governmental organizations.
- Increase the number of Spanish language materials in combined efforts through www.safercar.gov and hotline programs.

FY 2009 Budget Request: $10,393,000

NCAP relies on testing to cover a sufficient percentage of the vehicle fleet and child seat market in order to give consumers the information necessary to make informed purchasing decisions and to provide market incentives for manufacturers to produce safer vehicles and child seats. In order to realize safety benefits from this testing, these results and ratings, availability and proper usage of safety features, child restraints and information on emerging safety issues must all be disseminated appropriately to the widest possible audience to meet consumer needs. In FY 2009, the agency requests an additional $2,500,000 for this program to provide vehicles and testing costs associated with the new side impact pole test, while ensuring that there is no reduction in the number of vehicle models tested.

The funds in the FY 2009 budget request will be used to:

New Programs

- Implement the NCAP program enhancements decided on in FY 2008.
- Test vehicles with a new side impact pole test.

On-going Projects

- Provide consumers with easy to use comparative vehicle safety and child safety seat ratings.
- Provide consumers with vehicle safety ratings and child restraint information through www.safercar.gov, in agency publications, and at the point of sale.
- Evaluate child restraints for ease of use and provide consumers with child safety seat ratings through NHTSA's website at www.safercar.gov.
- Allow further enhancements and additions of information, based on FY 2008 NCAP change decisions, to www.safercar.gov, and continued development and dissemination of brochures and other vehicle safety materials.

Detailed Justification for Safety Performance (Rulemaking)

Fuel Economy	**FY 2009 Request: $3,880,000**

Overview:

The Energy Policy and Conservation Act of 1975 requires NHTSA to establish and revise, as appropriate, the average fuel economy standards for the passenger car and light truck fleets based on the following criteria: (1) economic practicability; (2) technological feasibility; (3) the effect of other motor vehicle standards of the government on fuel economy; and (4) the need of the United States to conserve energy.

In December 2007, the Energy Independence and Security Act of 2007 was signed into law. It requires NHTSA to undertake several efforts in addition to its current fuel economy activities and mandates timelines for their completion. While the agency is not requesting supplemental appropriations at this time, it is requesting to reallocate funds in order to meet its obligations under the new Act.

- In FY 2009, NHTSA requests $3,880,000 for the Fuel Economy program, in which is $2,000,000 more than the FY 2008 funding level. The FY 2009 request will provide funds to fulfill the obligations incurred by the Energy Independence and Security Act of 2007. Specifically, this funding will be used to provide fuel economy modeling; support for the required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2011 and beyond; fund the National Academy of Sciences to develop a report evaluating medium-duty and heavy-duty truck fuel economy standards; help the agency implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; and establish a new tire efficiency rating system, information dissemination methods, specifications for test methods and a consumer education program.

FY 2008 Base: $1,880,000

A pending proposal by the administration, as outlined in the 2007 State of the Union Address, would give the agency the authority to reform the passenger car standards, further reducing gasoline consumption. The funds requested in FY 2008 will allow the agency to augment activities of the Corporate Average Fuel Economy (CAFE) program by acquiring additional data, improving modeling capabilities, further refining economic and engineering theories and expanding capabilities of the existing system to consider the regulation of passenger cars.

In support of CAFE standards, NHTSA will conduct a technology assessment to refine cost and effectiveness estimates made by the National Academy of Sciences. Additionally, the agency will augment existing sources of data to improve modeling activities to help the agency evaluate and determine future fuel economy standards and refine theories used for modeling activities to improve results and help the agency better assess the economic and safety impact of future fuel economy standards. Pending authority from Congress, NHTSA will implement increases in CAFE outlined by the

President in the 2007 State of the Union Address and Executive Order 13432. This would consist of the initiation in 2007 of a rulemaking to increase passenger automobile CAFE standards.

Anticipated FY 2008 Accomplishments:

New Programs

- Publish a final rule "Alternative Fueled Vehicle Extension of CAFE Option Part 538" no later than December 31, 2007, in accordance with provisions under the Energy Policy Act of 2005.
- Pending Congressional approval and pursuant to the President's Executive Order 13432, publish a final reformed CAFE rulemaking for passenger cars for model years (MYs) 2010 and beyond and for light trucks for MY 2012 and beyond.

FY 2009 Budget Request: $3,880,000

The agency will continue to improve the fuel economy programs, looking at new modeling tools and simulation work as well as researching consumer and manufacturer behavior vis-à-vis fuel economy. The agency will also continue to acquire additional data and will further refine economic and engineering theories and expand capabilities of the existing modeling system to consider the regulation of passenger cars. The agency will use the National Academy of Sciences' technology assessment study to continue to evaluate standards which will improve fuel economy without negatively impacting safety and jobs. The FY 2009 budget request will support work continuing in the following areas for light truck and passenger car CAFE, as well as to provide funding for several studies required by the Ten-in-Ten Fuel Economy Act:

New Programs

- Conduct fuel economy modeling
- Support required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2011 and beyond.
- Implement a rule that requires manufacturers to label additional fuel economy information on new vehicles, as required by the Act.
- Establish a national tire efficiency consumer information program for replacement tires, as required by the Act. NHTSA must establish a new tire efficiency rating system, information dissemination methods, specifications for test methods and a consumer education program.

On-going Projects

- Continue to conduct analyses to assess future CAFE standards under a reformed structure for passenger automobiles that go beyond the model years covered in FY08.
- Conduct analyses in support of a potential programmatic Environmental Impact Statement for the fuel economy program

- Conduct research and analyses of ways to assess economic practicability of CAFE regulations on individual manufacturers under the newly reformed CAFE program.

Detailed Justification for Safety Performance (Rulemaking)

Transportation/Climate Change Center	**FY 2009 Request: $20,000**
Overview: The Center for Climate Change and Environmental Forecasting is an initiative of the U.S. Department of Transportation, dedicated to fostering awareness of the potential links between transportation and global climate change, and to formulating policy options to deal with the challenges posed by these links. NHTSA partners with other Departmental modes to fund these activities. Transportation activities accounted for over a quarter of total U.S. greenhouse gas emissions in 2002. The Center's steering committee decides, on an annual basis, how to apply the Center's funds. Annually, the funds are allocated to outside research through competitive awards, or to internal DOT/Volpe Center research. Center-funded research publications and documents are published annually and distributed, and also posted on the Center's website.	
FY 2008 Base: $20,000 NHTSA will continue to support intermodal activities through the Center for Climate Change and Environmental Forecasting.	
FY 2009 Budget Request: $20,000 NHTSA will continue to support intermodal activities through the Center for Climate Change and Environmental Forecasting.	

Detailed Justification for Safety Performance (Rulemaking)

Theft Program	**FY 2009 Request: $75,000**

Overview:

While improvements have been made in motor vehicle theft prevention, vehicle theft remains a persistent problem in the United States. More than 1 million motor vehicle thefts occur annually in this country, causing loss of mobility and economic impact to those affected. NHTSA is required by 49 U.S.C. 33104(b) (4) to periodically obtain and publish accurate and reliable theft data. The National Crime Information Center (NCIC) of the Federal Bureau of Investigation provides this data. The NCIC is a governmental system that receives vehicle theft data from approximately 23,000 criminal justice agencies and other law enforcement authorities throughout the U.S. This National data includes the reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

- NHTSA requests $75,000 for its Theft programs in FY 2009. This request is a $100,000 decrease below the FY 2008 funding level. In FY 2008, the agency requested additional funding to conduct studies on anti-theft devices and parts marking, which will not be needed in FY 2009 because these studies will be completed by that time.
- The FY 2009 funding request will allow the agency to continue to identify and evaluate newly developed methods of parts-marking to determine if they are sufficiently permanent and otherwise meet the purposes and definitions under 49 CFR Part 541. FY 2009 funding will also allow for the development of a motor vehicle theft prevention guide for consumers, as well as for the completion of the Anti-theft Device Study which will evaluate the distinctions between anti-theft devices for which manufacturers have received exemptions from the parts marking requirements under 49 CFR Part 543 and devices voluntarily installed in low-theft vehicles and the effectiveness of each in reducing and deterring theft. Additionally, the FY 2009 funding request will provide for the continued publication of the annual insurer report by September 2009.

FY 2008 Base: $175,000

The FY 2008 budget request will begin a study to evaluate the contribution of anti-theft devices and parts marking to the downward trend in theft rates. Additionally, the agency will begin a technology study to identify and evaluate newly developed methods of parts marking to determine if they can be viable alternatives to be included under 49 CFR Part 541; and to begin an anti-theft device study to provide a comparative analysis of the anti-theft attributes of devices voluntarily installed in low-theft vehicles with those that have been granted exemptions and, evaluating the ability of each to effectively reduce and deter theft. Finally, the FY 2008 funding will support the completion of the annual insurer report by September 2008.

Anticipated FY 2008 Accomplishments:

- Publish an annual report by September 2008.
- Develop a preliminary report of findings on the contribution of anti-theft devices and parts marking to the downward trend in theft rates.
- Develop a preliminary report on the findings of the parts marking technology and an anti-theft device study.

FY 2009 Budget Request: $75,000

The FY 2009 budget request will fund the following projects:

- Contractual support to continue to identify and evaluate newly developed methods of parts marking to determine if they are sufficiently permanent and meet the purposes and definitions for inclusion under 49 CFR Part 541.
- Contractual support for the development of a motor vehicle theft prevention guide for consumers and to complete an Anti-theft Device Study in which NHTSA will evaluate distinctions between anti-theft devices for which manufacturers have received exemptions from the parts marking requirements under CFR Part 543 and those devices voluntarily installed in low-theft vehicles and evaluate the effectiveness of each in reducing and deterring theft.
- Contractual support for publication of annually required insurer report by September 2009.

Explanation of Programmatic Funding for Safety Assurance (Enforcement)

Enforcement	**$17,477,000**
Overview: In FY 2009, NHTSA is requesting $17,477,000 to conduct Enforcement programs, as defined below.	
Vehicle Safety Compliance	$8,096,000
Safety Defects Investigation	$9,229,000
Odometer Fraud	$152,000

Detailed Justification for Safety Assurance (Enforcement)

Vehicle Safety Compliance	**FY 2009 Request: $8,096,000**

Overview:

The agency's Vehicle Safety Compliance program contributes to the Department's goal of reducing highway fatalities. Failure of motor vehicles and items of motor vehicle equipment to comply with Federal Motor Vehicle Safety Standards (FMVSS) can lead to fatalities, injuries, and property damage. The agency's Vehicle Safety Compliance program conducts testing, inspection, analysis, and investigations to identify motor vehicles, motor vehicle equipment, and imported vehicles that do not meet applicable FMVSS and regulations. When a noncompliance is confirmed, the manufacturer or Registered Importer must recall and remedy the noncompliance. The program also determines whether vehicles that were not manufactured to comply with U.S. safety standards may be imported based on evidence that the vehicles can be modified so as to comply. The program also enforces the Corporate Average Fuel Economy (CAFE) regulations by collecting civil penalties and tracking any available credits.

- In FY 2009, $8,096,000 is requested for the Vehicle Safety Compliance program, which is $400,000 more than the FY 2008 funding level. Funding the program at this level will allow the agency to complete critical testing of new vehicles for compliance with crashworthiness and crash avoidance standards and critical equipment compliance testing by September 2009, as well as to continue enforcement of CAFE regulations for passenger vehicles and light trucks. The additional funding would help absorb some of the costs for the development of new test procedures and testing under new or substantially revised FMVSSs covering light vehicle tires, tire pressure monitoring systems (TPMS), electronic stability control (ESC), roof crush, side impact, and ejection mitigation.

FY 2008 Base: $7,696,000

In FY 2008, the agency will continue compliance testing to enforce the FMVSS and other regulations and will continue its efforts to give special emphasis to enforcement concerning noncompliant equipment such as lighting and tires, especially such equipment imported into this country.

Anticipated FY 2008 Accomplishments:

New Programs

- Initiate compliance testing for ESC systems installed on passenger cars and light trucks, and continue vigorously pursuing field inspections and investigations of noncompliant vehicles and safety equipment.

On-going Projects

- Complete registered importer applications and vehicle importation eligibility petitions in a timely manner.
- Continue compliance testing.
- Continue enforcement of the CAFE standards.

FY 2009 Budget Request: $8,096,000

In FY 2009, funding is requested to:

- Complete critical vehicle crashworthiness and crash avoidance compliance testing by September 2009, including testing for compliance with, and/or developing test procedures for, several new or substantially revised standards including light vehicle tires, TPMS, ESC, roof crush, and side impact.
- Complete critical equipment compliance testing (including items such as child seats, seat belts, and brake hoses) by September 2009.
- Continue enforcement of CAFE regulations, including the new rule for light trucks.
- Continue enforcement of rules concerning importation of noncompliant vehicles and equipment, including review of petitions concerning vehicles that may be modified to conform to NHTSA standards.

Detailed Justification for Safety Assurance (Enforcement)

Safety Defects Investigation	**FY 2009 Request: $9,229,000**

Overview:

NHTSA's Safety Defects Investigation program investigates possible defect trends, and where appropriate, seeks recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. NHTSA developed a data warehouse/system to access a substantially increased amount of early warning reporting (EWR) data submitted by manufacturers pursuant to the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. The agency analyzes the EWR data to determine whether anomalies or trends exist that potentially indicate the presence of a safety-related problem. The agency is using this information to supplement its complaint database and assist NHTSA in deciding whether to open a defect investigation. Since 2000, NHTSA has influenced, on average, the recall of nearly 10 million vehicles annually as well as the recall of millions of items of equipment for safety-related defects.

- The FY 2009 Safety Defects Investigation request is $9,229,000, which is $1,200,000 less than the FY 2008 funding level. This reduction represents a transfer of funds to two other necessary programs: (1) $800,000 of this amount will allow the agency to fund the Fuel Economy program to provide for studies required under the Ten-in-Ten Fuel Economy Act (Title I of HR 6); (2) the remaining $400,000 will enable the Office of Vehicle Safety Compliance to conduct critical compliance testing. Although the funds available for defects investigations are reduced, the Agency has the funds it needs to effectively conduct the program. The Agency will defer efforts to examine emerging technologies, such as crash avoidance technology, which may be the subject of future defect investigations since some of these technologies present new challenges to manufacturers in their development and testing to ensure their safe implementation over years of service.
- The FY 2009 request will enable NHTSA's defects investigation program to maintain an average completion time for an investigation at eight months, maintain the quality of the screening and investigation processes, maintain the vehicle recall completion rate, continue to monitor recalls for adequacy of scope and remedy, continue to promote the vehicle safety hotline and www.safercar.gov to consumers to increase defects reporting, and continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current.

FY 2008 Base: $10,429,000

Funding will enable staff to pursue defect investigations based on consumer complaints, early warning reporting (EWR) data, and other data when warranted in an aggressive manner driven by accurate and scientific analysis of the facts to prevent serious injury and/or fatalities; monitor recalls to ensure that they are conducted in a timely manner, that the remedy is adequate, and that the scope is correct; maintain the Advanced Retrieval Tire Equipment Motor (vehicle) Information System (ARTEMIS) database that contains all of the information vital to the defect investigation process, and promote www.safercar.gov and the vehicle safety hotline as quick and easy methods to report vehicle defects through partnerships with motor vehicle and relevant consumer organizations.

Anticipated FY 2008 Accomplishments:

In FY 2008, the Safety Defects Investigation program will:

New Programs

- Following the completion of the second phase of analysis of the EWR system and if analysis warrants changes to the EWR rule, begin preparation of rulemaking documents.

On-going Projects

- Continue to analyze EWR data submitted by manufacturers on a quarterly basis.
- Continue to develop and validate the appropriateness of analytical tools to identify potential safety defects contained in EWR data.
- Continue to identify and locate manufacturers who have not submitted EWR data, and ensure that those who fall within the reporting requirements comply.
- Continue to open investigations, where appropriate, and aggressively pursue the recall of products with safety-related defects.
- Continue to monitor recalls to ensure adequacy of scope, remedy and timeliness.

FY 2009 Budget Request: $9,229,000

In FY 2009, NHTSA is requesting a reduction of $1,200,000 in the Safety Defect Investigation program. This reduction will allow the agency to fund the Fuel Economy program to provide for studies required under the Ten-in-Ten Fuel Economy Act (Title I of HR 6) and to support certain critical compliance testing. A reduction in the defects investigation program will result in the Agency deferring efforts to examine emerging technologies, such as crash avoidance technology, which may be the subject of future defect investigations since some of these technologies present new challenges to manufacturers in their development and testing to ensure their safe implementation over years of service.

The FY 2009 budget request provides funding to:

On-going Projects

- Maintain the average completion time for a defect investigation at eight months.
- Maintain the quality of the screening and investigation processes. (Approximately 50-percent of all opened investigations end with a safety recall or other manufacturer action to correct a problem.)
- Ensure sufficient screening/investigative activity and, as necessary, supporting research are focused on emerging technologies to ensure that newly deployed technologies do not present undue safety risks to consumers.
- Maintain or enhance the vehicle recall completion rate of 72-percent (based on a five-year average).
- Continue to monitor recalls for adequacy of scope and remedy.
- Continue to promote, but to lesser degree, the vehicle safety hotline and www.safercar.gov as customer-friendly methods to report defects, through partnerships with relevant vehicle safety and consumer organizations.
- Continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current.

Detailed Justification for Safety Assurance (Enforcement)

Odometer Fraud Investigation	**FY 2009 Request: $152,000**

Overview:

Odometer tampering continues to be a serious crime and consumer fraud issue, often masking the actual condition of used vehicles, which increases the safety risks associated with their use and may hide the need for necessary safety maintenance and repairs. In 2002, NHTSA determined that there are more than 450,000 vehicles sold each year with odometers that have been rolled back, defrauding American car buyers out of at least $1 billion annually. During the past three years, the numbers of odometer fraud cases has escalated. New car prices coupled with the increased demand for late model, low mileage used cars have made odometer fraud more profitable than ever. Strong enforcement of the Federal and State odometer laws (i.e., prosecutions with stiff sentences) appears to be the most effective way to address the problem.

The agency works under cooperative agreements with several State agencies to provide notification to owners of vehicles identified during investigations and advise them of the mileage discrepancies and their rights and remedies under the Federal odometer law. NHTSA encourages all State agencies to provide this notification and assists them when necessary. Since 1984, odometer fraud investigations have resulted in more than 250 criminal convictions in 36 States with prison sentences ranging from one month to eight years, criminal fines totaling $2,943,400, and court ordered restitution totaling $10,070,900.

- In FY 2009, NHTSA is requesting $152,000 for Odometer Fraud Investigation programs, which is consistent with the FY 2008 funding level. The FY 2009 request will provide NHTSA the ability to award cooperative agreements to multiple State enforcement agencies to encourage those States to investigate odometer fraud for criminal prosecution, seek injunctions against violators, and seek recovery of damages for defrauded consumers.

FY 2008 Base: $152,000

In FY 2008, NHTSA will award cooperative agreements to multiple State enforcement agencies that will investigate odometer fraud for criminal prosecution, seek injunctions against violators, and seek recovery of damages for defrauded consumers.

NHTSA will also seek to award cooperative agreements to two State enforcement agencies that will each assign an investigator to NHTSA for one year to receive in-depth training in odometer fraud investigations. The assignment of these investigators will add to the number of investigations that the Office of Odometer Fraud Investigation will be able to complete.

Anticipated FY 2008 Accomplishments:

In FY 2008, NHTSA will continue to provide nationwide enforcement of the Federal odometer law.

FY 2009 Budget Request: $152,000

The FY 2009 budget request provides funding to award cooperative agreements to multiple State enforcement agencies that will assist NHTSA's efforts in encouraging States to initiate new odometer fraud activities or enhance existing programs designed to reduce the occurrence of odometer fraud in those States. Through these cooperative agreements, NHTSA plans to realize the goal of deterring future odometer law violations, which will save consumers millions of dollars in maintenance and repair costs, and better enable purchasers of used vehicles to keep their vehicles safe and roadworthy. This funding request will enable States to:

- Investigate odometer fraud for criminal prosecution.
- Seek injunctions against violators.
- Seek recovery of damages for defrauded consumers.

Explanation of Programmatic Funding for Research and Analysis

Research and Analysis/Vehicle Safety	**$29,170,000**
Overview: In FY 2009, NHTSA is requesting $29,170,000 to conduct Research and Analysis programs, as defined below.	
Safety Systems	$6,826,000
Biomechanics	$11,000,000
Heavy Vehicles	$ 2,115,000
Crash Avoidance and Human-Vehicle Performance/ Pneumatic Tire Research	$8,104,000
Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety	$125,000
Early Fatality Analysis Reporting System	$1,000,000

Detailed Justification for Research and Analysis

Safety Systems	FY 2009 Request: $6,826,000

Overview:

Motor vehicle crashes claimed the lives of 42,642 people in the United States in 2006. In addition, approximately 2.5 million occupants suffered injuries in motor vehicle crashes in 2006. In FY 2006, passenger vehicles occupant fatalities were 30,521, which represent 71.6% of total fatalities, a decline from 76.4% in 2002. The number of persons injured declined for the seventh year in a row to a total of 2,575,000 injured in 2006.

The focus of the research will be frontal, side, and rollover crashes which account for most of the deaths and serious injuries in passenger cars and light trucks and vans (LTVs). Light truck occupant fatalities decreased from 12,975 in 2005 to 12,721 in 2006. Vehicle crash compatibility and occupant ejections continue to result in crash deaths and serious injuries. In 2005 (latest rate data available), ejection from the vehicle accounted for 27-percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was twice the rate of passenger car occupants. Activities in NHTSA's Safety Systems program specifically address the Department's highway safety fatality goals.

- NHTSA requests $6,826,000 for Safety System programs in FY 2009, which is $1,400,000 less than the FY 2008 funding level. Even with a reduced level of funding, this request will enable the agency to continue to provide research support for issuing or upgrading Federal motor vehicle safety standards and facilitate coordination with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems. Additionally, the FY 2009 budget request will allow the agency to continue research to develop performance specifications and objective tests for advanced adaptive restraints. Funding at this level will delay completion of the development of a new Movable Deformable Barrier for use in front-to-side impact testing.

FY 2008 Base: $8,226,000

In FY 2008, NHTSA's Safety Systems light duty passenger vehicle program will conduct research to address important crash problem areas, with maximum use of new technologies that sense the occupants and environment and determine the best course of automatic actions to mitigate the harm in an unavoidable, imminent crash. Such technologies include occupant monitoring sensors, reversible belt pre-tensioning and load limiting systems. Additionally, the agency will initiate research to develop performance specifications for advanced adaptive restraints. These systems sense the occupants and the environment and determine the best course of restraint deployment to mitigate the harm in an unavoidable, imminent crash. Actions include real-time, self-adjusting belts and airbags tailored for specific occupants in various crash situations. Funding in the FY 2008 request will provide for continued research to develop performance specifications for frontal and side crash mitigation countermeasures.

The FY 2008 request will also allow the agency to continue research in dynamic test development and performance metrics for front-to-front compatibility evaluation and proper crash energy management through improved front structural design (mutual protection through matching). Vehicle compatibility research will also continue on roof crush and ejection mitigation – two important issues related to roll-over protection. A roadmap for Lightweight Plastic and Composite Intensive Vehicles [PCIV] research will be developed in an effort to examine possible safety benefits.

Anticipated FY 2008 Accomplishments:

FY 2008 accomplishments include:

New Projects

- Initiate development of a roadmap for Lightweight Plastic and Composite Intensive Vehicles (PCIV) research to examine possible safety benefits.
- Initiate research to develop testing and performance requirements for child-restraints for side-impact protection.
- Initiate research to upgrade the frontal crash protection for child-restraints.

On-going Projects

- Complete problem analyses for advanced adaptive restraints and identify the target crashes that provide the greatest safety benefit for this solution.
- Complete initial data collection to characterize the front-to-front crash energy compatibility performance of LTVs. Complete preliminary benefits estimates. Complete and evaluate a prototype rigid barrier upgrade for improved front-to-front compatibility data collection.
- Complete preliminary evaluation of the benefits for upgrading side impact test

barrier for improving front-to-side vehicle compatibility.

- Provide the research support for issuing or upgrading Federal motor vehicle safety standards for ejection mitigation and other priority rulemakings, including roof crush.
- Conduct research to develop performance specifications for advanced adaptive restraints.

FY 2009 Budget Request: $6,826,000

The FY 2009 budget requests funding to:

On-going Projects

- Continue research to develop testing and performance requirements for child-restraints for side-impact protection.
- Continue research to upgrade the frontal crash protection for child-restraints.
- Develop performance tests for front-to-front compatible energy management in crashes between LTVs and passenger cars.
- Work with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems.
- Continue research support for issuing or upgrading Federal motor vehicle safety standards.
- Continue research to develop performance specifications for advanced adaptive restraints.

Detailed Justification for Research and Analysis

Biomechanics	**FY 2009 Request: $11,000,000**

Overview:

The support provided by the continuous and long range biomechanical research activities of the Human Injury Research Division allows development of the critical scientific links between mechanical conditions of an impact and the human injury consequences of that impact. To accomplish these goals, the science of impact biomechanics is applied for developing suitable injury criteria that predict injury risk in automobile crashes and provide the test devices, such as crash test dummies, that accurately mimic human impact response. These resulting capabilities and equipment allow a confident, quantitative prediction of the extent and severity of human injury for a particular body area and impact situation. Specific focus will be on pediatric impact biomechanics; older occupant impact tolerance and response to advanced restraints; thoracic and abdominal impact response and the effects of restraint type on the likelihood of such injuries; and pedestrian impact response. New areas of research in computer modeling, crash reconstruction, and advanced restraint systems assessment will broaden the knowledge of the agency and keep the research group in the forefront of impact biomechanics research.

NHTSA's Biomechanics programs support the Department's 1.0 fatality rate goal, its sub-metrics for non-occupant (specifically pedestrian fatalities) and passenger vehicle fatality goals, as well as the agency's occupant protection and child restraint goals. Research in biomechanics provides critical information for vehicle design and occupant protection systems to improve the crash outcome for victims.

- In FY 2009, NHTSA is requesting $11,000,000 for biomechanical programs, which is consistent with FY 2008 funding . The FY 2009 request will allow the agency to continue research on adult and child crash test dummies and their associated injury assessment capabilities to address populations at risk; use analytical and computer-based analyses to predict injury consequences of an occupant during a crash; continue the human injury data collection through detailed hospital-based crash injury studies that identify and analyze critical safety issues and accelerate identification of emerging safety issues; and continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions.

FY 2008 Base: $11,000,000

Research efforts in FY 2008 will build on existing relationships and projects with internationally recognized, university-based groups conducting biomechanics research. Collaborative projects with industry and international research groups are also envisioned. These areas of research include assessment of crash dummies and the development of associated injury criteria in all impact modes (frontal, side, rear and rollover).

Anticipated FY 2008 Accomplishments:

New Programs

- Develop novel 3-dimensional tracking techniques to capture kinematic behavior of human surrogates in typical automotive crash environments. Results will help tune dummy response to human response.
- Evaluate over 350 detailed crash investigations of the Crash Injury Research and Engineering Network (CIREN) program using the new BioTab tool to develop consistent and objective assignment of injury mechanisms to the specific occupant injury.
- Develop preliminary response requirements and associated injury criteria for child dummies.
- Develop a new knee-thigh-hip injury criterion for frontal crashes and evaluate its use in the New Car Assessment Program and Federal Motor Vehicle Safety Standard No. 208 frontal crash tests.

On-going Projects

- Continue human injury data collection through detailed hospital-based crash injury studies that identify and analyze critical safety issues and accelerate identification of emerging safety issues.
- Continue university-based impact trauma research programs on human impact and injury responses of major body regions. Develop relationships and projects with newly emerging impact biomechanics programs.
- Continue the analysis using the Biomechanics Database, facilities and capabilities to address pending research and rulemaking issues such as injury criteria for brain, chest, and lower limb injuries.

FY 2009 Budget Request: $11,000,000

Basic and applied biomechanics research provides NHTSA with state-of-the-art test devices, injury criteria, and performance limits for the head, neck, torso, and extremities and allows the agency to effectively continue its basic injury research. The FY 2009 budget requests funding to:

New Programs

- Initiate university-based impact trauma research programs on human impact and injury responses of major body regions with special emphasis on pediatric and older adult injuries.

On-going Projects

- Continue analytical, computer-based capabilities to predict the injury consequences of an occupant's interaction with typical, as well as advanced, automotive restraints and structures through analytical research.
- Reach consensus on state-of-the-art adult and child crash test dummies (such as

THOR, WorldSID, Q series dummy types) and their associated injury assessment capabilities to address, on a worldwide basis, populations at risk.

- Continue the human injury data collection through detailed hospital-based crash injury studies that identify and analyze critical safety issues and accelerate identification of emerging safety issues.
- Continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions. Develop relationships and projects with newly emerging impact biomechanics programs.
- Continue to conduct analysis of the data in the Biomechanics Database, to address emerging research and rulemaking issues, such as injury criteria for brain, chest and lower limb injuries.

Detailed Justification for Research and Analysis

Heavy Vehicles	**FY 2009 Request: $2,115,000**

Overview:

Large trucks are involved in 8-percent of fatal crashes, and 12-percent of all fatalities occur in crashes involving a large truck. Additionally, heavy truck crashes tend to be more severe in terms of property damage when crashes occur. Primarily, as a result of the huge mass differential between heavy trucks and cars, which may be as much as 20 to one, approximately 76-percent of truck-related fatalities are the occupants of the other vehicles that collide with trucks.

The most effective way to attack this problem is to concentrate on countermeasures to avoid the collision in the first place, as heavy truck-car collisions do dissipate the crash energy in such collisions through crush the frontal structures of the vehicles involved. NHTSA's Heavy Vehicle Safety Research program supports the Agency's rulemaking efforts by developing the scientific basis for improving the safety of heavy vehicles by making them less prone to crashes through improvements in their braking, handling, and visibility characteristics; by mitigating the consequences of collisions that occur between heavy trucks and other vehicles; and improving the driving performance of truck drivers through the use of advanced technologies.

NHTSA's Heavy Vehicle Safety Research program supports the Department's 1.0 fatality rate goal through direct support of the large truck and bus fatality sub-metric. This program contributes to the agency's rulemaking efforts by developing the scientific basis for improving the safety of heavy vehicles.

- In FY 2009, NHTSA is requesting $2,115,000, which is $980,000 less than the FY 2008 funding level. In FY 2008, the agency will finish a study of commercial vehicle rollover and electronic stability control (ESC). Funding for this study will not be required in FY 2009. The FY 2009 request will enable the agency to initiate research on heavy truck tire pressure monitoring and central inflation systems. This funding will also complete research toward understanding the performance capabilities of electronic stability control (ESC) systems for single unit trucks and improve heavy vehicle crash avoidance performance. Funding will also allow the agency to continue the development of requirements and objective tests for assessing tractor/semi-trailer ESC systems and field testing of electronic vision enhancement systems for elimination of truck blind spots. Reduced funding will delay research on heavy truck tire pressure monitoring/central inflation systems.

FY 2008 Base: $3,095,000

Research to understand the performance capabilities and potential safety benefits of heavy truck ESC systems is nearing completion, and development of test procedures and metrics to evaluate ESC systems will be initiated for tractor/semi-trailer vehicles. Preliminary crash data analysis is also being completed on single-unit trucks to determine

the potential safety benefit of ESC technology if it were applied to this segment of commercial vehicles. Development of systems utilizing camera/video imaging for eliminating truck blind spots is also nearing completion.

Anticipated FY 2008 Accomplishments:

New Programs

- Initiate development of requirements, assessment metrics and test procedures for heavy vehicle (tractor semi-trailer) ESC systems. This information will support standards development.
- Initiate a field test of an electronic vision enhancement system to reduce truck blind spots to quantify safety improvement.

On-going Projects

- Complete initial research to understand performance capabilities and potential safety benefits of heavy vehicle ESC systems.
- Complete additional brake research needed to support upgrading FMVSS 121 (Air Brake Systems).
- Complete preliminary crash data analysis to determine potential safety benefits of ESC for single-unit trucks and buses.

FY 2009 Budget Request: $2,115,000

Stability control systems reduce loss of control crashes involving heavy vehicles, which often result in rollover or jackknifing. Developing better side and rearward visibility systems, including video mirrors, will help reduce the hazards of lane change crashes for heavy vehicles. Improving occupant protection will reduce the injury severity and prevent serious injuries to truck occupants involved in a crash

New Programs

- Improve heavy vehicle crash avoidance performance through research into driver assistance technologies for crash prevention and mitigation.
- Initiate research to understand performance capabilities of ESC systems for single unit trucks.

On-going Projects

- Continue development of requirements and objective tests for assessing tractor/semi-trailer ESC systems.
- Continue field test of electronic vision enhancement systems for elimination of truck blind spots.

Detailed Justification for Research and Analysis

Crash Avoidance & Pneumatic Tire Research	**FY 2009 Request: $6,826,000**

Overview:

The rapid advance of new electronic technologies will radically change the design and performance of automobiles over the next 10 years. These technologies present a unique research challenge. Evaluation of driver assistance technologies, performance standards, and consumer education materials are needed to ensure that the maximum safety benefits are derived from these technologies, while providing a minimum burden to driver distraction.

Research areas include vehicle rollover, braking, handling, stability, direct and indirect visibility, vehicle lighting/signaling, controls and displays, as well as all human factor issues associated with the interaction between the driver and vehicle. Research tools include the National Advanced Driving Simulator (NADS), test tracks, and instrumented vehicles. SAFETEA-LU includes requirements for developing reports to Congress based on research of technologies to prevent backover crash incidents and on seat belt use reminder technologies to improve seat belt usage.

In response to the FY 2008 Senate Report 110-131, NHTSA initiated development of a methodology and objective tests for the three most promising near term technology areas: pre-collision mitigation, back over warning, and lane keeping and driver monitoring systems. Objective test procedures developed under this program and estimated potential benefits will be used for determining the next steps needed for widespread deployment of safety beneficial systems. The initial phase of this research will be completed in 2009. NHTSA will also assess the current state of impairment detection devices.

- In FY 2009, NHTSA requests $6,826,000 for Crash Avoidance & Human-Vehicle Performance/Pneumatic Tire Research programs, which is consistent with FY 2008 funding. The FY 2009 request will allow the agency to complete objective test development for additional advanced safety systems such as lane keeping systems, brake assist systems and to publish safety benefits and consumer information on advanced safety systems. The research will also continue to develop interface guidelines to mitigate driver distraction potential of in-vehicle warning systems.
- Additionally, FY 2009 funding will allow the agency to: continue to identify, evaluate, and decide on which new technologies have the potential of providing significant reductions in crashes; develop new assessment methodologies and safety performance criteria to test and evaluate new technologies; develop objective test procedures and criteria to estimate the safety impact of new technologies; develop and implement a plan to facilitate the widespread deployment of beneficial technologies; improve vehicle braking, directional control and stability; develop performance rating tests for vehicle handling; and identify needed improvements to drivers' direct and indirect visibility.

FY 2008 Base: $8,104,000

In FY 2008, NHTSA will continue the development of test protocols for advanced vehicle technologies. These activities will include identification of priority technologies for inclusion in the safety effectiveness evaluation program for use in New Car Assessment Program (NCAP) or rulemaking, coordination with the automotive manufacturers and suppliers in order to leverage existing data and test procedures to assess the safety performance of emerging vehicle safety technology, and development of the evaluation and testing framework, which utilizes data developed under existing field operational test programs.

In FY 2008, NHTSA will wrap up tire research initiated by the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. Particular emphasis is placed on improving the ability of tires to withstand the effects of factors such as tire heat build up, low inflation, and aging.

Anticipated FY 2008 Accomplishments:

New Programs

- Initiate research to study driver response to advanced technologies for driver assistance in crash-likely scenarios using the NADS.
- Evaluate potential effectiveness of rear video cameras in reducing backover crashes. Initiate the development of a performance standard for preventing backover crashes.
- Develop test procedures to determine the effectiveness of candidate crash prevention technologies in relevant critical situations, and conduct tests, and analyze results to assess the benefits.
- Develop requirements for, and evaluate, a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.
- Develop tire aging test procedures and performance requirements.

On-going Projects

- Complete a study evaluating human performance when using brake assist technology.
- Complete a study evaluating brake assist system performance.
- Complete a NADS study assessing vehicle stability control effectiveness.
- In a cooperative effort with industry, complete the development of a test bed vehicle with an integrated adaptive driver interface. This test vehicle will adjust the driver's workload from in-vehicle devices and the algorithms of crash warning systems in accordance with the current demands of the driving task.
- Complete development of a realistic protocol to evaluate the crash reduction

potential of enhanced rear signaling systems.

- Complete research to identify causes of excessive headlamp glare and potential countermeasures. Continue efforts to determine requirements for advanced vehicle headlamp systems that automatically adjust the beam intensity and direction as a function of driving conditions.
- Complete the evaluation of adaptive driver/vehicle interfaces that monitor driver glance directions to help reduce distraction-related crashes.

FY 2009 Budget Request : $8,104,000

The FY 2009 Crash Avoidance & Human Vehicle Performance budget request will fund continued application of the safety performance process to additional high priority technologies.

New Programs

- Improve vehicle braking, directional control and stability; develop performance rating tests for vehicle handling.
- Improve drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces, and minimizing driver distraction from in-vehicle devices.

On-going Projects

- Identify and evaluate which new crash prevention technologies have the potential of providing significant reductions in crashes.
- Develop new assessment methodologies and safety performance criteria to test and evaluate new technologies.
- Develop and implement a plan to facilitate the widespread deployment of beneficial technologies. Options to achieve this include developing new vehicle safety performance requirements or developing a means of communicating with consumers the availability and effectiveness of advanced safety.
- Complete a field test to support possible rulemaking on alternative rear lighting and signaling approaches.
- Continue research on NADS to examine the role of advanced vehicle technologies in reducing crashes.
- Complete research required to support agency efforts to finalize test procedures and associated performance criteria for tire aging requirements.

Detailed Justification for Research and Analysis

Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety	**FY 2009 Request: $125,000**

Overview:

Promotion of hydrogen as a fuel to reduce the U.S. dependence on foreign oil and other benefits is a Presidential priority. Many manufacturers are heavily investing in producing and marketing these alternative fuel vehicles in the near future. As those vehicles are deployed in the fleet, the safety of hydrogen as a fuel and the safety of alternative fuel vehicles in crashes become an issue of paramount concern. Ensuring that hydrogen internal combustion engine (ICE) and fuel cell powered vehicles attain a level of safety comparable to that of other vehicles requires an extensive research effort, due to the many advanced and unique technologies that have previously not been tested in the transportation environment. A failure to adequately address safety concerns in the earliest stages of development could affect the future development of this promising technology if a catastrophic failure were to occur.

- In FY 2009, NHTSA is requesting $125,000 for Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety, which is $800,000 less than the FY 2008 funding level. With this level of funding, NHTSA will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles. This is relatively new technology, and NHTSA has been unable to procure many of the components needed for testing. The reduced funding will have little effect on the program in FY 2009 because of this delay in obtaining the necessary fuel system components for testing.

FY 2008 Base: $925,000

NHTSA will conduct the test program to assess fuel system integrity of hydrogen and fuel cell equipped vehicles under a variety of operational and crash conditions. Testing will evaluate causes of failures and mitigation strategies for loss of fuel system integrity, using available fuel system components.

Anticipated FY 2008 Accomplishments:

The Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety program will conduct and report results of fuel system integrity tests and the failure modes of fuel system components and effects analysis.

FY 2009 Budget Request: $125,000

NHTSA will continue its test and evaluation procedures development for safety assessment using suitable performance criteria.

Risk assessment studies will quantify potential failures that could indicate unsafe

conditions. Funding will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles. Specifically, funding is requested to:

New Programs

- Initiate development of test procedures and suitable performance criteria to quantify potential failures and resulting unsafe conditions.

On-going Projects

- Continue research on full vehicle system performance, including crash, leakage and electrical isolation detection.
- Analyze the results from the fuel system storage component testing and evaluate the safe storage of hydrogen.

Detailed Justification for Research and Analysis

Early Fatality Notification System (FastFARS)	**FY 2009 Request: $1,000,000**

Overview:

FastFARS provides the Agency with crash fatality counts with a lag-time of thirty days for all fatalities and within one week after National holidays. NHTSA and the highway safety community have an essential need for "near real-time," data on the number of fatalities resulting from motor vehicle traffic crashes. FastFARS data are essential to providing timely information to Congress, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the state of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans. The agency is accruing benefits by identifying and alleviating bottleneck problems at the jurisdiction level. The investment into FastFARS allows NHTSA to speed up the existing data program, the Fatality Analysis Reporting Systems (FARS).

- In FY 2009, NHTSA is requesting $1,000,000 for the FastFARS program, which is consistent with the FY 2008 funding level. FY 2009 funding allows the agency to continue to operate develop the FastFARS reporting, including the receipt and recording of the fatality count data and for these data to be collected into the National system. The FY 2009 funding will also allow the Agency to continue the maintenance of statistical procedures for adjustments to notification data, and for publication of data and information.

FY 2008 Base: $1,000,000

All 50 States and the District of Columbia, Puerto Rico and the Virgin Islands are entering basic crash fatality data into the FastFARS system. These initial data are currently used to identify delays in reporting. In FY 2008, NHTSA will continue to assist in correcting the identified gaps, develop new methodologies for faster data collection, design analytical approaches for data dissemination, and develop plans for continued operation of the program.

Anticipated FY 2008 Accomplishments:

- Refine the statistical procedures for adjustments to notification data for publication of data and information.
- Continue evaluating, improving, and monitoring the data entered into the case management system.

FY 2009 Budget Request: $1,000,000

NHTSA uses these initial data from the FastFARS system to provide early estimates of

fatalities. In addition, NHTSA will continue to improve and refine the FastFARS reporting by efforts to:

- Continue to refine the statistical procedures for adjustments to notification data for publication of data and information.
- Continue to evaluate, improve, and monitor the data entered into the case management system.
- Fully integrate the FastFARS data collection and reporting system with the core FARS program system.

Detailed Justification for Administrative Expenses

Vehicle Safety Administrative Expenses	FY 2009 Request: $58,685,000

Overview:

NHTSA is requesting $115,268,000 in total for administrative expenses in FY 2009, which will be funded from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of $3,920,000 over the FY 2008 funding level.

For the portion of administrative expenses funded from Vehicle Safety, the FY 2009 budget request is $58,685,000, which is $700,000 less than the FY 2008 funding level as a result of realigning expenses between the Vehicle Safety and Highway Safety Research accounts. In FY 2009, NHTSA requests Vehicle Safety Administrative Expenses funding for:

- $45,196,000 for Salaries and Benefits, which is $623,000 more than the FY 2008 funding level. This assumes a 3% general pay raise in January 2009 to fund 352 Full-Time Equivalent (FTE) employees, the same FTE level as FY 2008. Of this amount, $500,000 will be funded through the Working Capital Fund for employee transit benefits.
- $536,000 for Travel, which is consistent with FY 2008 funding.
- $163,000 for Transportation charges, which is consistent with FY 2008 funding. These funds support the Working Capital Fund.
- $4,555,000 for Rent, Communications, and Utilities, which is $1,582,000 less than the FY 2008 funding level due to the re-alignment of funds between the Vehicle Safety and Highway Safety Research and Development accounts. This includes GSA rent at a level of $1,700,000, which is $1,582,000 less than the FY 2008 funding level; Working Capital Fund support at a level of $1,792,000, which is consistent with the FY 2008 funding level; and $1,063,000 for partial funding of Vehicle Safety Hotline, which is consistent with the FY 2008 funding level. The Vehicle Safety Hotline had to undergo a contractual re-competition in FY 2007 that caused a change in the estimated costs for FY 2007-2008. The contract will need to be re-competed again in FY 2009 at an expected cost of $2,027,000, the remainder of which is funded out of the Highway Safety Research and Development account.
- $333,000 for Printing and Reproduction, which is consistent with FY 2008 funding.
- $6,880,000 for Other Services, which is $251,000 more than the FY 2008 funding level. This includes $3,556,000 to support Working Capital fund charges, which is $354,000 more than the FY 2008 funding level for various support services; Vehicle Research and Test Center at a level of $1,012,000, which is consistent with FY 2008; employee training at $275,000, which is consistent with FY 2008; partial funding of strategic planning at $8,000, which is consistent with FY 2008;

and $2,037,000 as partial funding of the direct costs of the Office of the Chief Information Officer, which is $95,000 less than the FY 2008 funding level, to provide IT services to the Agency.

- $1,022,000 for Equipment, which is consistent with FY 2008 funding. This funding provides for the necessary replacement of information technology and other agency equipment.

Operations and Research (Highway Trust Fund)
(liquidation of contract authorization)
(limitation on obligations)
(highway trust fund)

[For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under subtitle C of title X of Public Law 109-59, chapter 301 of title 49, United States Code, and part C of subtitle VI of the title 49, United States Code, $126,572,000, of which $126, 156,000 shall remain available until September 30, 2010: Provided, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement and rulemaking to add section 575.104 of title 49 of the Code of Federal Regulations and requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect. (Department of Transportation Appropriation Act, 2008)]

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH (69X0650) - General Fund

PROGRAM AND FINANCING SCHEDULE

Line No.	Description	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Obligations by program activity:			
0001	Highway Safety Programs	0	1,249	0
0002	Research and Analysis	0	34,893	0
0005	Rulemaking	0	12,768	0
0006	Enforcement	0	18,277	0
0008	Administrative Expenses	120	59,393	0
0009		0	0	0
0010	Total Direct Obligations	120	126,580	0
0910	Reimbursable Program	0	0	0
10.00	**Total new obligations**	120	126,580	0
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	128	8	0
22.00	New budget authority (gross)	0	126,572	0
22.10	Resources available from recoveries of prior year obligations	0	0	0
22.22	Unobligated balance transferred from other accounts			
23.90	Total budgetary resources available for obligation	128	126,580	0
23.95	Total new obligations (-)	-120	-126,580	0
24.40	Unobligated balance available, end of year	8	0	0
	New budget authority (gross), detail			
	Discretionary			
40.00	Appropriation			
40.26	Appropriation (trust fund)	0	0	0
40.49	Portion applied to liquidate contract authority (-)	0	0	0
42.00	Transferred from other accounts	0	0	0
43.00	Appropriation (total)	0	126,572	0
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	0	0	0
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
58.90	Spending authority from offsetting collections (total)	0	0	0
	Mandatory			
66.10	Contract Authority	0	0	0
66.35	Contract Authority Permanently Reduced	0	0	0
66.62	Transferred from Other Accounts	0	0	0
66.90	Contract Authority (total mandatory)	0	0	0
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	0	0	0
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
68.90	Spending authority from offsetting collections (total)	0	0	0
70.00	**Total new budget authority (gross)**	**0**	**126,572**	**0**
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	26,948	15,735	77,314
73.10	Total New obligations	120	126,580	0
73.20	Total outlays (gross)	-8,849	-65,000	-40,000
73.32	Unobligated balance transferred from other accounts	0	0	0
73.40	Adjustments in expired accounts (net)	-2,485	0	0
73.45	Recoveries of prior year obligations (-)	0	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	0	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40	**Obligated balance, end of year**	**15,735**	**77,314**	**37,314**
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	0	50,632	0
86.93	Outlays from discretionary balances	8,849	14,368	40,000
86.97	Outlays from new mandatory authority	0	0	0
86.97	Outlays from mandatory balances	0	0	0
87.00	**Total outlays (gross)**	**8,849**	**65,000**	**40,000**
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	0	0	0
88.95	Portion of offsetting collection credited to unexpired accounts	0	0	0
88.96	Portion of offsetting collection credited to expired accounts	0	0	0
	Net budget authority and outlays			
89.00	Budget authority (net)	0	126,572	0
90.00	Outlays (net)	8,849	65,000	40,000

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH (69X0650) - General Fund

OBJECT CLASSIFICATION

Line No.	Description	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	0	34,551	0
1112 01	Other than full-time permanent	0	251	0
1115 01	Other personnel compensation	0	741	0
1119	Total personnel compensation	0	35,543	0
1121 01	Civilian personnel benefits	0	9,030	0
1210 01	Travel and Transportation of Persons	0	536	0
1220 01	Transportation of things	0	163	0
1231 01	Rental payments to GSA	0	3,282	0
1233 01	Communications, utilities, and miscellaneous charges	0	2,855	0
1240 01	Printing and reproduction	0	333	0
1252 01	Other services	120	6,621	0
1255 01	Research and development contracts	0	67,187	0
1260 01	Supplies and materials	0	0	0
1310 01	Equipment	0	1,022	0
1410 01	Grants and subsidies	0	0	0
9999	**Total new obligations**	**120**	**126,572**	**0**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
EMPLOYMENT SUMMARY
VEHICLE SAFETY

	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Civilian full-time equivalent employment	0	352	0
TOTAL FTE	**0**	**352**	**0**

Highway Safety Research and Development

(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, [$107,750,000], $105,500,000 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 [2008]2009, are in excess of [$107,750,000]$105,500,000 for programs authorized under 23 U.S.C. 403: Provided further, That $36,583,000 of this amount shall remain available until September 30, 2009, and $68,917,000 shall remain available until September 30, 2010: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH SUMMARY
(INCLUDES NATIONAL DRIVER REGISTER)

PROGRAM AND FINANCING SCHEDULE

Line No.	Identification code: 021-18-8016-0	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Obligations by program activity:			
0001	Highway Safety Programs	38,537	45,959	42,009
0002	Research and Analysis	64,026	33,008	26,908
0005	Rulemaking	13,447	0	0
0006	Enforcement	17,135	0	0
0007	National Driver Register	3,867	4,000	4,000
0008	Administrative Expenses	104,324	32,583	36,583
0009		0	0	0
0010	Total Direct Obligations	241,337	115,550	109,500
0910	Reimbursable Program	10,549	25,000	25,000
10.00	**Total new obligations**	251,886	140,550	134,500
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	25,698	17,485	1,488
22.00	New budget authority (gross)	242,449	124,553	134,500
22.10	Resources available from recoveries of			
	prior year obligations	1,225	0	0
22.22	Unobligated balance transferred from other accounts			
23.90	Total budgetary resources available for obligation	269,371	142,038	135,988
23.95	Total new obligations (-)	-251,886	-140,550	-134,500
24.40	Unobligated balance available, end of year	17,485	1,488	1,488
	New budget authority (gross), detail			
	Discretionary			
40.26	Appropriation (trust fund)	111,750	99,553	109,500
40.49	Portion applied to liquidate contract authority (-)	-232,982	-99,553	-109,500
42.00	Transferred from other accounts	121,232	0	0
43.00	Appropriation (total)	0	0	0
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	11,872	25,000	25,000
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	-2,406	0	0
58.90	Spending authority from offsetting collections (total)	9,466	25,000	25,000
	Mandatory			
66.10	Contract Authority (Line 3C)	111,750	111,750	109,500
66.35	Contract Authority Permanently Reduced	0	-12,197	0
66.62	Transferred from Other Accounts	121,232	0	0
66.90	Contract Authority (total mandatory)	232,982	99,553	109,500
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	0	0	0
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
68.90	Spending authority from offsetting collections (total)	0	0	0
70.00	**Total new budget authority (gross)**	**242,449**	**124,553**	**134,500**
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	216,706	214,574	124,226
73.10	Total New obligations	251,886	140,550	134,500
73.20	Total outlays (gross)	-251,794	-230,898	-173,674
73.32	Unobligated balance transferred from other accounts	0	0	0
73.40	Adjustments in expired accounts (net)	-1,000	0	0
73.45	Recoveries of prior year obligations (-)	-1,225	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	0	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40	**Obligated balance, end of year**	**214,574**	**124,226**	**85,052**
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	139,975	67,019	63,510
86.93	Outlays from discretionary balances	111,819	163,879	110,164
86.97	Outlays from new mandatory authority	0	0	0
86.97	Outlays from mandatory balances	0	0	0
87.00	**Total outlays (gross)**	**251,794**	**230,898**	**173,674**
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	11,872	25,000	25,000
88.95	Portion of offsetting collection credited to unexpired accounts	-2,406	0	0
88.96	Portion of offsetting collection credited to expired accounts	-1	0	0
	Net budget authority and outlays			
89.00	Budget authority (net)	232,983	99,553	109,500
90.00	Outlays (net)	239,922	205,898	148,674

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATION AND RESEARCH
PROPOSED AND PERFORMANCE STATEMENT

A total of $231.5 million (including the National Driver Register program) is proposed for Operations and Research. Of this amount, $105.5 million is for the Highway Safety Research and Development Program, and $4.0 million is for the National Driver Register program, both of which are currently authorized under SAFETEA-LU. In addition, $122.0 million is for the Vehicle Safety Program for which authorization is being requested. The Budget proposes to fund all NHTSA programs from the Highway Trust Fund.

Programs funded under the Operations and Research appropriation are described below.
Safety Performance Standards (Rulemaking) Programs.-Supports the promulgation of Federal motor vehicle safety standards for motor vehicles and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program.

Safety Assurance (Enforcement) Programs.-Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce Federal odometer law, encourage enforcement of State odometer law, and conduct safety recalls when warranted.

Research and Analysis.-Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data (also funded under Highway Safety Research) to identify safety problems; develops alternative solutions; and assesses costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

Highway Safety Research Programs.-Provide research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures.
National Driver Register.-Provides funding to implement and operate the Problem Driver Pointer System (PDPS) to help identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH SUMMARY
(INCLUDES NATIONAL DRIVER REGISTER)

OBJECT CLASSIFICATION

Line No.	Identification code: 021-18-8016-0	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	60,262	18,168	18,996
1112 01	Other than full-time permanent	2,248	847	869
1115 01	Other personnel compensation	22	361	361
1119	Total personnel compensation	62,532	19,376	20,226
1121 01	Civilian personnel benefits	16,892	4,965	5,087
1210 01	Travel and Transportation of Persons	3,043	503	503
1220 01	Transportation of things	64	0	0
1231 01	Rental payments to GSA	9,057	4,375	6,205
1233 01	Communications, utilities, and miscellaneous charges	1,263	0	964
1240 01	Printing and reproduction	3,044	0	0
1252 01	Other services	83,035	53,419	48,024
1255 01	Research and development contracts	55,367	33,037	27,417
1260 01	Supplies and materials	2,500	1,075	1,075
1310 01	Equipment	5,939	0	0
1410 01	Grants and subsidies	0	0	0
1990	Subtotal, Direct Obligations	242,737	116,750	109,500
	Reimbursable Obligations:			
2250 01	Other Services	10,549	25,000	25,000
2990	Subtotal, Reimbursable Obligations	10,549	25,000	25,000
9999	**Total new obligations**	**253,286**	**141,750**	**134,500**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
EMPLOYMENT SUMMARY
OPERATIONS RESEARCH AND DEVELOPMENT
(INCLUDES NATIONAL DRIVER REGISTER)

	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Civilian full-time equivalent employment	189	201	201
TOTAL FTE	**189**	**201**	**201**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2009 CONGRESSIONAL BUDGET

ANALYSIS OF FUNDING REQUIREMENTS - HIGHWAY SAFETY R&D

1/25/2008

Item	FY 2008	FY 2009	Change FY 2008 to FY 2009
FTP Positions	198	198	0
Full-time Equivalent Workyears (FTE's)	190	190	0
Total, Salaries	**18,464,198**	**19,276,652**	812,454
Total, Benefits	**4,767,802**	**4,880,348**	**112,546**
Total, Salaries and Benefits	**23,232,000**	**24,157,000**	**925,000**
Travel	**482,000**	**482,000**	**0**
Transportation of Things	**0**	**0**	**0**
Rent, Communications, & Utilities	**4,375,000**	**6,845,000**	**2,470,000**
Printing and Reproduction	**0**	**0**	**0**
Other Services	**3,419,000**	**4,024,000**	**605,000**
Supplies and Materials	**1,075,000**	**1,075,000**	**0**
Equipment	**0**	**0**	**0**
Total, Other Objects	**9,351,000**	**12,426,000**	**3,075,000**
Total, Administrative Expenses	**32,583,000**	**36,583,000**	**4,000,000**
Grand Total	**107,750,000**	**105,500,000**	**-2,250,000**
Total, Program Funding Available	**75,167,000**	**68,917,000**	**-6,250,000**
Highway Safety Research Development and Vehicle Safety Programs	**75,167,000**	**68,917,000**	**-6,250,000**
Safety Performance (Rulemaking)	**0**	**0**	**0**
1. Safety Standards Support	0	0	0
2. New Car Assessment	0	0	0
3. Fuel Economy (CAFÉ)	0	0	0
4. Climate Control	0	0	0
5. Theft Control and Other Programs	0	0	0
Safety Assurance (Enforcement)	**0**	**0**	**0**
1. Vehicle Safety Compliance	0	0	0
2. Safety Defects Investigations	0	0	0
3. Odometer Fraud Investigations	0	0	0
Highway Safety Program	**42,559,000**	**42,009,000**	**-550,000**
1. Impaired Driving	11,206,000	11,206,000	0
2. Drug Impaired Driving	1,488,000	1,488,000	0
3. Pedestrian, Bicycle and Pupil Transp.	1,453,000	1,453,000	0
4. Older Driver Safety	1,700,000	1,700,000	0
5. Motorcycle Safety	992,000	992,000	0
6. National Occupant Protection	11,132,000	10,282,000	-850,000
7. Enforcement and Justice Service	2,199,000	2,013,000	-186,000
8. Section 2017(b) Law Enforcement Trng.	500,000	500,000	0
9. Emergency Medical Services	2,320,000	2,144,000	-176,000
10. Enhance 911 and Nat'l. EMS Info.Sys.	1,250,000	1,250,000	0
NEMSIS	250,000	250,000	0
11. Driver Licensing	1,002,000	1,002,000	0
12. Highway Safety Research	**6,379,000**	**7,041,000**	**662,000**
a. Regular Highway Safety Research	5,179,000	4,641,000	-538,000
b. Section 2013 Drug Impaired Driving	1,200,000	1,200,000	0
c. ACTS alcohol interlock initiative	0	1,000,000	1,000,000
d. Rural grant evaluations	0	200,000	200,000
e. Teens in driver's seats outreach	0	0	0
13. Emerging Traffic Safety Issues	588,000	588,000	0
14. Behaviorial International Programs	100,000	100,000	0
Total, Research and Analysis	**32,608,000**	**26,908,000**	**-5,700,000**
Research and Analysis	**0**	**0**	**0**
1. Safety Systems	0	0	0
2. Biomechanics	0	0	0
3. Heavy Vehicles	**0**	**0**	**0**
a. Regular program	0	0	0
b. Commercial vehicle rollover	0	0	0
4. Crash Avoidance and Pneumatic Tire Res.	0	0	0
5. Plastic and composite vehicles	0	0	0
6. Hydrogen Fuel Cell & Alt. Fuel Veh. Saf.	0	0	0
National Ctr. For Statistics and Analysis	**32,608,000**	**26,908,000**	**-5,700,000**
1. Traffic Records	1,650,000	1,650,000	0
2. Nat'l. Motor Veh. Crash Causation Survey	5,300,000	0	-5,300,000
3. Fatality Analysis Reporting System	7,172,000	7,172,000	0
4. Early Fatality Analysis Reporting System	0	0	0
5. National Automotive Sampling System	12,230,000	12,230,000	0
6. State Data Systems	2,890,000	2,490,000	-400,000
7. Special Crash Investigations	1,700,000	1,700,000	0
8. Data Analysis Program	1,666,000	1,666,000	0

EXHIBIT III-1(b)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY SAFETY RESEARCH & DEVELOPMENT
Summary by Program Activity
Appropriations, Obligation and Limitations, and Exempt Obligations
($000)

ACTIVITY	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST	CHANGE FY 2008-2009
Highway Safety Programs	37,886	42,559	42,009	-550
Research and Analysis	34,830	32,608	26,908	-5,700
Administrative Expenses	35,034	32,583	36,583	4,000
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (HTF)	**107,750**	**107,750**	**105,500**	**-2,250**
FTE's:				
Direct Funded	178	190	190	0
Reimbursable, allocated, other	0	0	0	0

Note:
All funds for the Highway Safety Research & Development Program are from the Highway Trust Fund.
National Driver Register is shown on a separate table

EXHIBIT III - 2 (b)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2008 TO FY 2009
Appropriations, Obligation Limitations, and Exempt Obligations
HIGHWAY SAFETY RESEARCH & DEVELOPMENT
($000)

ITEM	CHANGE FY 2008-2009	FY 2009 PC&B by Program	FY 2009 FTEs by Program	FY 2009 Contract Expenses	Total
FY 2008 Base		**Note Colums are Non-Add**			**107,750**
Adjustments to Base					
Annualization of FY 2008 Pay Raise	249				
Less Compensable Day in FY 2009	-82				
FY 2009 Pay Raise	758				
GSA Rent	1,506				
Inflation	65				
Subtotal, Adjustment to Base	**2,496**				**2,496**
New or Expanded Program					
Increases/Decreases					
Highway Traffic Safety Programs	-550				
Research and Analysis	-5,700				
Other	1,504	24,157	190	68,917	
Subtotal, New or Expanded Program Increases/Decreases	-4,746				**-4,746**
Total FY 2009 Request	**-2,250**				**105,500**

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance

The FY 2009 budget request includes $105,500,000 for behavioral research activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll by research into, and the development and analysis of, the effectiveness of programs focused on driving issues, such as licensing, alcohol- and drug-impaired driving, older drivers, and motorcycle safety; safety of occupants, such as occupant protection, seat belts, pupil transportation; nonoccupants, such as pedestrians and cyclists; emergency medical services; emerging traffic safety issues; and continued maintenance/improvement of the efficiency of vehicle crash data bases.

Highway Safety Programs: ($42,009,000) – NHTSA's highway safety programs support the Department's safety goals through behavioral research, demonstrations, technical assistance, and national leadership activities emphasizing alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, licensing, State and community evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, and young and older driver safety programs. NHTSA coordinates with numerous Federal partners, State and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and achieve optimal delivery of safety messages. Additionally, NHTSA's highway safety programs support DOT's Global Connectivity goals through international cooperation on behavioral traffic safety issues.

Research and Analysis: ($26,908,000) – Research and Analysis program activities funded through the Highway Safety Research appropriation support the Department of Transportation's Safety goals by conducting research and development, as well as statistical analysis to identify where best to provide safety countermeasures to save lives and reduce injuries. The programs funded through the Highway Safety Research and Development program assist NHTSA in the identification of safety trends; development of alternative solutions; and the assessment of costs, benefits, and effectiveness. Research activities will continue to concentrate on advanced vehicle safety technologies, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and resulting in improved data systems.

Highway Safety Research and Development Administrative Expenses: ($36,583,000) – This category reflects NHTSA's salaries and administrative expenses associated with carrying out the agency's Highway Safety Research and Development programs. Included herein are the costs associated with the salaries and benefits of NHTSA employees who professionally support these programs together with other related expenses such as transportation, rent, communications, utilities, printing, supplies, and equipment. Additional agency administrative expenses are included within the descriptions of Vehicle Safety, National Driver Register, and Highway Safety Grant programs.

Explanation of Programmatic Funding for Highway Safety Programs

Highway Safety Programs	**$42,009,000**
Overview: In FY 2009, NHTSA is requesting $42,009,000 to conduct Highway Safety programs, as defined below.	
Impaired Driving	$11,206,000
Drug Impaired Driving	$1,488,000
Pedestrians/Bicycle/Pupil Transportation	$1,453,000
Older Driver Safety	$1,700,000
Motorcycle Safety	$992,000
National Occupant Protection	$10,282,000
Enforcement and Justice Services*	$2,513,000
Emergency Medical Services	$2,144,000
Enhance 9-1-1 and National EMS Information System	$1,500,000
Driver Licensing	$1,002,000
Highway Safety Research**	$7,041,000
Emerging Traffic Safety Issues	$588,000

International Program	$100,000

** Includes $500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training*
***Includes $1,200,000 for Drug Impaired driving as authorized by Section 2013 of SAFETEA-LU, but excludes $4,967,000 funded through the Grant Administrative Expenses*

Detailed Justification for Highway Safety Programs

Impaired Driving	**FY 2009 Request: $11,206,000**

Overview:

While overall traffic fatalities decreased between 2005 and 2006, alcohol-related crash deaths remained at about the same level. In 2006, 15,121 motorists were killed in crashes in which the highest blood alcohol concentration (BAC) level was .08 or more. Young males (ages 21-34) are overrepresented among alcohol-related fatalities, and NHTSA estimates that approximately 30-percent of DWI arrests are repeat offenses, indicating the need for continued attention to the identification of promising new strategies to reduce impaired driving.

NHTSA's impaired-driving priorities focus on the effectiveness of high visibility enforcement (HVE); support for the criminal justice system (including law enforcement, prosecutors, and judges); and alcohol screening and brief intervention (ASBI). This system-wide approach is aimed at reducing impaired driving; appropriately apprehending, prosecuting, and adjudicating offenders; and reducing recidivism of impaired drivers.

NHTSA also supports the Campaign to Eliminate Drunk Driving, which emphasizes high visibility enforcement, expanded use of ignition interlocks for impaired driving offenders, and exploration of advanced impairment detection technologies. In accordance with the Surgeon General's Call to Action, NHTSA is also committed to preventing and reducing underage drinking.

- In FY 2009, NHTSA is requesting $11,206,000 for Impaired Driving programs, which is $194,000 less than the FY 2008 funding level. In FY 2008, the agency received an additional $194,000 as a one time increase above the base program funding level to support two demonstration projects in two selected states for increasing the use of ignition interlock devices in rural areas. With the completion of these projects in 2008, the agency will not request additional funds in this program area for FY 2009.
- The FY 2009 budget request focuses on impaired driving priority areas along with technology that can reduce impaired driving and efforts that will prevent and reduce underage drinking. The FY 2009 Impaired Driving program will address these issues by completing administration of SAFETEA-LU programs, including the Section 410 Alcohol Impaired Driving Countermeasures Incentive Grant Program.

FY 2008 Base: $11,400,000

The FY 2008 Impaired Driving budget request emphasizes leadership, building capacity, and infrastructure to support high visibility enforcement, the criminal justice system, and screening and brief intervention.

High Visibility Enforcement:

In FY 2008, NHTSA will coordinate and support two National HVE impaired driving crackdowns and promote sustained enforcement efforts to maximize the effects of HVE on reducing fatalities. The agency will work with States, specifically the ten States with the highest impaired driving fatality rates, to develop year-long enforcement plans in conjunction with effective communications plans to support HVE activities. Strategies will be promoted to reduce the time necessary to process impaired driving arrests and to support low staffing sobriety checkpoints and multi-agency coordination efforts to assist law enforcement agencies in maximizing resources to reduce impaired driving.

Support of the Criminal Justice System:

The agency will expand training and education for prosecutors and judges on the use of ignition interlock technology and other impaired driving issues, utilizing the growing network of Traffic Safety Resource Prosecutors (TSRPs) and Judicial Outreach Liaisons (JOLs). Various methods such as distance learning will be used for educational outreach. NHTSA will also work to increase the number of Driving While Intoxicated (DWI) courts with support from its Judicial Fellows and JOLs.

Alcohol Screening and Brief Intervention (SBI):

NHTSA will continue to collaborate with national medical organizations to institutionalize the practice of routine alcohol screening and referrals. Following the adoption of accreditation requirements requiring routine alcohol screening in trauma centers, the agency will work with other medical organizations to implement similar standards. NHTSA will also test other applications of ASBI, such as in college and workplace settings.

Communications:

To promote its impaired driving programs, NHTSA will develop and implement a national impaired driving communications plan and accompanying materials (in English and Spanish) to generate earned media, including a focus on impaired motorcycle operators. The agency will provide technical assistance to States developing or implementing communications campaigns to reach Hispanics or new immigrant populations.

Anticipated FY 2008 Accomplishments:

In FY 2008, NHTSA's impaired driving program will focus on achieving an alcohol-related fatality rate of 0.48 per 100 million vehicle miles traveled.

<u>New Programs</u>

- Conduct two demonstration projects in two selected states for increasing the use of ignition interlock devices in rural areas.
- Host a roundtable of experts on increased prescription of ignition interlocks by judges and hearing offices for impaired driving offenders.
- Update model specifications and/or conforming products lists for breath-testing

instruments and ignition interlocks.

- In cooperation with the Bureau of Indian Affairs, establish a position for a Tribal Judicial Outreach Liaison to work with Tribal judges in ways that can reduce impaired driving in Indian Country.
- Implement two marketing campaigns on youth access to alcohol, drinking and driving, and parental responsibility, with one supporting HVE programs, and the other using a social norming approach.

Ongoing Projects

High Visibility Enforcement:

- Increase the effectiveness of law enforcement participation in national crackdown and sustained HVE efforts, and the frequency of law enforcement activities, particularly in the 10 States with the highest alcohol-related fatality rates.
- Produce and distribute template marketing materials for the States to inform the public about increased enforcement efforts.
- Place national media buys to support Labor Day and December holiday crackdown periods.

Prosecution and Adjudication:

- Establish State Traffic Safety Resource Prosecutors in additional States.
- Expand the number of DWI/drug courts handling DWI cases.

Screening and Brief Intervention:

- Support technical assistance and training for SBI, following the adoption of the verification requirements of the American College of Surgeons Committee on Trauma that Level 1 and 2 trauma centers establish procedures for conducting ASBI.

High Risk Populations:

- Support State and local efforts to reduce underage drinking and drinking and driving among youth under age 21, and implement a high visibility enforcement campaign to promote the reduction of underage drinking.
- Promote lessons learned from the comprehensive impaired driving system demonstration in New Mexico and replicate these strategies in other States.
- Continue promotion of Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement, and Drug Recognition training to law enforcement.

Communications:

- Implement a national impaired driving communications plan and produce accompanying materials (in English and Spanish) to provide earned media to support State impaired driving programs. This promotional effort will include a

focus on impaired motorcycle operators.

Other Initiatives:

- Demonstrate effective strategies to address challenges with implementing Administrative License Revocation (ALR) laws. Disseminate research to States regarding High BAC (.15+) laws, and develop strategies for successful ignition interlock programs to help prevent impaired driving recidivism.
- Develop more effective State impaired driving systems to increase BAC testing and reporting, improve linkages of impaired driving offender data, improve the accuracy of impaired driving statistics to assist government agencies in identifying impaired driving problem areas, and identify models for operating a self-sufficient State or local impaired driving program.

FY 2009 Budget Request: $11,206,000

The FY 2009 budget request includes new initiatives to explore and expand promising impaired driving program strategies, continues a focus on proven program priorities, and completes administration of SAFETEA-LU programs.

New Programs

- Support a Cooperative Research Program on Advanced Alcohol Impairment Detection to develop technologies that can prevent impaired drivers from operating motor vehicles.
- Promote adoption of the Law Enforcement Advanced DWI Reporting System (LEADRS), a Web-based system which reduces the time necessary to process an impaired driving arrest.
- Develop and demonstrate model ignition interlock programs that can be adopted by courts or in administrative settings.
- Work with judges, treatment professionals, industry leaders, researchers, and others, to develop institutional strategies to expand use of ignition interlocks for impaired driving offenders.
- Support the development and delivery of training and education on use of ignition interlocks for members of the criminal justice system, including law enforcement, prosecutors, judges, and probation officials.

Ongoing Projects

High Visibility Enforcement:

- Coordinate and support two national HVE impaired driving crackdowns. Maintain law enforcement participation in national crackdown periods and in sustained enforcement efforts to maximize the effects of HVE on reducing fatalities, particularly in the 10 States with the highest impaired driving fatality rates. NHTSA aims to increase the frequency of HVE activities to at least quarterly in States with the highest impaired driving fatality rates.

- Support low staffing sobriety checkpoints and multi-agency coordination efforts to assist law enforcement agencies in maximizing human resources to reduce impaired driving.

Support of the Criminal Justice System:

- Expand training and education for prosecutors and judges using the growing network of Traffic Safety Resource Prosecutors (TSRPs) and Judicial Outreach Liaisons (JOLs), utilizing outreach methods such as distance learning.
- Increase the number of DWI courts by offering training to courts who wish to establish a DWI court or enhancement training to existing drug courts that wish to add a DWI court component.

Alcohol Screening and Brief Intervention:

- Collaborate with national medical organizations to institutionalize the practice of routine alcohol screening and referral. Promote the establishment of billing codes by the American Medical Association for Medicaid and Medicare.
- Continue exploration of other applications of Screening and Brief Intervention such as in college and workplace settings.

Communications:

- Expand the national impaired driving communications plan and develop additional accompanying materials (in English and Spanish) to provide earned media to support State impaired driving programs. Focus on assisting States and local communities to more effectively publicize law enforcement efforts before, during, and after they occur.
- Provide communications support for HVE demonstration programs at the State level, with marketing and media materials targeting specific, at-risk audiences.

Other Initiatives :

- Complete the demonstration of effective strategies to address challenges with implementing Administrative License Revocation (ALR) laws. Disseminate research to States regarding High BAC (.15+) laws.
- Complete the demonstration and dissemination of program strategies, targeted messaging, and relevant delivery mechanisms that reduce impaired driving and riding among high-risk populations (Hispanics, Native Americans, 21- to 34-year-olds, motorcyclists, and youth), including an underage drinking enforcement campaign, based on existing models of HVE efforts.
- Coordinate with Interagency Coordinating Committee on the Prevention of Underage Drinking (ICCPUD) agencies to reduce underage drinking and support the Surgeon General's Call to Action to Prevent and Reduce Underage Drinking.
- Provide technical assistance to States for the development of DWI Tracking Systems, utilizing the published guidelines for Model DWI Tracking Systems and demonstration findings.

- Complete dissemination of strategies and provide technical assistance for improving State impaired driving systems to increase BAC testing and reporting, improve evidence against impaired driving offenders, improve the accuracy of impaired driving statistics, and identify models for operating a State or local self-sufficient impaired driving program.

Detailed Justification for Highway Safety Programs

Drug Impaired Driving	**FY 2009 Request: $1,488,000***

**Related research on drug impaired driving is being included in the Highway Safety Research and Development Budget, as authorized by Section 2013 of SAFETEA-LU.*

Overview:

Drug impaired driving involving illicit, prescription, and over-the-counter drugs is a problem on our Nation's highways. While additional research is needed to assess the degree to which drugs of all types contribute to crash causation, the Substance Abuse and Mental Health Services Administration's *2005 National Survey on Drug Use and Health* estimates that there were 17.2 million illicit drug users age 18 or older in 2005. Studies indicate that up to 18-percent of fatally injured drivers test positive for illicit drugs – most often in combination with alcohol. NHTSA's drug impaired driving program is creating a National Drug Evaluation and Classification infrastructure to promote accurate detection of drug impairment by trained law enforcement officers. NHTSA continues to seek ways to streamline and improve the education process for law enforcement, prosecutors, and judges, as well as develop strategies to address the impact of prescription and over-the-counter drugs on driving and traffic crashes. NHTSA's Drug Impaired Driving program supports DOT's initiative to reduce the overall traffic fatality rate to 1.0 per 100 million vehicle miles traveled by 2011 through programs designed to improve law enforcement's ability to remove drug impaired drivers from the Nation's highways.

- In FY 2009, NHTSA is requesting $1,488,000 for Drug Impaired Driving programs, which is consistent with FY 2008 funding. This request will allow the agency to focus on maintaining and refining the Drug Evaluation and Classification (DEC) program, including research, programs, training, and data collection and evaluation.

FY 2008 Base: $1,488,000

In FY 2008, NHTSA's drug impaired driving program will help the Department in its mission to reach a 1.0 fatality rate by FY 2011 by engaging State participation in the DEC program. To do this, NHTSA will collect data to assess and describe current State and Federal laws relating to drug-impaired driving and continue efforts to develop a related model statute for States. NHTSA will continue data collection from enforcement evaluations and tangible evidentiary arrests made by law enforcement officers utilizing the DEC program. The agency will also revise and update training programs related to drug impaired driving for prosecutors, judges, and law enforcement officials.

Recognizing that drug impaired driving is more than an illicit drug problem, NHTSA will develop and promote a curriculum to educate pharmacists regarding the effects medications have on impaired driving. The agency will also develop materials to educate the public and community organizations on the effects of prescription, over-the-counter, and illicit drugs on driving.

Anticipated FY 2008 Accomplishments:

In FY 2008, the following NHTSA activities aimed at reducing and preventing drug impaired driving will contribute to DOT's goal of reaching a target fatality rate of 1.0 per 100 million VMT by FY 2011:

New Programs

- Initiate a case-control study to assess the crash risk associated with driving under the influence of drugs other than alcohol.
- Increase the use of the Standardized Field Sobriety Test (SFST) training and application within States.
- Improve the collection of critical data from evaluations and arrests made by law enforcement officers.
- Initiate the delivery of the Advanced Roadside Impaired Driving Enforcement (ARIDE) curriculum as an intermediate level of training to improve enforcement efforts by officers that are not Drug Recognition Experts (DREs).

Ongoing Projects

- Continue support of the Drug Evaluation and Classification (DEC) program, including DRE training and technical assistance for law enforcement officers, prosecutors, and judges.
- Complete the assessment and description of current State and Federal laws relating to drug-impaired driving.
- Continue efforts to develop a model statute for States relating to drug-impaired driving.
- Continue to conduct SFST program assessments, as requested by States.
- Continue to train prosecutors, judges, and other appropriate criminal justice officials regarding drug impairment, detection, sanctions, and treatment options.
- Coordinate with allied Federal agencies on strategies and activities to address drug impaired driving.

FY 2009 Budget Request:$1,488,000

In FY 2009, NHTSA's drug impaired driving program will support the achievement of DOT's goal of a 1.0 fatality rate by FY 2011 by maintaining the DEC program and conducting research to assess the extent of drug impairment in the driving population. The 2009 budget request provides funding to:

Ongoing Projects

- Continue support of the DEC program, including DRE training and technical assistance for law enforcement officers, prosecutors, and judges. In addition to core training and technical assistance programs, support for the DEC program will also include continued delivery of the ARIDE program and new State SFST assessment, building upon initiatives begun in FY 2008.
- Continue the assessment of methodologies and technologies for measuring driver impairment resulting from use of the most common illicit drugs.
- Complete efforts to develop a model statute for States relating to drug-impaired driving, as mandated by SAFETEA-LU.
- Continue to improve the collection of critical data from evaluations and arrests made by law enforcement officers to obtain an accurate database of drug impaired driving arrestees, commonly used drugs among arrestees, State/regional differences, etc.
- A portion of the FY 2009 budget will support the completion of research projects into the new methodologies for measuring driver impairment as well as model statute for States relating to drug impaired driving.

Detailed Justification for Highway Safety Programs

Pedestrian, Bicycle, and Pupil Transportation	**FY 2009 Request: $1,453,000**

Overview:

In 2006, 4,784 pedestrians and 773 pedalcyclists died in traffic-related crashes. This marks a 2.2-percent decrease and a 1.7-percent increase over the 2005 rates, respectively. Children, older adults, and Hispanics are especially at risk in pedestrian crashes, and children and youth are at risk for bicycle crashes. Alcohol impairment remains a factor among adult victims in these crashes. Although school bus transportation represents the safest form of travel for school children and the number of deaths associated with school bus transportation is small, safe travel for children to and from school is a priority for NHTSA. The agency's Pedestrian, Bicycle, and Pupil Transportation programs contribute to DOT's overall safety goals by developing countermeasures that seek to reduce the rate of nonoccupant highway fatalities per 100 million vehicle miles traveled (VMT).

The FY 2009 budget request will enable the agency to implement strategies for pedestrian safety identified in the pedestrian safety strategic plan; provide continued support for implementation of pedestrian safety action plans in States and cities with high fatality rates; disseminate a bicycle safety marketing campaign for adults; and produce materials to educate and gain involvement of law enforcement in Safe Routes to School programs.

- In FY 2009, NHTSA is requesting $1,453,000 for Pedestrian, Bicycle, and Pupil Transportation programs, which is $212,000 less than the FY 2008 funding level. In FY 2008, the agency received a one time increase of $212,000 for the Pedestrian/Bicycle Safety program to allow NHTSA to expand its cooperative agreement with the State and Territorial Injury Prevention Directors Association (STIPDA) to engage State injury prevention activities in pedestrian safety. Additionally, the agency will work with the American Association for Physical Activity and Recreation to develop a bicycle safety curriculum for middle and high school students. With the completion of these activities, the program will revert to base funding levels in FY 2009.

FY 2008 Base: $1,655,000 (from all sources)

In FY 2008, NHTSA will implement initiatives identified in the agency's pedestrian safety strategic plan, including an assessment of hit-and-run pedestrian crashes to identify potential countermeasures. Also, the agency will continue to support three enforcement and education demonstration projects designed to enhance implementation of the education and enforcement components of pedestrian safety action plans being implemented in States and cities with high fatality rates. The agency will release and market English as a Second Language (ESL) pedestrian and bicycle safety curriculum. In the area of bicycle safety, the agency will implement initiatives in the *National Strategies*

for Advancing Bicycle Safety including promotion of the bicycle safety law enforcement training course. These activities provide collaborative support to the Department's goal of reducing highway fatalities to a rate 1.0 per 100 million VMT by 2011, specifically through countermeasures developed to reduce the rate of nonoccupant highway fatalities to 0.19 per 100 million VMT in FY 2008.

Anticipated FY 2008 Accomplishments:

New Programs

- Work with STIPDA to engage State injury prevention activities in pedestrian safety.
- Work with the American Association for Physical Activity and Recreation to develop a bicycle safety curriculum for middle and high school students.
- Release and promote the law enforcement training program and updated pedestrian law enforcement guide.
- Initiate demonstration projects that will implement law enforcement programs derived from the law enforcement training program.
- Initiate demonstration projects supporting implementation of the "Community Guide to Enhance Pedestrian Safety."
- Create a bicycle safety marketing campaign for adults based on the findings from the focus group research conducted in FY 2007.
- Initiate an assessment of hit-and-run crashes to identify common variables and develop countermeasures specific to that crash type.

Ongoing Projects

- Complete an education program to enhance older-pedestrian safety.
- Continue the program to reduce pedestrian and bicycle fatalities among Hispanic youth and families, who data indicates are currently overrepresented in such crashes.
- Complete an update of school bus driver in-service training curriculum.
- Release and market ESL pedestrian and bicycle safety curriculum.
- Continue development of the program to increase law enforcement participation in SRTS programs.
- Release the results of school bus safety summit held in July 2007.
- Continue the demonstration grants supporting implementation of pedestrian safety action plans in cities and States with high pedestrian fatality rates.

FY 2009 Budget Request: $1,453,000

FY 2009 pedestrian and bicycle programs will build on the results of the demonstration projects conducted and completed in FY 2008. Key efforts within NHTSA's pedestrian and bicycle programs will focus on increasing the safety of older pedestrians, garner further support from law enforcement to enforce pedestrian and bicycle laws as well as those motor vehicle laws that will help reduce pedestrian and bicycle fatalities, and support implementation of community-based pedestrian and bicycle safety improvements. To this end, NHTSA will promote law enforcement training materials on pedestrian and bicycle safety and a pedestrian safety educational program for seniors. The agency will also support community-based programs to improve pedestrian and bicycle safety.

Additional initiatives within the pedestrian, bicycle, and pupil transportation program will focus on the following activities aimed at reaching DOT's goal to reduce nonoccupant fatalities.

New Programs

- Develop programs to decrease the incidence of crashes involving impaired pedestrians and test enforcement strategies to reduce pedestrian crashes.
- Implement and promote law enforcement training program on pedestrian safety.
- Market education program developed to enhance older pedestrian safety at the community level.
- Expand partnerships to include organizations that interact with the Hispanic community to increase pedestrian and bicycle safety knowledge among members of that population.
- Implement new countermeasures to reduce the number of hit-and-run pedestrian crashes.

Ongoing Projects

- Complete and disseminate results of three demonstration projects designed to support implementation of the education and enforcement components of pedestrian safety action plans being implemented by States and cities with high fatality rates.
- Share with States the results of the demonstration projects supporting implementation of the *Community Guide to Enhance Pedestrian Safety*.
- Promote education program to enhance older-pedestrian safety.
- Market bicycle safety education campaign for adults.
- Market school bus driver training program.

Detailed Justification for Highway Safety Programs

Older Driver Safety	**FY 2009 Request: $1,700,000**

Overview:

More than 35 million Americans today are age 65 or older, representing 12-percent of the U.S. population. By 2030, this population is estimated to almost double. At that time, 20 percent of the population will be age 65 or older. Not only will the older population increase, but more people will drive later in life than in previous generations. If current fatality rates remain unchanged, this population trend projects a potential three-fold increase in the number of older driver occupant fatalities by 2020. Medical providers, social services providers, law enforcement, licensing officials, and caregivers are critical audiences for countermeasure information and education because of the roles they play in older drivers' lives. Each group can address different aspects of older driver safety. By working with these groups, NHTSA creates a complete approach to a growing problem. NHTSA's Older Driver Safety program seeks to help older drivers maintain mobility through driving as long as it is safe, as well as provide older drivers and their caregivers with alternatives to driving when driving cessation is necessary for medical reasons. NHTSA's older driver safety activities will support the Department's goal of reducing highway fatalities to 1.0 per 100 million VMT.

- In FY 2009, NHTSA requests $1,700,000 for Older Driver Safety programs, the same as the FY 2008 request. This request reflects the authorized level for this program under SAFETEA-LU, and will be used to carry out the initiatives outlined in the older driver plan required of the agency by Section 2017 (a) of SAFETEA-LU.

FY 2008 Base: $1,700,000

In FY 2008, NHTSA's Older Driver program will support activities in the older driver plan submitted to Congress as required by Section 2017 (a) of SAFETEA-LU. A key component of this plan is to identify and fill implementation gaps of the *Physician's Guide to Assessing and Counseling Older Drivers* and engage medical professionals in addressing older driver safety. Additionally, NHTSA will work with State driver licensing agencies to promote and coordinate medical review guidelines. NHTSA will also establish a demonstration program on driving cessation and transitioning, with emphasis on providing tools for providers of aging services and family caregivers. Further work will be done with State driver licensing authorities to continue demonstration projects to increase medical reporting of at-risk drivers. Research will be started to determine the safety benefits and unintended consequences resulting from State licensing policies and practices regarding older drivers.

Additional activities from NHTSA's older driver plan will be the continuation of research on the use of multiple medications by older drivers and the potential for increased driving risk, and research on the feasibility of using in-vehicle data collection to monitor driving of older people with early-stage dementia. The agency will also initiate research on the

effectiveness of different types of rehabilitation programs for older drivers.

Anticipated FY 2008 Accomplishments:

New Programs

- Release and distribute medical review guidelines for State medical standards of practice developed in cooperation with the American Association of Motor Vehicle Administrators.
- Share with States and the aging community a report that identifies the most promising programs that have the potential to reduce crashes among older drivers.
- Develop a consensus report on screening and assessment of older drivers, based on available evidence, to identify reliable and valid tools.
- Publish a review of the barriers to establishing driving assessment and rehabilitation programs.

Ongoing Projects

- Complete a demonstration project evaluating the effectiveness of a broad education effort on older driver safety. Five communities in the State of Missouri are engaged in promoting training and education for medical and social services providers, law enforcement, and families.
- Release and market the revised *Physician's Guide to Assessing and Counseling Older Drivers.*

FY 2009 Budget Request: $1,700,000

NHTSA's FY 2009 Budget request supports activities in the older driver plan submitted to Congress as required by Section 2017 (a) of SAFETEA-LU. The FY 09 older driver program budget will build on the results of the revised *Physician's Guide to Assessing and Counseling Older Drivers* and the medical review guidelines for State medical standards of practice released in FY 08.

Additional initiatives within the older driver program will focus on the following activities aimed at reaching the Department's goal of reducing highway fatalities to 1.0 per 100 million VMT.

New Programs

- Initiate research to test the most promising vehicle-based technologies to detect drivers with early-stage dementia.
- Release and market a new curriculum based on the revised *Physician's Guide to Assessing and Counseling Older Drivers.*
- Develop a program to educate driver licensing authorities on making referrals to transit providers and other transportation service providers when necessary.

Ongoing Projects

- Promote consensus guidelines on screening and assessment of older drivers.
- Continue research to evaluate promising screening and assessment tools to identify functional limitations of older drivers.
- Continue to promote medical review guidelines with State driver licensing authorities.
- Continue research to determine the effectiveness of rehabilitation programs in enhancing older driver safety.

Detailed Justification for Highway Safety Programs

Motorcycle Safety	**FY 2009 Request: $992,000**

Overview:

In 2006, motorcycle fatalities increased to 4,810, a 127-percent increase over the historic low of 2,116 in 1997, and an increase for the ninth consecutive year. Motorcycle rider fatalities now account for 11-percent of all fatalities, exceeding the number of pedestrian fatalities for the first time since NHTSA began collecting fatality data in 1975. Head injuries are the leading cause of death in motorcycle crashes. NHTSA estimates that motorcycle helmets reduce the likelihood of a crash fatality by 37-percent.

The increase in fatalities is partially due to the 42-percent increase in sales of new motorcycles since 1997. This increase has created a greater demand for State motorcycle training programs than some States are able to meet. Alcohol continues to play a major role in motorcyclist fatalities (40%) and the number of fatally injured motorcyclists who were improperly licensed remains high (24% – double the rate for passenger vehicle drivers).

NHTSA's Motorcycle Safety program focuses on promoting the use of helmets and proper personal protective equipment, working with States to increase proper licensing of motorcycle operators, increasing rider skills through training, and promoting motorist awareness of motorcyclists on the road. Also, NHTSA is focusing attention on the role of alcohol in motorcycle fatalities and partnering with national stakeholders to promote motorcycle safety. NHTSA's Motorcycle Safety programs are aligned with the Departmental initiative to reduce the fatality rate per 100 million VMT through countermeasures developed to specifically reduce the motorcycle rider fatality rate to 76 per 100,000 motorcycle registrations in 2009.

- In FY 2009, NHTSA is requesting $992,000 for Motorcycle Safety, which is consistent with FY 2008 funding. This will support agency efforts to reduce the rate of increase of motorcycle fatalities that the Nation has experienced over the last several years through heightened efforts to reduce impaired riding and through increased promotion of motorcycle helmet use. These funds will also support State use of Section 2010 Motorcycle Safety grant program funds provided in SAFETEA-LU. These funds will provide States with a communication campaign to increase other motorists' awareness of motorcyclists, complete the development of national standards for motorcycle rider training, and assist States in adoption of the standards.

FY 2008 Base: $992,000

The FY 2008 Motorcycle Safety program will continue to implement strategies aimed at achieving the agency's long-term goal of reducing the rate of motorcycle rider highway fatalities per 100,000 motorcycle registrations, as well as its annual goal of reducing the percentage of improperly licensed motorcyclists killed in crashes. Specific activities to directly support this goal will include working with licensing agencies to increase proper

licensing of motorcycle operators through implementation of programs that remind all registered motorcycle owners about State licensing requirements for motorcycle operation.

NHTSA will also undertake several projects aimed at reducing impaired riding, such as the completion of an interactive CD-ROM to teach peer-to-peer intervention techniques to motorcyclists, the initiation of a demonstration project implementing and evaluating the effectiveness of heightened law enforcement and communication programs on reducing alcohol-related motorcycle crashes, and integrating impaired riding messages into NHTSA's impaired driving crackdown.

Additional activities aimed at reaching the agency's goal of reducing motorcycle rider fatalities will include initiating development of national standards for motorcycle rider training, promoting NHTSA's Bystander Care program to motorcycle riders, completing development of *Share the Road* campaign materials for use by States, and continuing to hold quarterly meetings with representatives of the motorcycle industry and national motorcycle safety organizations to coordinate efforts.

Anticipated FY 2008 Accomplishments:

In FY 2008, NHTSA's motorcycle safety activities will make contributions toward the Department's goal of reducing highway fatalities to 1.0 per 100 million VMT and holding motorcycle rider fatalities at no more than 77 per 100,000 registered vehicles by 2009. The actions also support the goal of reducing the percentage of improperly licensed motorcyclists involved in fatal crashes to 22.5-percent.

New Programs

- Initiate development of national standards for motorcycle rider training.
- Exhibit an interactive CD-ROM that teaches motorcyclists peer-to-peer intervention techniques at motorcycle shows and rallies.
- Develop and distribute a communication campaign to be used by States, local communities, and motorcycle organizations, based on the model *Share the Road* language developed under the Section 2010 (g) of SAFETEA-LU to increase awareness of motorcyclists.
- Develop and test communication techniques and materials to reach older motorcyclists with safe riding messages.
- Develop a law enforcement training program designed specifically to educate law enforcement on efforts they can undertake to reduce motorcycle crashes.
- Form new partnerships with AARP, insurance companies, State licensing and registering entities, and health/medical organizations to assist with reaching older/returning motorcyclists.
- Conduct assessments of State motorcycle safety programs when requested.

Ongoing Projects

- Continue to incorporate motorcycle operators in High Visibility Enforcement (HVE) impaired driving crackdowns.
- Complete a training program designed to heighten law enforcement's knowledge of motorcycle safety issues and techniques they can use to decrease motorcycle crashes.
- Complete and distribute updated motorcycle licensing guidance to State Motor Vehicle Administrators.
- Promote the use of materials encouraging use of helmets and proper protective gear.

FY 2009 Budget Request: $992,000

In FY 2009, NHTSA's motorcycle safety activities will continue to work toward the Department's goal of reducing the motorcycle rider fatality rate to 77 per 100,000 registrations. The FY 2009 motorcycle safety program will build on the projects conducted and completed in FY 2008. Key program efforts will focus on increasing the use of helmets and other protective gear, gaining support from law enforcement to enforce motorcycle laws and motor vehicle laws that will help reduce motorcycle fatalities, and supporting motorcycle rider training through the development of national standards. To this end, NHTSA will promote law enforcement training materials on motorcycle safety and initiate the implementation and evaluation of a statewide program to increase helmet use.

In addition, NHTSA will:

New Programs

- Initiate an update of the National Agenda for Motorcycle Safety.
- Evaluate the effectiveness of a statewide effort to increase helmet usage through education and promotion.
- Develop a motorcycle safety education package for use by motorcycle clubs and rider organizations.
- Release and promote the first law enforcement training program designed specifically to educate law enforcement on efforts they can undertake to reduce motorcycle crashes.
- Market a communication campaign to increase the awareness of motorcyclists based on the model *Share the Road* language developed under Section 2010 (g) of SAFETEA-LU.
- Share with States and the motorcycling community promising practices and programs to reduce impaired riding.
- Develop and test countermeasure strategies based on the results of research on the riding habits, training, and licensing characteristics of motorcycle operators with a

focus on older motorcyclists.

Ongoing Projects

- Complete the development of national standards for motorcycle rider training and assist States in adoption of the standards.
- Market materials to reach older motorcyclists with safe riding messages.
- Continue a demonstration project implementing heightened law enforcement and communication programs to test effectiveness in reducing alcohol-related motorcycle fatalities and injuries.
- Continue to hold regular meetings with motorcycle safety stakeholders to identify ways to coordinate efforts to reduce motorcycle crashes.

Detailed Justification for Highway Safety Programs

National Occupant Protection	FY 2009 Request: $10,282,000

Overview:

Overall restraint use was at 81-percent in 2006. However, based on information reported to the Fatality Analysis Reporting System (FARS), more than half (55%) of those killed in passenger vehicle crashes in 2005 (latest data available) were unrestrained. In 2006, the majority of young children riding in motor vehicles in the United States were restrained by some type of child safety seat or seat belt, with 98-percent of infants and 89-percent of children ages 1 to 3 restrained. Proper use of vehicle occupant protection systems, including seat belts and child passenger safety (CPS) restraints, afford motor vehicle occupants the best protection in the event of a crash. NHTSA's occupant protection program is a key component of the agency's initiative to support DOT's 1.0 fatality rate goal, through programs that aim to increase seat belt and restraint use among children from birth through age 7.

- The FY 2009 Occupant Protection Program budget request reflects the completed development of several of demonstration programs and materials development for low-belt use populations, including rural residents, pick-up truck occupants, and teens. The FY 2009 Occupant Protection Program budget is requesting $10,282,000 which is able to return to a base level of $850,000 less than the FY 2008 funding level. The FY 2009 Occupant Protection Program will continue to test new approaches for addressing remaining low belt use situations such as nighttime drivers and more efficient program delivery techniques, including a next-generation Click It or Ticket model.

FY 2008 Base: $11,132,000

The National Occupant Protection program directly supports NHTSA's goals to reduce the rate of passenger vehicle occupant highway fatalities to 1.0 per 100 million VMT by 2011, to increase overall seat belt use, and to increase restraint use among children from birth to age 7. In FY 2008, NHTSA will undertake a range of occupant protection program activities to increase overall seat belt use and reduce fatalities and injuries. Strategies include support for enactment of primary seat belt laws, leadership, and assistance with conducting high-visibility enforcement (HVE) mobilizations for increasing belt use among high-risk populations.

Anticipated FY 2008 Accomplishments:

In FY 2008, NHTSA's occupant protection activities will help DOT lower the Nation's highway fatality rate by aiming to increase seat belt use to 84-percent and restraint use among children from birth through age 7 to 85 percent. The agency anticipates the following accomplishments toward these goals in FY 2008:

New Programs

- Conduct demonstration projects to increase seat belt use among high-risk and low belt use populations, as identified by observation surveys and crash data. These include nighttime drivers, drivers in rural areas, pickup truck drivers, 8- to 15-year-olds, and teens. NHTSA will disseminate findings from demonstrations to assist States and local communities in developing strategies to reach these high-risk groups.
- Conduct an in-depth analysis to identify characteristics of unrestrained passenger vehicle occupants killed in traffic crashes. This analysis will be used to shape future countermeasure project strategies and messaging for high-risk non-belt users.
- Implement a national occupant protection communications plan and accompanying materials (in English and Spanish), including earned media materials to support high visibility enforcement and other resources for social-norming programs.
- To increase and improve the use of child safety seats, NHTSA will support an educational infrastructure to reach parents and caregivers with information on the correct use of child restraint systems, including the Lower Anchors and Tethers for Children (LATCH) system.

Ongoing Projects

- Continue to support the enactment of primary belt laws and participate in Occupant Protection Assessments and Special Management Reviews to improve State occupant protection programs.
- Provide leadership and guidance to maintain continued participation by States in national and regional *Click It or Ticket* (CIOT) mobilization efforts, including a national media buy and technical assistance for State media operations.
- Test a variation on the CIOT model involving multiple emphasis periods to examine the effectiveness of successive, high-visibility enforcement campaigns.
- Continue to coordinate the national CIOT mobilization and support the crackdown with a national paid media campaign that incorporates nighttime and teen driving messages.
- Continue to develop strategies for increasing rural and nighttime seat belt use on a region-wide basis.

FY 2009 Budget Request: $10,282,000

In FY 2009, NHTSA will complete administration of SAFETEA-LU programs to achieve the agency's goals of increasing overall seat belt use rates and increasing restraint use among children from birth to age 7. These programs support high visibility enforcement mobilizations, child safety seat education efforts, and the passage and enforcement of primary belt laws as effective strategies to improve occupant protection. NHTSA is seeking strategies to educate the hardest-to-reach non-belt users, which are often those who are most at-risk to include nighttime drivers, drivers in rural areas, pickup truck drivers, teens, and 8- to 15-year-olds. These strategies will focus on reaching the Departmental passenger vehicle occupant fatality goal rate of 1.0 per 100 million VMT by increasing nationwide seat belt usage to 85-percent and restraint use among children age 7 and younger to 86-percent.

Specifically, NHTSA requests funds for:

New Programs

High-Risk Populations

- Demonstrate strategies for increasing seat belt use and reducing unrestrained fatalities among high-risk populations. Disseminate findings and assist Regions with replicating sound strategies.
- Retest results obtained in the Great Lakes Region rural demonstration project and finalize a rural model strategy to be adopted by other Regions and States.
- Create and strengthen partnerships with key national organizations representing populations with lower-than-average seat belt use rates and develop new training and educational outreach and marketing materials to reach these populations.
- Develop and test a new Ad Council national education program for the 8- to 15-year-old ("tween") population.
- Implement a region-wide teen demonstration project to refine and test the strategies previously developed in two statewide projects (Colorado and Nevada).
- Conduct a multicultural Safe Community demonstration to test the Meharry-State Farm Ecological Model.
- Develop law enforcement strategies to maintain high seat belt use rates achieved in the general population in high-risk and underserved populations.
- Examine the acceptability and potential effectiveness of vehicle technologies (e.g., enhanced seat belt reminder systems) among teens.

Click It or Ticket

- Explore new ways to intensify State participation in CIOT mobilizations.
- Test strategies to appropriately adapt the CIOT model to high-risk audiences, such as rural residents and pickup truck drivers.

Child Passenger Safety

- Conduct demonstration programs to reach low child restraint use populations and expand partnerships with national organizations, CPS manufacturers, retailers, and other advocacy groups to expand booster seat program efforts.
- Work to implement effective strategies for reducing critical misuse and increasing use of appropriate restraint systems including the LATCH system.
- Develop public service announcements, in partnership with the Ad Council, supporting occupant protection initiatives directed at children and youth (birth to age 15).

Nonoccupants

- Conduct an *Unattended Kids* demonstration project and develop model strategies.

Laws

- Strongly encourage States to enact and implement primary seat belt laws during the final year of SAFETEA-LU authorization and the Section 406 Seat belt Performance Grant program.
- Support law enforcement organizations in training traffic patrol officers in effective techniques for sustained enforcement of seat belt and child passenger safety laws, including seat belt provisions in Graduated Driver Licensing laws.
- Disseminate lessons learned from a study of the effectiveness of seat belt provisions in Graduated Driver Licensing laws.

Ongoing Projects

High-Risk Populations

- Extend statewide nighttime demonstration projects to assess impact on unrestrained fatalities and injuries.
- Participate in Occupant Protection Assessments and Special Management Reviews to stimulate State action in the area of occupant protection.

Click It or Ticket

- Provide continued leadership and guidance to facilitate effective participation by States and communities in national and regional *Click It or Ticket* (CIOT) mobilization efforts (planned for May 2009).
- Purchase national media during the annual CIOT mobilization and other key periods to educate the public about enforcement efforts.
- Implement communications strategies and messages identified and tested in FY 2008 to reach high-risk, hardcore seat belt non-users.
- Provide marketing and program analysis support for State and regional demonstration programs.

Child Passenger Safety

- Publish ongoing National Occupant Protection Use Survey (NOPUS) and Evaluation of Booster Seat Usage surveys.
- Continue to promote education campaigns on booster seat use and educate the public about the LATCH system.
- Maintain a high level of proper child restraint use by institutionalizing the ongoing National network of certified child passenger technicians.
- Promote and award funding of Section 2011 CPS incentive grants under SAFETEA-LU.

Laws

- Award funding of seat belt incentive grants under SAFETEA-LU.
- Support law enforcement liaison activities with State, county, and municipal law enforcement agencies.
- Provide technical assistance to the Regions and States in the form of model testimony, fact sheets, and letters of support for passage of primary seat belt laws to key political partners.

Detailed Justification for Highway Safety Programs

Enforcement and Justice Services	**FY 2009 Request: $2,513,000***

**includes $500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training*

Overview:

The enforcement and adjudication of traffic safety laws by State and local law enforcement, prosecutors, and judges is key to modifying unsafe driving behavior by establishing the expectation of the motoring public that violators will be detected, apprehended, and punished swiftly and appropriately. This general deterrence principle provides the underpinning of many of NHTSA's traffic enforcement and safety initiatives. State law enforcement efforts are supported by media campaigns including those for seat belt mobilizations and impaired driving crackdowns. The Enforcement and Justice Services (EJS) programs will continue to provide guidance and support to law enforcement personnel in dealing with police pursuits and efficient and effective traffic enforcement operations. Partnering with all segments of the criminal justice and traffic adjudication system assures coordinated traffic law enforcement and adjudication on the Federal, State, and local levels, which translates into steady and sustained reductions in motor vehicle crash injuries and fatalities. In 2006, nearly one in every three fatal crashes involved speeding. NHTSA's EJS programs concentrate a significant portion of resources to develop effective speeding countermeasures. All of these efforts directly support the Departmental goal of reducing fatalities to 1.0 per 100 million VMT by 2011.

EJS activities also provide technical assistance and training to the law enforcement community on factors in vehicle-related law enforcement officer fatalities by providing the best approaches for traffic law enforcement officers to safely perform their duties. NHTSA's EJS programs also demonstrate the impact of traffic enforcement on the detection/mitigation of other criminal activities, as many criminals are detected during routine traffic stops for other, more severe crimes and outstanding warrants. In addition, EJS is actively involved in police pursuit training for law enforcement and the development of "move over" and drug impaired driving model laws as required by SAFETEA-LU.

- In FY 2009, NHTSA is requesting $2,513,000 for EJS programs, which is $186,000 less than the FY 2008 funding level. A reduction of $186,000 in the Enforcement and Justice Services programs in FY 2009 will delay the revision and deployment of training programs for law enforcement for conducting traffic stops professionally and safely, and also delay the deployment of the Police Allocation Model, which is used by law enforcement officers to determine optimum staffing.
- This funding level includes the $500,000 authorized under Section 2017 (b) to conduct law enforcement training on police pursuits.

FY 2008 Base: $2,699,000

The FY 2008 EJS program activities will provide national leadership, technical

assistance, and training to all facets of the criminal justice system, which will directly impact the agency's ability to effectively reduce traffic injuries and fatalities, thereby supporting the Department's goal of a 1.0 fatality rate by FY 2011. NHTSA will increase law enforcement participation for High Visibility Enforcement mobilizations and crackdowns on seat belts and impaired driving. Additionally, in accordance with SAFETEA-LU, NHTSA will implement the first responder vehicle safety program as mandated under Section 2014, as well as address safety issues of police pursuits through the delivery of law enforcement pursuit driving workshops.

NHTSA will continue to work with the law enforcement community to develop strategies to improve efficiency and increase the safety of officers in traffic law enforcement. In FY 2008, NHTSA will demonstrate protocols for DWI Paperwork Reduction system integration into State data systems.

Efforts to assist law enforcement in reducing speeding-related crashes will be based on the outcomes of the speed management demonstration projects completed in FY 2007. NHTSA will promote the speed management program communications plan for the States that address HVE and social norming messages focusing on school zones, secondary roads and residential streets. NHTSA, along with FHWA, will also provide technical assistance to communities for automated enforcement options and high-visibility enforcement. In addition, the agency will develop and market performance specifications and operational guidelines for the implementation of automated enforcement systems, deployed as part of a comprehensive speed enforcement program.

NHTSA will enhance DWI prosecutions and expand the use of Traffic Safety Resource Prosecutors by improving and enhancing prosecutor technical support and training. Additionally, the agency will offer and promote traffic safety educational courses for the judiciary and DWI Courts, and promote the Functional Standards for courts who are adding or modifying their case management systems.

Anticipated FY 2008 Accomplishments:

In FY2008, NHTSA will provide guidelines, training, and technical support programs to law enforcement officers, prosecutors, and judges, which will improve the agency's ability to coordinate with the criminal justice system to implement countermeasures that reduce traffic injuries and fatalities, thereby contributing to DOT's goal rate of 1.0 fatality per 100 million VMT by FY 2011.

New Programs

- Demonstrate the effectiveness of the automated version of the *Traffic Enforcement Personnel Allocation Guidelines* developed to assist law enforcement agencies in appropriately directing resources to traffic enforcement activities.
- Deliver *Pursuit Policy Workshops* as mandated in SAFETEA-LU.
- Provide the revised *Conducting the Complete Traffic Stop, Traffic Safety Strategies* and *Traffic Occupant Protection Strategies* training curricula for law

enforcement officers to accredited training academies, colleges, and universities.

- Initiate the delivery of the revised speed-measuring device operator, impaired driving, occupant protection, older drivers, and motorcycle safety training programs for traffic enforcement officers.
- Distribute a training video that addresses reducing the number of vehicle-related deaths resulting from police pursuits.
- Expand DWI Traffic Safety Resource Prosecutor positions and provide the appropriate technical support and training.
- Provide traffic safety educational curricula for the judiciary designed to increase judges' ability to appropriately adjudicate traffic violations.

Ongoing Projects

- Continue an intermodal speed demonstration project with the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA) that is designed to reduce speeding-related crashes, injuries, and deaths by applying the use of automated speed enforcement (ASE) systems.
- Continue implementation of data protocols for DWI Paperwork Reduction system integration into State data systems. Integration of the DWI Paperwork Reduction system into a State data system will enhance data collection effectiveness while reducing the time required for administrative activities.
- Continue efforts relating to first responder vehicle safety program by providing best practices via the Web (SAFETEA-LU).
- Continue researching technological alternatives and methods to terminate pursuits or to electronically track or immobilize a fleeing violator vehicle.
- Continue to provide performance specifications and testing laboratories that ensure the accuracy and reliability of traffic enforcement devices and systems used to collect and record evidence of violations for presentation in court.

FY 2009 Budget Request: $2,513,000

In FY 2009, NHTSA will engage the components of the criminal justice system to effectively enforce traffic laws, sustain high visibility enforcement activities, efficiently and appropriately adjudicate violations, and implement programs that lead to the reduction of traffic-related fatalities in support of the Department's goal of 1.0 fatality per 100 million VMT by FY 2011.

In addition, NHTSA will:

New Programs

- Revise appropriate training curricula to conform to a nationally accepted Instructional Systems Development template for accredited law enforcement academies, colleges, and universities.

- Distribute the automated version of the *Traffic Enforcement Personnel Allocation Guidelines* to assist law enforcement agencies in appropriately directing resources to traffic enforcement activities.
- Determine various effective training venues and methods for delivery of law enforcement training curricula.
- Initiate program guideline and training development efforts to reduce the number of law enforcement vehicle and pursuit involved crashes.

Ongoing Projects

- Continue to promote NHTSA's priority traffic safety programs with the leadership of national criminal justice organizations.
- Continue the implementation of protocols for DWI Paperwork Reduction system integration into State data systems.
- Continue the development and implementation of first responder vehicle safety program guidelines and training curricula (SAFETEA-LU).
- Continue to promote the *Law Enforcement Driver Training Reference Guide* and *Traffic Occupant Protection Strategies* training.
- Complete the intermodal speed demonstration project with the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA) that is designed to reduce speeding-related crashes, injuries, and deaths by applying the use of automated speed enforcement systems.
- Continue to increase the number of Traffic Safety Resource Prosecutor positions in the States.
- Continue to provide prosecutor technical support and training programs.
- Continue to provide appropriate traffic safety educational programs for the judiciary.
- Continue to work with allied Federal agencies, NHTSA's regional offices, and State highway safety offices to implement DWI Courts.

Detailed Justification for Highway Safety Programs

Emergency Medical Services (EMS)	**FY 2009 Request: $2,144,000**

Overview:

In 2006, there were 42,642 motor vehicle occupant fatalities in the United States. Based on 2005 figures, it is estimated that 56-percent of these died at the scene or en route to the hospital. In 2006, there were also 2,575,000 people injured on U.S. highways. The reduction of motor vehicle fatalities is dependent, in part, on the adequacy of emergency medical services (EMS) provided to injured patients at the scene and their transport to an appropriate trauma center. Seriously injured trauma patients transported to Level I Trauma Centers have a survival rate that is approximately 25-percent higher. EMS, available 24 hours per day, 7 days per week, is an essential component of a comprehensive highway traffic safety strategy.

NHTSA's EMS programs support the Department's Safety strategic goal of reducing transportation-related deaths and injuries, as well as the Departmental 1.0 fatality rate goal, by providing national leadership and coordination to the EMS community, thereby increasing the post-crash outcome of crash victims. This program helps the agency reduce fatalities in each of the sub-metric areas of passenger vehicle occupants, nonoccupants, motorcyclists, and large-truck and bus fatalities through its focus on national EMS workforce capabilities and a consistent nationwide EMS system.

- In FY 2009, NHTSA requests $2,144,000 for Emergency Medical Services, which is $176,000 less than the FY 2008 funding level. With this level of funding in FY 2009, NHTSA will support EMS system development by improving Federal EMS coordination through the DOT National EMS Advisory Council, as well as the Federal Interagency Committee on Emergency Medical Services (FICEMS), as mandated by Section 10202 of SAFETEA-LU. NHTSA will continue to improve the consistency of education of EMS personnel responding to motor vehicle crashes, improve the discovery of crashes through improved Automatic Crash Notification, and provide EMS information to stakeholders and the public through the informational Web site www.ems.gov. The agency will continue efforts to assure a national EMS workforce capable of responding to motor vehicle crashes and a consistent nationwide EMS system that will enhance the post-crash care delivered to injured crash patients.

FY 2008 Base: $2,320,000

NHTSA's EMS program relies on data-driven strategies to reduce the rate of passenger vehicle occupant highway fatalities per 100 million VMT by improving the capability and consistency of EMS systems to detect and respond to motor vehicle crashes, to assess their performance through quality indicators and data, and to provide life-sustaining care while en route to appropriate trauma centers.

In FY 2008, NHTSA will undertake a range of EMS programs to support improvements in EMS systems, reduce the time to crash discovery and notification of emergency

personnel, create greater consistency in EMS programs from State to State, improve the education of EMS providers, and improve Federal coordination of EMS programs thus reducing fatalities and minimizing the impact of injuries.

The agency will:

- Implement the NHTSA *EMS Education Agenda for the Future* to improve the consistency and quality of education of the Nation's EMS providers.
- Develop criteria to assure consistent State EMS and trauma programs.
- Implement NHTSA-pertinent recommendations of the Institute of Medicine (IOM) report – *The Future of Emergency Care in the U.S. Health System.*
- Improve coordination of Federal EMS activities (as required by SAFETEA-LU), and solicit non-Federal input on Federal EMS activities.

Anticipated FY 2008 Accomplishments:

In 2008, NHTSA's EMS activities will include:

New Programs

- Develop and implement National EMS benchmarks for EMS Quality Improvement and for the use of the National EMS Information System (NEMSIS) in benchmark compliance.
- Develop field trauma triage protocols for EMS providers on the use of Automatic Crash Notification information to help guide dispatchers and EMS personnel to better identify major trauma patients and determine their appropriate hospital destination.
- Identify sustainable methods of identifying issues and trends in ambulance safety and EMS worker health and safety.
- Complete the Model State Emergency Medical Services Plan (incorporating IOM report recommendations) and work with the National Association of State EMS Officials in its deployment.
- Complete an initial nationwide EMS assessment and the development of a sustainable method for EMS assessment and gap analysis (consistent with SAFETEA-LU requirements).

Ongoing Projects

- Complete the Rural EMS Optimization Pilot as mandated through Section 2016 of SAFETEA-LU.
- Complete the development of the *National EMS Education Standards.*
- Complete the *National EMS Workforce Agenda for the Future* that will outline methods of assuring a stable EMS workforce to respond to motor vehicle crashes.
- Complete a consensus-based strategy for a National EMS evidence-based practice

guideline process.

- Create tools for identifying the cost and value of EMS at the local level and deploy the model to EMS systems.
- Continue use of www.ems.gov to inform the public and EMS stakeholders of NHTSA EMS activities and those of other Federal agencies consistent with coordination requirements of SAFETEA-LU.
- Continue to support FICEMS and the National EMS Advisory Council to improve Federal and non-Federal coordination and develop reports to Congress.
- Implement recommendations of IOM report: *The Future of Emergency Care in the U.S. Health System* including evidence-based practice guidelines and National EMS certification and accreditation.
- Continue the coordination with the Department of Homeland Security (DHS) and Health and Human Services (HHS), in the implementation of specific strategies to improve the preparedness education of EMS providers**.**
- Promote research evaluating the effectiveness of various EMS system configurations and support the EMS Research Agenda for the Future.
- Develop and implement strategies for improving medical direction of EMS.

FY 2009 Budget Request: $2,144,000

In FY 2009, NHTSA will continue to improve nationwide post-crash emergency medical care to motor vehicle crash patients thus reducing the rate of passenger vehicle occupant highway fatalities per 100 million VMT.

Section 10202 of SAFETEA-LU directs NHTSA's support of the Federal Interagency Committee on Emergency Medical Services (FICEMS) which is currently chaired by the NHTSA Administrator. In FY 2009, NHTSA will continue to improve Federal EMS coordination by providing support for FICEMS, and will continue to solicit non-Federal recommendations for EMS through DOT's National EMS Advisory Council. NHTSA will continue to host the informational Web site www.ems.gov to provide stakeholders and the public with EMS-related information. Additional efforts will build on work begun in FY 2008 to assure a viable National EMS workforce, to improve data-driven and quality-improvement-based decisions in EMS, to assure a consistent nationwide EMS system that will enhance the post-crash care delivered to crash patients, and to identify which post-crash care strategies are most effective in reducing motor vehicle crash morbidity and mortality. Improvements in post-crash care will contribute to reductions in highway fatalities and improved outcomes for people injured in motor vehicle crashes.

New Programs

- Identify and implement strategies for increased State adoption of National EMS Certification and National EMS Education Program Accreditation as provided in NHTSA's *National EMS Education Agenda for the Future.*

- Educate EMS personnel, hospital personnel, and 9-1-1 Public Safety Answering Point (PSAP) personnel about the telematics component of the Prehospital Trauma Field Triage Protocol and help initiate methods of monitoring its effectiveness through the National EMS Information System (NEMSIS).
- In coordination with the Department of Homeland Security (DHS), Health and Human Services (HHS), and the Department of Labor (DOL), coordinate programs to improve surveillance and intervention programs for EMS worker illness and injuries.

Ongoing Projects

- Complete the FICEMS report to Congress, required by SAFETEA-LU, with input from DOT's National EMS Advisory Council.
- In coordination with other Federal agencies, implement the *National EMS Workforce Agenda for the Future* including sustainable monitoring and evaluation strategies.
- In cooperation with other Federal agencies, implement a national process for prehospital EMS evidence-based practice guidelines and for incorporating the guidelines into the National EMS Scope of Practice Model and the National EMS Education Standards.
- Define EMS benchmarks and establish recommendations for State and local benchmark development and monitoring/reports using NEMSIS data.
- Continue evaluating the effectiveness of various EMS system configurations.
- Define and implement strategies for sustainable nationwide EMS assessment, gap analysis, and monitoring compliance with national benchmarks and indicators including coordination with DHS to assess the State of the EMS system physical infrastructure.
- Continue to coordinate with DHS and HHS to assess and improve the preparedness education of EMS providers.
- Continue implementation and upgrading of an EMS public information and awareness plan including continued use of www.ems.gov .

Detailed Justification for Highway Safety Programs

Enhance 9-1-1 and National EMS Information System	**FY 2009 Request: $1,500,000***

**includes $1,250,000 to operate the ICO required by the ENHANCE 9-1-1 Act of 2004, as well as $250,000 for the National Emergency Medical Services Information System.*

Overview:

In 2006, 42,642 people were killed in motor vehicle crashes in the United States, and an additional 2,575,000 people were injured. Based on 2005 figures (latest data available), it is estimated that more than half (56%) of those people died at the scene or en route to a hospital. A reduction in motor vehicle occupant fatalities is dependent, in part, on the capability of first responders to accurately locate and adequately respond to persons requiring emergency assistance. This reduction is also dependent upon emergency medical services (EMS) data to document and to improve the delivery of care and reduce the time to definitive patient care. One component of a comprehensive EMS system is a ubiquitous, nationwide Wireless Enhanced 9-1-1, which assures the prompt and accurate response of emergency responders to traffic crashes, other emergencies, and disasters. Sixty-two percent of the Nation's counties have some Phase II Wireless E 9-1-1 access capability which allows for the cellular telephone number and geographic location to be delivered with the 9-1-1 call requesting emergency help.

- In FY 2009, NHTSA is requesting $1,500,000 for DOT's Comprehensive Enhanced 9-1-1 Initiative and its National EMS Information System (NEMSIS) Initiative, which is $500,000 less than the FY 2008 funding level. The FY 2009 funding request provides $1,250,000 to operate the Implementation Coordination Office (ICO) required by the Ensuring Needed Help Arrives Near Callers Employing (ENHANCE) 9-1-1 Act of 2004. This budget request supports the National 9-1-1 Office activities by improving its capability of providing technical assistance, education opportunities, and information to State 9-1-1 offices and Public Safety Answering Points (PSAPs) and through improved Federal coordination.

  The FY 2009 budget also provides $250,000 for NEMSIS which NHTSA was directed by Congress to establish to assure National EMS data supports comprehensive EMS system development, improves information about motor vehicle crashes, and targets opportunities for reductions in motor vehicle fatalities through improved post-crash emergency care and the provision of data for the National EMS assessment mandated by SAFETEA-LU.

FY 2008 Base: $2,000,000

NHTSA's strategies will assist with the nationwide deployment of Wireless Enhanced 9-1-1, which will improve access of wireless callers to 9-1-1, as well as the accuracy of location information necessary to expedite the dispatch of emergency services. NHTSA will improve the collection of standardized EMS patient care data through NEMSIS. The improvements to the response of emergency services and to the uniform collection of

EMS data will help reduce post-crash motor vehicle morbidity and mortality.

In FY 2008, NHTSA will undertake a number of activities to support improvements in wireless (cell phone) access to 9-1-1 and enhance NEMSIS which will improve the care provided to motor vehicle crash patients, reduce their time to definitive care, and reduce the rate of passenger vehicle occupant highway fatalities per 100 million VMT.

Anticipated FY 2008 Accomplishments:

New Programs

- Prepare for administration of grant funding under the ENHANCE 9-1-1 Act of 2004.
- Assist in planning the transition of the Nation to Next Generation 9-1-1.
- Provide technical assistance to public safety answering points and State 9-1-1 Offices.

Ongoing Projects

- Disseminate information concerning practices, procedures, and technology used in deployment of E 9-1-1 services to PSAPs and State 9-1-1 Offices.
- Continue the NEMSIS Technical Assistance Center and initiate planning for establishing the National EMS Database at the National Center for Statistics and Analysis (NCSA).
- Increase the number of States (from three to seven) contributing data to the National EMS Technical Assistance Center.

FY 2009 Budget Request: $1,500,000

In 2009, NHTSA will help reduce the passenger vehicle occupant highway fatality rate per 100 million VMT by continuing to improve the nationwide deployment of Phase II Wireless E 9-1-1 and increasing the number of States contributing data to NEMSIS**.**

National 9-1-1 Office:

The FY 2009 budget request will support additional National 9-1-1 Office activities and support nationwide Wireless Enhanced 9-1-1 implementation by the following actions:

New Programs

- Promulgate the results of the Next Generation 9-1-1 project and facilitating nationwide conversion to Next Generation 9-1-1.
- Provide education opportunities to State 9-1-1 program offices and local PSAPs.

Ongoing Projects

- Continue an E 9-1-1 Technical Assistance Center to provide technical assistance and support to State 9-1-1 Offices and PSAPs and disseminating information concerning E 9-1-1 practices, procedures, and technology to State 9-1-1 Offices and local PSAPs.
- Collect and analyze data to measure ongoing progress in deploying E 9-1-1.
- Continue the process of preparing for E 9-1-1 grant program administration and providing oversight of funds awarded in FY 08.

National EMS Information System (NEMSIS):

The budget request will support continued, congressionally-directed implementation of NEMSIS by the following actions:

New Programs

- Increase the number of States (from 7 to 10) that contribute data to the National EMS Technical Assistance Center.

Ongoing Projects

- Continue the activities of the NEMSIS Technical Assistance Center.
- Continue the development of the National EMS database to be maintained through NHTSA's NCSA.

Detailed Justification for Highway Safety Programs

Driver Licensing	**FY 2009 Request: $1,002,000**

Overview:

NHTSA provides national leadership and assistance to the States in the implementation of a coordinated drivers licensing system, which would ensure every driver in the United States is properly trained, is periodically evaluated, and has one valid license and driving record. Countermeasures developed through the Driver Licensing program contribute to the Department's fatality rate goal of 1.0 per 100 million VMT by FY 2011 by focusing on issues related to driver training and education (including Graduated Driver Licensing), driver license security, and driver evaluation, particularly with regard to medical evaluation of physical or cognitive abilities necessary to drive. In 2005, 13-percent of drivers involved in fatal crashes had invalid drivers' licenses at the time of the crash.

Young, novice drivers are overrepresented in fatal motor vehicle crashes. Per miles driven, 16-year-old drivers have the highest rate of involvement in fatal crashes. Graduated Driver Licensing (GDL) programs have proven effective in helping young adults safely transition to full driving privileges.

The Driver License Agreement (DLA) is an effort by States to establish uniform driver licensing data and information exchange among the States. NHTSA supports adoption of the DLA by States as a means to effectively identify potential problem drivers.

The REAL-ID Act rulemaking process is expected to support several of NHTSA's initiatives, such as fraudulent document recognition, speeding up the adoption of both digital image access and the DLA which will lead to full adoption of the "one driver, one license, one driving record" concept. These activities will keep dangerous drivers from obtaining valid State drivers' licenses.

- In FY 2009, NHTSA is requesting $1,002,000 for Driver Licensing programs, which is consistent with FY 2008 funding.

FY 2008 Base: $1,002,000

NHTSA will support extensive evaluation of GDL and driver education and continue to provide technical assistance to jurisdictions to promote best practices and harmonization of GDL and driver education delivery. These programs will also support provisions in the REAL ID Act to prevent fraudulent procurement and use of drivers' licenses.

Anticipated FY 2008 Accomplishments:

New Programs

Driver Licensing

- Collect current and comprehensive data on licensing processes and requirements for all States that will be continually updated and available electronically to all jurisdictions.

Driver Education

- Develop a national inventory of the major, primarily unconventional driver education programs in a format that allows for effective comparison by State agencies.
- Develop concise issue papers to increase information on correct, science-based driving practices in critical areas of braking, steering, proper seat belt use, seating position and other areas affected by new automotive technology or driving methodologies.

Ongoing Projects

Driver Licensing

- Support coordination among the States to increase uniformity and exchange of information. Interstate compacts, specifically the Driver License Compact and the Non-Resident Violator Compact will be streamlined, updated, and condensed into one Driver License Agreement (DLA).
- Develop driver improvement guidelines for State DMVs.
- Develop a guidelines manual for State DMVs on evaluating foreign reciprocity of driver licensing privileges.

Driver Education

- Assess the status of driver education programs in the States.
- Develop evaluation methodologies for driver education programs to assess innovation and effectiveness.
- Conduct a national conference to develop standards for State driver education programs to ensure local programs are monitored and delivered as mandated. Effectiveness of driver education will start with the capability of the States to provide oversight and monitoring of approved curricula.
- Complete a higher education driver instructor training course.

Graduated Driver Licensing

- Evaluate and promote effective components of GDL programs. Disseminate information on component effectiveness and generate support for improved driver

licensing systems.

- Initiate demonstration projects highlighting best practices of State DMVs to increase compliance of GDL laws.

Fraudulent Document Prevention

- Continue Fraudulent Document Recognition training to reduce issuance of driver licenses based on fraudulent information.
- Increase the use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.

FY 2009 Budget Request: $1,002,000

In FY 2009, NHTSA's Driver Licensing programs will address improvements to driver licensing systems and driver education.

New Programs

Driver Education

- Implement driver education evaluation methodologies to assess innovation and effectiveness of curricula based on working group recommendations.
- Promote State guidelines and harmonization among States based on recommendations from the national conference on driver education.
- Disseminate overview of unconventional driver education programs, such as Web-based and simulator-based programs to provide guidance to States.

Graduated Driver Licensing

- Promote effective State programs using information derived from demonstration projects.

Ongoing Projects

Driver Licensing

- Increase coordination among the States to increase uniformity and exchange of information, particularly with increased membership in the DLA.
- Continue to support the Driver Licensing Compact Board to enable review of State legislation and licensing practices prior to admittance to the DLA.
- Complete State licensing demonstration programs to implement best practices in novice driver testing, driver improvement programs, foreign reciprocity processes, and other developmental initiatives.
- Complete State data comparison compendium detailing driver licensing policies and regulations, State by State, with periodic updates in electronic format.

Graduated Driver Licensing

- Continue to evaluate and promote effective components of GDL programs, disseminate information on component effectiveness, and generate support for improved driver licensing systems, particularly within DMVs.

Fraudulent Document Prevention

- Continue Fraudulent Document Recognition training to reduce issuance of driver licenses based on fraudulent information.
- Continue support for increased use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.

Detailed Justification for Highway Safety Programs

Highway Safety Research	**FY 2009 Request: $7,041,000***

**includes $1,200,000 authorized under Section 2013 of SAFETEA-LU for Drug Impaired Driving research but excludes $4,967,000 from the Highway Safety Grant Administration account.*

Overview:

NHTSA's Highway Safety Research program supports the Departmental goal to reduce highway fatalities to 1.0 per 100 million VMT by 2011 by providing the scientific basis for the development and evaluation of the agency's effective driver behavior countermeasures to reduce the occurrence of traffic crashes. Specifically, these countermeasures support the sub-metric goals to reduce fatalities among passenger vehicle occupants, nonoccupants, motorcyclists, and large trucks and buses.

Alcohol and drug impaired driving, failure to use occupant restraints, speeding, aggressive and other unsafe driving behaviors (e.g., fatigue, inattention, and distraction), pedestrians, and motorcyclists contribute significantly to the deaths, injuries, and property damage costs resulting from crashes on U.S. highways. Other issues associated with young, novice, and older drivers are also major factors of concern. Behavioral research into the role of these factors provides the empirical foundation for the development of effective programs to reduce the occurrence of crashes. Research and demonstration program results are disseminated to the States for implementation using highway safety formula grant (Section 402) funds.

Despite restraint use being near an all-time high (81% in 2006), overall the United States still lags behind other industrialized nations in the use of seat belts. Research demonstrating the effectiveness of programs to increase seat belt use and proper child safety seat use is critical to achieving further progress and meeting national safety goals and performance targets.

Little progress is currently being made in reducing alcohol-impaired driving crashes (17,602 alcohol-related crash fatalities in 2006). Behavioral research will provide the knowledge necessary to develop effective countermeasures that can make progress in reducing deaths and injuries due to impaired driving. For example, critical research on the nature and scope of the drug impaired driving problem will enhance development of effective countermeasures to combat this problem.

Motorcyclist fatalities have increased for the ninth consecutive year (reaching 4,810 fatalities – 11% of all motor vehicle deaths – in 2006), making it critical that research identify approaches for reversing this trend. Finally, as the average age of the population increases, research is now being conducted to develop programs to improve safety for older drivers and to develop the tools needed to identify those drivers who are unable to continue to drive safely. Without effective programs based on solid research, the number of crashes involving older drivers may increase dramatically.

- In FY 2009, NHTSA is requesting $7,041,000 for driver behavior research, which includes this request of $7,041,000, which is $662,000 more than the FY 2008 funding level. This increase will allow for the continuation of an alcohol interlock initiative with the Automotive Coalition for Traffic Safety (ACTS) and

the evaluation of rural grants to be issued in FY 2008 – 2009. It excludes funding for the one-time outreach program for teen in driver outreach conducted in FY 2008.

- This level of funding in FY 2009 will allow the agency to conduct Highway Safety Research and Development to support programs to achieve the agency's goals of reducing the fatality rate of high BAC (.08+) drivers, increasing seat belt usage, increasing restraint use among children from birth to age 7, reducing fatalities among improperly licensed motorcycle riders, and reducing speeding-related crashes. The funding will also support agency initiatives in pedestrian and bicyclist safety; driver education; licensing; distracted, inattentive, and fatigued driving; and elderly driver safety and mobility.

FY 2008 Base: $6,379,000

Highway Safety Research focuses on agency priority programs of impaired driving and occupant protection, as well as speeding, older drivers, motorcycles, driver licensing, driver education, pedestrian and bicycle safety, aggressive driving, and other unsafe driving behaviors, such as fatigued, inattentive, and distracted driving.

New Programs

Impaired Driving:

- In FY 2008, NHTSA will identify and test strategies for combining alcohol and nighttime seat belt enforcement, including joint messaging. The agency will initiate a nationally representative survey on attitudes and behavior regarding drinking and driving, and investigate innovative technologies for reducing impaired driving, such as vehicle-based technology to prevent impaired driving or performance measures to detect impaired operators. Additionally, the agency will initiate a case-control study in one or two States to determine the crash risk associated with driving under the influence of drugs other than alcohol.
- In FY 2008, NHTSA will partner with ACTS to develop alcohol detection technologies that are less intrusive than ignition interlocks with the hope of greater public acceptance for installation in vehicles. Technologies that are integrated into vehicles may hold the greatest promise for widespread deployment. As a result, the agency hopes to assess the current stat of impairment detection devices, and to support the development and testing of prototypes and subsequent hardware that may be installed in vehicles.

Occupant Protection:

- To better understand occupant protection behavior of drivers and passengers and develop effective countermeasures, research will focus on determining the effectiveness of high-visibility enforcement programs focusing on high-risk groups (e.g., teens, young males, pickup truck and SUV drivers, and rural drivers), on nighttime seat belt use campaigns as a strategy to reduce nighttime fatalities and as a deterrent to other high-risk driving behaviors, and on the effectiveness of conducting multiple high-visibility enforcement campaigns

throughout the year as a strategy for maintaining gains made from the May CIOT mobilization. Activities in this area will also identify and test strategies to increase correct child restraint and booster seat use and to conduct the Motor Vehicle Occupant Safety Survey, a representative telephone survey to monitor attitudes and knowledge about seat belt and child passenger safety issues.

Motorcycle Safety:

- NHTSA will initiate an evaluation of a general deterrence program focusing on alcohol impaired motorcycle riders and identify a methodology to evaluate motorcycle rider training programs.

Speeding:

- Several projects focusing on speeding behavior will be conducted. These projects include obtaining a nationally representative sample of travel speeds across a variety of roadways and regions to better understand the relationship between speed and crashes, as well as evaluating the effectiveness of speed reduction on pedestrian safety.

Driver Education

- The agency will complete a review of state-of-the-art instructional tools, training methods, and curricula with the Department of Education and determine whether current Driver Education programs use these best practices.

Ongoing Projects

Impaired Driving:

- As required by Section 2009 (f) of SAFETEA-LU, the agency will evaluate two National High Visibility Enforcement impaired driving crackdowns.
- The agency will test programs to encourage law enforcement to conduct high-visibility enforcement programs throughout the year (as a routine aspect of traffic law enforcement rather than as special periodic programs).
- In addition, the agency will complete a roadside survey on the incidence of alcohol and drug use by drivers, complete the evaluation of the New Mexico comprehensive approach for reducing impaired driving, and complete a study on the effect of frequency of breath test refusals on the ability to prosecute for DWI as required under SAFETEA-LU.

Motorcycle Safety:

- The agency will continue research to investigate motorcyclist impairment and continue research to evaluate motorcycle skills training.

Older Drivers :

- The agency will continue several research projects on older drivers such as the use of multiple medications by older drivers and the resulting potential for increased driving risk; the feasibility of using in-vehicle data collection to monitor driving of older persons with early-stage dementia; and determining the safety

benefits and unintended consequences that result from State licensing policies and practices regarding older drivers.

Speeding:

- NHTSA will continue research to evaluate the safety benefits of selective use of automated enforcement (e.g., photo radar in school zones).

Driver Education:

- To further improve NHTSA's teen driving programs, the agency will continue evaluation of various components of Graduated Driver Licensing (GDL) programs (e.g., seat belt use, teen passenger restrictions).

EMS Research:

- The agency will continue evaluating the effectiveness of various EMS system configurations (volunteer versus professional agencies, countywide versus local systems).

Distraction and Fatigue Research:

- NHTSA will continue research on two demonstration projects to address distracted, inattentive, and fatigued driving as required under SAFETEA-LU.

Anticipated FY 2008 Accomplishments:

In FY 2008, NHTSA will:

Impaired Driving

- Complete research on the effectiveness of vehicle sanctions and vehicle interlocks in preventing impaired driving.
- Complete research on the effect of breath test refusals on the ability to prosecute for driving while intoxicated (DWI).
- Complete research on the effectiveness of per se laws for improving prosecution of driving under the influence of drugs.
- Implement an advanced alcohol detection technologies program by selecting a technical manager, drafting a program management plan, developing initial performance criteria and specifications and, identifying functional requirements and public policy issues.

Occupant Protection

- Complete the Motor Vehicle Occupant Safety Survey which measures attitudes, knowledge, and behavior related to use and non-use of occupant protection devices.
- Complete study to determine the effects of booster seat laws in selected States on use rates and child passenger injury rates in crashes.
- Conduct annual evaluations of High Visibility Enforcement campaigns designed

to increase seat belt use and reduce impaired driving.

- Complete evaluations from several region-wide seat belt demonstration programs focusing on pickup trucks and rural drivers and occupants.
- Complete the evaluation of a nighttime seat belt enforcement program to determine the effect on nighttime seat belt use and related crash factors.

Speeding

- Complete research on the effectiveness of setting rational speed limits on speeding and crashes. NHTSA and FHWA have been evaluating a series of demonstration programs in which selected communities have implemented the recommended speed management approach.

Motorcycles

- Complete a study on motorcycle operator experience that is designed to collect detailed information about the characteristics of the current motorcycle rider population, including such things as the characteristics of motorcycle riders, the frequency of riding, trip purposes, and duration.
- Release the results of a study on alcohol impairment and motorcycle riding that documents the BAC level where impairment begins, tracks the effects of alcohol at higher BAC levels, and demonstrates how alcohol impairs critical motorcycle riding skills.
- Release the results of the reinstatement of an all-rider motorcycle helmet law in Louisiana that will document the effect on helmet usage rates; law enforcement helmet citation data; fatality and injury rates; injury patterns of motorcyclists admitted to trauma centers, emergency rooms, or long-term rehabilitation centers; and health care cost data for injured motorcyclists.

Teens

- Complete research on the effectiveness of Graduated Driver Licensing (GDL) provisions in Michigan and Texas.
- Conduct a *Teen's in the Driver's Seat* program, which will allow NHTSA to assist in this peer-to-peer outreach and education program. NHTSA will enter into a cooperative agreement with the Texas Transportation Institute to participate in the program's outreach and evaluation.

FY 2009 Budget Request: $7,041,000

In FY 2009, the Highway Safety Research program will continue its research efforts to develop countermeasures to support reductions in traffic fatalities.

New Programs

Impaired Driving:

- Initiate research to identify and test strategies for conducting high visibility

enforcement at different times of the day (e.g., sobriety checkpoints during daytime, evening, and nighttime).

Motorcycles:

- Initiate research to investigate the effects of motorcycle safety training and licensing on crashes.
- Conduct research on the problem of overriding the sight distance as a significant cause of run-off-the-road crashes on curves.

Teens:

- Initiate a survey to better understand driving behavior and decision-making among youth.
- Conduct research to determine the best practices for driver education programs.

Older Drivers:

- Initiate an assessment of self-screening tools for older drivers to determine whether these tools help older people accurately identify risk factors and whether they follow up on the recommended actions.
- Initiate a study of the long-term effects of motor vehicle injuries on older occupants which will examine and describe the extent of chronic disabilities that crash survivors, especially older people, experience.

Pedestrians

- Initiate research to design and evaluate an effective pedestrian safety program for children.

Rural

- Evaluate demonstration grant programs designed to implement high visibility law enforcement in target rural counties to increase seat belt use, as well as programs designed to increase use of ignition interlocks in rural areas.

<u>Ongoing Projects</u>

Impaired Driving:

- Develop, with ACTS, suitable metrics for alcohol detection and evaluate various technologies using those metrics.
- Complete a case-control study to determine the crash risk associated with driving under the influence of drugs other than alcohol, as part of the research initiatives included in Section 2013 of SAFETEA-LU.
- Continue the evaluation of a national campaign to reduce underage drinking and drinking and driving.
- Complete research to investigate adjudication of cases involving driving under the influence of drugs.
- Conduct annual evaluations of the National High Visibility Enforcement

campaigns to increase seat belt use and reduce impaired driving.

Occupant protection:

- Continue evaluation of strategies for increasing seat belt use at high-risk times (e.g., night) and among high-risk populations.
- Complete evaluation of two statewide teen seat belt demonstration projects in States with seat belt use provisions in their GDL laws.

Motorcycles:

- Continue research to determine the effectiveness of a general deterrence approach for reducing alcohol-impaired motorcycle riding.

Speeding:

- Further investigate the relationship between speeding and crash risk to identify the situations and circumstances where speeding most increases crash risk.

Older Drivers:

- Evaluate the impact of DMV licensing practices and policies on older driver safety, as mandated under Section 2017 (a) of SAFETEA-LU.
- Continue research to validate promising screening and assessment tools for licensing agencies and other professionals to identify functional limitations of older drivers.
- Complete research to identify strategies for ensuring that older drivers continue to use seat belts despite physical limitations.

Distraction, Inattention, and Fatigue:

- Complete two demonstration projects to address distracted, inattentive, and fatigued drivers, as mandated under Section 2003 (d) of SAFETEA-LU.

Other Highway Safety Research and Development:

- Update the annual guidance to State highway safety offices through the publication *Countermeasures That Work*.
- Complete development of model intermediate performance measures for traffic safety programs in conjunction with the State highway safety offices.

Detailed Justification for Highway Safety Programs

Emerging Traffic Safety Issues	FY 2009 Request: $588,000

Overview:

NHTSA's Emerging Traffic Safety Issues program allows the agency to focus on traffic safety issues presenting unique challenges to the Nation. Currently, programs within the Emerging Traffic Safety Issues area focus on teen driver safety and rural initiatives.

In 2005 (latest data available), there were 5,699 fatalities among people ages 16-20. In 2004 (latest data available), there were 3,620 teen driver fatalities (ages 15-20). Sixteen-year-old drivers have the highest traffic fatality rate of any age (27.4 fatalities per 100,000 population compared to 15.69 for 26- to 30-year-olds).

A majority of fatalities occurring on our Nation's roads occur in rural areas (58.5% in 2003), most recent data available) and there are approximately 42-percent more rural crashes than urban crashes; this is despite much higher VMT in urban areas. Fatal rural crashes are more likely to involve multiple fatalities, rollovers, and more trucks. Fatal rural crashes more often occur on curved roadways and have greater vehicle damage. Head-on crashes are more prevalent in rural areas than in urban areas. Finally, the length of time for emergency medical services to arrive at a crash scene is longer in rural areas than in urban areas.

In response to these issues, the Emerging Traffic Safety Issues program will develop, test, and implement programs designed to reduce crashes, deaths, and injuries resulting from teen and rural crashes. These new initiatives will help the agency reduce passenger vehicle occupant fatalities, thereby supporting the Department's 1.0 fatality rate goal.

- In FY 2009, $588,000 is requested for the Emerging Traffic Safety Issues program, which is consistent with FY 2008 funding. Funding will support two new initiatives, one focusing on use of technology to monitor teen driving and the other to increase traffic law enforcement in rural areas.

FY 2008 Base: $588,000

In FY 2008, the Emerging Traffic Safety Issues program will focus on supporting speed management and distracted driving issues. Speed is cited as a factor in nearly one-third of all fatalities involving novice drivers. Distracted driving is also an issue prevalent in teen crashes. To address these two important issues, NHTSA will support the following activities:

- Implement and promote the U.S. DOT Speed Management Team's Strategic Initiative plan in collaboration with FHWA and FMCSA.
- Use the Fatality Analysis Reporting System (FARS) and market research to better identify drivers involved in speeding-related and distracted driving crashes in order to design and implement programs targeting those most at-risk.
- Lead collaborative efforts with national organizations to promote speed

management programs in States and communities.

- Track and assess the success of new and emerging technologies that affect reductions in speeding-related offenses and crashes.
- Lead collaborative efforts with national organizations to promote GDL and parental roles and responsibilities in driver education.
- Assess the success of the teen distracted driver pilot program, implement necessary revisions, and market to States and communities.

Anticipated FY 2008 Accomplishments:

New Programs

- Implement a speed management marketing and communications campaign, to be used at the local level, with both high visibility enforcement (HVE) and social norming messages in three roadway settings: neighborhoods, school zones, and secondary roads.
- Evaluate the speed communications campaign to determine its effectiveness in raising awareness of the issue and causing behavior change.
- Implement a GDL component to the youth communications program, focusing on parental responsibility in driver licensing.

FY 2009 Budget Request: $588,000

In FY 2009, the Emerging Traffic Safety Issues program will support the following initiatives:

New Programs

- Develop and test use of technology to monitor teen drivers. This program is designed to develop safe driving behaviors by assisting teen drivers in rural areas through use of monitoring systems and parental involvement. Fifty-eight percent of teen traffic fatalities occur in rural areas as compared to 38-percent in urban areas.
- Demonstrate and evaluate a rural/suburban enforcement initiative focusing on combining alcohol, seat belt, and speed strategies through law enforcement leadership and incentives. This new initiative is designed to develop programs that will increase law enforcement activity significantly at the community level and in rural areas on a consistent basis. NHTSA will partner with major law enforcement organizations to develop and test this program.

Detailed Justification for Highway Safety Programs

Behavioral International Program	**FY 2009 Request: $100,000**

Overview:

DOT's Strategic Plan includes Global Connectivity ("*facilitate a more efficient domestic and global transportation system...*") as one of the five strategic objectives of the Department. This objective includes reducing the adverse aspects of that system (e.g., the growing global road death and injury toll). The ability to cooperate with other countries bilaterally and through international organizations allows NHTSA to learn what other countries are doing to address traffic safety problems, adopt appropriate best practices, share knowledge and expertise on traffic safety issues, and ultimately improve traffic safety not only in the United States, but globally as well. In addition to meeting the primary goal of improving safety by reducing the tragic results of crashes, collaborating with emerging nations on highway safety improvements can have the ancillary benefit of improving the Nation's economy.

- In FY 2009, NHTSA is requesting $100,000 for the Behavioral International Program, which is consistent with FY 2008 funding. FY 2009 funding will allow the agency to continue working with the World Health Organization (WHO) and Working Party 1 (WP.1) to develop guidance to address system factors (e.g., data systems, law enforcement, and post-crash care); to pilot-test good practice tools in selected countries; and to conduct a data conference for representatives of countries interested in improving their data systems.

FY 2008 Base: $100,000

In FY 2008, NHTSA's Behavioral International Program will continue to support activities of United Nations/Economic Commission for Europe (UN/ECE) WP.1 on Road Traffic Safety and WHO, as well as continue development of a good practice manual on data systems (with WHO) and support the development of other good practice tools for road safety (e.g., seat belts and speed management). In addition, NHTSA will continue to support coordination among U.S. government agencies on global road safety activities.

New Program

The role of law enforcement has not been adequately addressed in international road safety initiatives. In FY 2008, NHTSA will work with the World Bank and other appropriate organizations to develop guidelines and tools for traffic law enforcement in developing nations.

Anticipated FY 2008 Accomplishments:

The following accomplishments are anticipated in FY08:

- Complete the development of good practice manuals addressing occupant protection and speed management.

- Complete, with WHO, a resource document of traffic safety laws and practices around the world.
- Complete, with WHO, a pilot test of the good practice manual addressing helmet use.

FY 2009 Budget Request: $100,000

Under SAFETEA-LU 2003 (b), NHTSA may participate and cooperate in international activities to enhance highway safety. An objective of NHTSA's international collaboration is to work with others (primarily international organizations) to develop tool kits to enable other countries to address their road safety problems. Pilot-testing the good practice guides will enable us to assess how well the tool kits can be implemented. Moreover, development of good data systems is important for problem identification and progress tracking. In addition to working on the data system guide, NHTSA will conduct a meeting on data systems for countries interested in improving such systems.

Post-crash care is an important aspect of an overall traffic injury prevention strategy. NHTSA will work with WHO and other appropriate international organizations to develop guidance for effective post-crash management to reduce the severity of road traffic crash injuries.

In FY 2009, funding for international activities in behavioral traffic safety will be used to:

New Programs

- Initiate development of good practice guidelines for post-crash injury management.
- Conduct a data conference to provide technical information to countries interested in improving their own data systems.

Ongoing Projects

- Continue work with WHO and WP.1 to develop approaches to address both risk factors (e.g., impaired driving, seat belts, and speed) and systems improvements (e.g., data, law enforcement) in particular countries and to pilot-test the resulting good practice tools in selected countries.

Explanation of Programmatic Funding for Research and Analysis Programs

Research and Analysis/Highway Safety Research and Development Programs	**$26,908,000**
Overview: In FY 2009, NHTSA is requesting $26,908,000 to conduct Research and Analysis programs through the Highway Safety Research and Development appropriation. These programs will be carried out by the National Center for Statistical Analysis (NCSA), as defined below.	
Traffic Records	$1,650,000
National Motor Vehicle Crash Causation Survey	$0
Fatality Analysis Reporting System	$7,172,000
National Automotive Sampling System	$12,230,000
State Data Systems	$2,490,000
Special Crash Investigations	$1,700,000
Data Analysis	$1,666,000

Detailed Justification for Research and Analysis

Traffic Records	FY 2009 Request: $1,650,000

Overview:

Traffic Records represent the traffic safety information collected by States. These records are essential building blocks for the implementation and evaluation of State Highway Safety policies and programs. A State Traffic Records System – also called a Traffic Safety Information System – consists of six fundamental information systems: crash, citation/adjudication, driver licensing, vehicle registration, injury surveillance, and roadway information. Data from these systems are used to determine the factors contributing to vehicle crashes; identify national, State, and local transportation safety problems; monitor the implementation of transportation safety countermeasures; measure the impact of implemented countermeasures; and provide data to national databases. They are the basis of the data collected and used by NHTSA to administer its programs.

The Traffic Records program provides critical technical guidance and service to the States and U.S. territories to improve the timeliness, accuracy, completeness, and accessibility of their Traffic Safety Information Systems, directly impacting NHTSA's own success. NHTSA's Traffic Records program supports the Department's 1.0 fatality rate goal by providing State traffic information used to inform the agency's many Highway Safety Research and Development countermeasures and research and rulemaking activities.

- In FY 2009, NHTSA is requesting $1,650,000 for Traffic Records, which is consistent with FY 2008 funding. The current level of funding will enable NCSA to continue to provide technical assistance and training to NHTSA regional staff, State and local data managers, law enforcement, and research associates. The funding will also facilitate State Traffic Records System assessments.

FY 2008 Base: $1,650,000

Traffic Records activities will provide critical technical assistance for State efforts to improve the timeliness, accuracy, completeness, and accessibility of their Transportation Safety Information System data. Data improvements will ensure that the highest quality traffic safety data is collected and made available on a timely basis for the most effective use in highway safety decision-making at national, State, and local levels. Effective use of data in decision-making will ultimately reduce deaths, injuries, and injury severity on our Nation's highways.

One important activity of the Traffic Records program is to provide technical and staff support to the U.S. DOT Traffic Records Coordinating Committee (TRCC). TRCC contributes strong coordinated Federal leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis efforts, supports multi-agency efforts to obtain better data, ensures the coordination of Federal projects, and publicizes Federal funding sources available for States.

Anticipated FY 2008 Accomplishments:

Ongoing Projects

- Provide training and technical support for NHTSA Regional offices, States, U.S. Territories and the Indian nations to fulfill technical requirements of SAFETEA-LU Section 408 grant applications guidelines.
- Evaluate existing training, identify emerging technological developments, and develop new training courses to assist data managers and users at local, State, and national levels.
- Continue to migrate and expand on Web sites needed to support State and DOT field offices in monitoring progress (Traffic Records and Traffic Records Coordinating Committee (TRCC)), and create marketing and supporting publications.
- Sponsor the 2008 International Traffic Records Forum and NHTSA regional traffic records and data sharing conferences. These conferences and forums provide a venue for States and Regions to share information and experiences on how traffic records information systems can be modernized and improved.
- Provide technical assistance to States for improving their Traffic Records Systems.
- Operate information booths at national conferences to promote traffic records system improvements and professional development.
- Provide staffing and administrative support for TRCC.

FY 2009 Budget Request: $1,650,000

FY 2009 funding will be used to:

Ongoing Projects

- Conduct State and Native American tribal traffic records assessments. These assessments provide a baseline assessment of the traffic records information system. These assessments are required every five years for qualification for the SAFETEA-LU Section 408 Data Grant Program.
- Sponsor the 2009 International Traffic Records Forum, convene an Annual Federal Data Users Meeting, and support NHTSA regional traffic records conferences. These conferences and forums provide a venue for States and Regions to share information and experiences on how traffic records information systems can be modernized and improved.
- Maintain and update the Traffic Records Web site to include updated information on State traffic records inventory, crash forms, data dictionaries, traffic records resources, and traffic records forum information.

- Continue to provide technical assistance to States for the improvement of their Traffic Records Systems.
- Continue to develop basic and advanced Internet training courses on operation, performance, and expertise needed for traffic safety data.
- Continue to evaluate and promote technological innovations to increase States' accuracy and timelines of data collection and analysis.
- Continue to operate information booths at national conferences to promote traffic records system improvements and professional development.
- Provide staffing and administrative support for TRCC.

Detailed Justification for Research and Analysis

National Motor Vehicle Crash Causation Survey (NMVCCS)	**FY 2009 Request: $0**

Overview:

Starting in 2005, NHTSA began collecting detailed on-scene data from over 2,000 crashes per year to identify the specific factors or events that lead up to a crash. These data are useful in identifying what crash-avoidance technologies are needed at the environment, human, and vehicle levels, and how existing technologies can be tailored to increase their safety benefits in specific crash situations. This data collection effort also allows for countermeasure programs and technologies to be evaluated in the real-world crash environment to quantify their crash-prevention potential.

- NHTSA's FY 2009 budget request for NMVCCS is $0, which is $7,000,000 less than the FY 2008 funding level. NMVCCS is a multi-year survey, with FY 2008 NMVCCS marking the last data collection year for this initiative.

FY 2008 Base: $7,000,000

In FY 2008, NMVCCS will collect its last year of data (ending 12/31/2007) and create a database of detailed motor vehicle crash investigations. The data collected represents the events and factors related to the causation of these crashes. NASS CDS infrastructure provides a detailed analysis of on-scene crash investigations. NHTSA will continue to evaluate cooperative efforts with local law enforcement jurisdictions and first responders for on-scene crash investigation protocol. In addition, NMVCCS will continue to perform quality-control operations to ensure data accuracy and completeness.

Anticipated FY 2008 Accomplishments:

- Collect a nationally representative sample of data from approximately 2,000 crashes.
- Create and make available to the public the 2007 and 2008 annual files.

FY 2009 Budget Request: $0

In FY 2009, NHTSA will make data collected through the multi-year NMVCCS accessible to researchers and the public.
In FY 2009, NMVCCS will:

- Make NMVSS data files available to the public.

Detailed Justification for Research and Analysis

Fatality Analysis Reporting System (FARS)	**FY 2009 Request: $7,172,000**

Overview:

FARS is the sole source for standardized, State-documented information on a national census of police-reported traffic crashes in which at least one fatality occurred. FARS relies on individual cooperative agreements between NHTSA and State offices to utilize their staff, Police Accident Report (PAR), and data infrastructure (e.g., driver records, death certificates, etc.) efforts to collect fatal highway crash data in all 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. This program is the principal source of nationwide data on motor vehicle fatalities to support the development of policy, the setting of priorities, and the evaluation of the agency's traffic and highway safety countermeasures that are implemented to reduce the number of fatalities and injuries on U.S. highways. FARS provides the statistical basis for the support for the Department's 1.0 fatality rate goal, allowing the agency to best manage resources against crash data.

- In FY 2009, NHTSA is requesting $7,172,000, which is $250,000 less than the FY 2008 funding level. FY 2009 funding will provide for the collection of FARS data from the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands, continuing to serve as the basis of the majority of NHTSA's data-driven program initiatives.

FY 2008 Base: $7,422,000 (from all sources)

In FY 2008, NHTSA's FARS program will collect information through cooperative agreements between the agency and each of the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. In addition to data collection, FARS will continue to create the annual electronic data file and publish the data to the Internet and to disseminate data files to the traffic safety community and the public in general.

Anticipated FY 2008 Accomplishments:

- Perform a census of all fatal crashes occurring in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands.
- Create a file for analysis and make the data in the 2007 annual file available to the public.

FY 2009 Budget Request: $7,172,000

In FY 2009, the FARS program requests funding to:

- Perform a census of all fatal crashes occurring in the 50 States, the District of

Columbia, Puerto Rico, and the Virgin Islands.

- Create the 2009 analysis file and make the 2008 data publicly available.

Detailed Justification for Research and Analysis

National Automotive Sampling System (NASS)	FY 2009 Request: $12,230,000

Overview:

NASS is a data collection system that provides data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. About 6.3 million police-reported traffic crashes occur annually in the United States. NASS is comprised of two programs, the NASS Crashworthiness Data System (CDS) and the NASS General Estimates System (GES), which work from nationally representative sites to perform data collection activities. NASS CDS uses highly trained contractor staff, primarily crash investigators, to perform detailed crash investigations including documenting the data from scene evidence, detailing the vehicle damage, and coding all crash-related injuries from hospital reports. NASS CDS is the sole source for nationally representative in-depth data on towed passenger vehicles to quantify the relationship between occupants and vehicles in the real-world crash environment which provides the agency with the foundation for a comprehensive understanding of the relationship between vehicle crash severity and occupant injury, utilized to initiate, develop, and evaluate effective countermeasures. NASS GES creates an annual file of standardized police crash report information based on a national sample of the police-reported traffic crashes. NASS GES data is the sole source for trends on the number and severity of crash-related non-fatal injuries in the United States.

- In FY 2009, NHTSA is requesting $12,230,000 for the NASS program, which is $250,000 less than the FY 2008 funding level.
- FY 2009 funding will allow the agency to collect data for CDS at 24 crash investigation sites, as well as to collect data for GES from 60 CDS and GES-only crash investigation sites. Additionally, the agency will continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes.

FY 2008 Base: $12,480,000 (from all sources)

In FY 2008, NASS will continue data collection through CDS and GES. The agency will also continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes. Quality-control operations to ensure data accuracy and completeness of NASS data will be ongoing in FY 2008.

Anticipated FY 2008 Accomplishments:

NASS CDS

- Collect a nationally representative sample of data from approximately 4,500 crashes through 24 primary sampling units.
- Create a file for analysis and make the data in the 2007 annual file available to the public.

NASS GES

- Collect GES case data at 60 CDS and GES-only crash investigation sites.
- Continue to expand methodologies to collect additional data on not-in-transport and backover crashes.

FY 2009 Budget Request: $12,230,000

In FY 2009, the NASS program will undertake the following initiatives:

NASS CDS

- Collect a nationally representative sample of data from approximately 4,000 crashes through 24 primary sampling units.
- Create a file for analysis and make the data in the 2008 annual file available to the public.

NASS GES

- Collect GES case data at 60 CDS and GES-only crash investigation sites.
- Continue to expand methodologies to collect additional data on not-in-transport and backover crashes.

Detailed Justification for Research and Analysis

State Data Systems	FY 2009 Request: $2,490,000

Overview:

The State Data Systems program is a compilation of data programs based on existing State data files or State crash reports. These include the State Data System (SDS), and support of additional data collection for the Not-in-Traffic Surveillance (NiTS) program. SDS consists of data files collected from 30 individual State data systems and processed into standard formats to complement the crash data collected by NASS and FARS. The State data systems vary considerably in coverage and in variables and are, therefore, essential to NHTSA's efforts to reduce deaths, injuries, and crashes, and to support defect investigations by providing the agency with a data set containing generous amounts of information applicable to questions and evaluations that require large data sets for analysis. NiTS is collecting non-traffic data on a pilot basis in response to provisions in SAFETEA-LU Section 10305 for non-traffic incidents and Section 2012 of SAFETEA-LU for backover crashes.

- NHTSA's FY 2009 budget request for the State Data Systems program is $2,490,000, which is $400,000 less than the FY 2008 funding level. FY 2009 funding will allow the agency to collect and process annual data from 30 State crash databases to provide the agency with Police Accident Report (PAR), non-traffic, and non-crash motor vehicle incidents crash information.

FY 2008 Base: $2,890,000

In FY 2008, funding for the agency's State Data Systems program activities will support analysis of data received from the States, which benefit the agency by filling in data gaps with injury and fatality data to assist in the analysis of highway safety programs. Also, NHTSA will continue researching methodologies and collecting data critical to understanding size- and events-related deaths and injuries in motor vehicle non-impact incidents and crashes that occur on nonpublic roads, driveways, parking lots, and other private areas.

Anticipated FY 2008 Accomplishments:

- Collect data from 30 State databases to provide the agency with a data set containing generous amounts of PAR-based crash information.
- Continue to collect data from approximately 27 State-level Crash Outcome Data Evaluation System (CODES) program sites.
- Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents in response to provisions in SAFETEA-LU.

FY 2009 Budget Request: $2,490,000

In FY 2009, State Data Systems program funding will allow the agency to:

- Collect and process data annually from 30 State crash databases to provide the agency with a data set containing generous amounts of PAR-based crash information.
- Continue to collect data from approximately 27 State-level CODES program sites.
- Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents in response to provisions in SAFETEA-LU.

Detailed Justification for Research and Analysis

Special Crash Investigations (SCI)	FY 2009 Request: $1,700,000

Overview:

The Special Crash Investigation (SCI) employs highly trained and professional vehicle crash reconstructionists to perform approximately 180 detailed, in-depth investigations on specific motor vehicle crashes of interest to the Agency. Agency staff deploys the SCI investigators to targeted crashes involving new and rapidly changing occupant protection technologies and to other crashes of interest to the Agency. These data assist NHTSA staff assess the effectiveness and safety of advanced technologies in hybrid fuel, in occupant protection and in crash avoidance systems. In addition, SCI will remain the rapid response team for crashes that the Office of Defects Investigations requires for immediate investigations supporting recalls and other agency enforcement efforts.

- In FY 2009, NHTSA is requesting $1,700,000 for SCI program, which is consistent with the FY 2008 funding level. The FY 2009 request will allow the agency to perform in-depth crash investigations on backover and rollover crashes, advanced occupant protection systems, occupant mitigation systems, event data records, and child safety seats. SCI will focus specifically on collecting detailed non-traffic data in response to provisions in SAFETEA-LU Section 10305 of SAFETEA-LU for non-traffic incidents and Section 2012 of SAFETEA-LU for backover crashes involving sensing systems and cameras, as well as rollover crashes involving vehicles equipped with Electronic Stability Control (ESC).

FY 2008 Base: $1,700,000

The SCI program promptly provides real-world crash data on the effectiveness of advanced technologies. As automobile manufacturers continue to install new technologies in their vehicles such as Electronic Stability Control (ESC), side curtain air bags, ejection mitigation systems, rollover stability control systems, hybrid-generation vehicles and backover sensing systems along with backover cameras. The SCI program continues to seek out and investigate crashes involving these latest technologies.

NHTSA will continue to perform in-depth investigations of air bag-related fatal or life-threatening injuries concentrating on new-technology air bags. In addition, SCI will remain the rapid response team for crashes required by the Office of Defects Investigations for immediate investigation. SCI will continue to seek out crashes involving the performance of child safety seats in vehicles equipped with Lower Anchors and Tethers for Children (LATCH).

Anticipated FY 2008 Accomplishments:

NHTSA will perform in-depth investigations on approximately 180 cases nationwide through three SCI field contractors, in the following areas of concentration:

- Backover crashes especially those events involving sensing systems and cameras

in response to provisions in SAFETEA-LU.

- Rollover crashes involving ESC vehicles.
- Advanced occupant protection systems including but not limited to advanced frontal air bags, side air bags and side curtain air bags.
- Performance of occupant ejection mitigation systems.
- Event data recorders.
- Performance of child safety seats.
- Performance of hybrid vehicles.

FY 2009 Budget Request: $1,700,000

In FY 2009, NHTSA will continue to perform in-depth investigations on approximately 180 cases nationwide. These investigations will allow the agency to gather in-depth crash data on:

- Backover crashes especially those events involving sensing systems and cameras in response to provisions in SAFETEA-LU.
- Rollover crashes involving ESC vehicles.
- Advanced occupant protection systems including but not limited to advanced frontal air bags, side air bags and side curtain air bags.
- Performance of occupant ejection mitigation systems.
- Event data recorders.
- Performance of child safety seats.
- Performance of hybrid vehicles.

Detailed Justification for Research and Analysis

Data Analysis and Program Evaluation	FY 2009 Request: $1,666,000*

Excludes $599,000 funded under Behavioral Safety Research Administrative Expenses account.

Overview:

In 2006, 42,642 people were killed in motor vehicle crashes and an estimated 2.6 million additional people sustained non-fatal injuries. The success of NHTSA in its mission to reduce this high toll of fatalities and injuries depends on effective and reliable data analysis and program evaluation. NHTSA's Data Analysis and Program Evaluation activities are comprised of an overall Data Analysis Program and analysis that directly support NHTSA's Regulatory and Evaluation Programs.

The Data Analysis Program provides the critical information that NHTSA, and DOT, uses to track the progress toward meeting the Departmental performance goal of 1.0 fatality per 100 million VMT. The Data Analysis Program ensures that sufficient analytical and evaluative resources and services are provided to NHTSA program areas and to the overall traffic safety community. It produces the necessary information to educate the public about the many different highway safety problems and disseminates traffic safety data to the public through a broad spectrum of media. In addition, the Data Analysis Program ensures the statistical integrity of NHTSA's eight databases which are the sole source of traffic safety data on fatalities, injuries, crashworthiness, and crash causation. These databases are used by government agencies (Federal, State, and local), research institutions, motor vehicle manufacturers, safety groups, and the general public to improve traffic safety.

The Regulatory Analysis and Evaluation Program provides two functions to the agency, as required by Executive Order 12866. The Regulatory Analysis division estimates the costs and benefits (lives saved and injuries reduced) of future NHTSA safety standards and other programs. The Evaluation division evaluates existing regulations and programs a few years after they have been implemented, to determine their costs and whether they are statistically achieving the level of benefits the agency anticipated.

- In FY 2009, NHTSA is requesting $1,666,000 (total funding from all sources), which is consistent with FY 2008 funding levels. FY 2009 funds will enable NHTSA's Data Analysis Program to continue to produce critical annual traffic safety publications, to perform essential research on specific highway safety topics and report on those investigations, to provide data and statistical analysis to NHTSA and external customers, and to provide analysis of proposed regulatory actions and NHTSA program activities.

FY 2008 Base: $1,666,000

NHTSA's Data Analysis activities in FY 2008 will provide the fact-based foundation for the agency's policies, programs, and initiatives. The analyses of data from fatal motor vehicle crashes, on-scene crash investigations, occupant protection surveys, and non-traffic incidents will provide critical information on factors contributing to crashes, fatality trends, the success of agency programs, the impact of proposed regulations, and the evaluation of already implemented regulations and programs. These activities are essential to NHTSA and DOT safety programs, for informing the highway safety community and the general public regarding effective safety countermeasures, and for identifying current and emerging trends.

Anticipated FY 2008 Accomplishments:

- Produce the Annual Assessment of Motor Vehicle Traffic Crashes. The Annual Assessment includes the Traffic Safety Facts Annual Report and the 18 annual Traffic Safety Fact Sheets that focus on high-interest program areas including three new fact sheets to meet our customers' needs. The Annual Assessment publications provide detailed motor vehicle crash information and are the authoritative resource for the traffic and highway safety community.
- Provide and revise, if necessary, the metrics that enable NHTSA to track its progress toward meeting Departmental performance goals of reducing passenger vehicle occupant fatalities, motorcycle rider fatalities, alcohol-related fatalities, and nonoccupant fatalities; increasing seat belt use; and increasing restraint use among child occupants from birth through age 7.
- Provide data mining and analytical support to the Office of Defects Investigations; crucial statistical support to the National Motor Vehicle Crash Causation Survey in sample design and maintenance, quality control, and statistical analysis; and actively participate in the implementation of guidelines and the evaluation of traffic safety programs under the SAFETEA-LU authorization.
- Conduct analytical studies on highway safety.
- Conduct studies of the frequency of unreported crashes, an evaluation of advanced air bags, and a study of current vehicles' crashworthiness for older occupants, a longitudinal study of the survival rates for crash injury patients.
- Complete the evaluation of antilock brake systems for heavy trucks and rear-impact guards for truck trailers.
- Evaluate the effectiveness of head impact protection (FMVSS 201).

FY 2009 Budget Request: **$1,666,000**

FY 2009 funds will enable NHTSA's Data Analysis Program to continue to produce critical annual traffic safety publications, to perform essential research on specific highway safety topics and report on those investigations, to provide data and statistical analysis to NHTSA and external customers, and to provide analysis of proposed regulatory actions and NHTSA program activities.

Specifically, FY 2009 funding is requested to:

- Produce the Annual Assessment of Motor Vehicle Traffic Crashes including the Traffic Safety Facts Annual Report and the 18 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics which are used to track performance of NHTSA's activities under both DOT and NHTSA Performance Plans.
- Provide expert statistical analysis to internal and external customers in a broad range of statistical and traffic safety areas.
- Continue to provide accurate and timely traffic safety and related information to NHTSA's varied customers by responding to numerous information requests.
- Continue statistical analysis of data from the Large Truck Crash Causation Study and the National Motor Vehicle Crash Causation Survey.
- Enhance data dissemination procedures to improve the effectiveness of distributing timely traffic safety information.
- Begin an evaluation of Tire Pressure Monitoring Systems.
- Begin a cost tear-down study of a variety of advanced air bag systems to compare the costs to the benefits of advanced air bags.
- Begin an evaluation of seat belt effectiveness based on information from Event Data Recorders.

Detailed Justification for Administrative Expenses

Highway Safety Research and Development Administrative Expenses	FY 2009 Request: $36,583,000

Overview:

NHTSA is requesting $115,268,000 in total for administrative expenses in FY 2009, which will be appropriated from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of $3,920,000 over the FY 2008 funding level of $111,348,000.

For the portion of administrative expenses funded from Highway Safety Research and Development, the FY 2009 budget request is $36,583,000, which is $4,000,000 more than the FY 2008 funding level, representing a realignment of expenses between the Vehicle Safety and Highway Safety Research and Development accounts. In FY 2009, NHTSA requests Highway Safety Research and Development Administrative Expenses funding to cover:

- $24,157,000 for Salaries and Benefits, which is $925,000 more than the FY 2008 funding level. This assumes a 3-percent general pay raise in January 2009 to fund 190 Full-Time Equivalent (FTE) employees, the same FTE level as FY 2008.
- $482,000 for Travel, which is consistent with FY 2008 funding.
- $6,845,000 for Rent, Communications, and Utilities. This reflects GSA rent, at a funding level of $5,881,000, which is $1,506,000 more than the FY 2008 funding level in order to better align the costs between the Vehicle Safety and Highway Safety Research and Development accounts. It also includes $964,000 for the Vehicle Safety Hotline to cover the increased cost resulting from a re-competition of the contract in FY 2008 – 2009.
- $4,024,000 for Other Services, which is an increase of $605,000 over the FY 2008 funding level. It includes $3,075,000 for general administrative expenses, an increase for inflation of $235,000 more than the FY 2008 level. This covers items such as interagency agreements for the provision of accounting and payroll systems and services. This also includes $370,000 as partial funding of the direct costs of the Office of the Chief Information Officer, and funds the agency's program evaluation activities at a level of $579,000, the same as FY 2008 (shown also under Data Analysis & Program Evaluation).
- $1,075,000 for Supplies, which is consistent with FY 2008 funding. This covers general office supplies such as paper, toner, and folders.

National Driver Register

(Liquidation of contract authorization)
(Limitation on obligations)
(Highway trust fund)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, $4,000,000, 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 implementation or execution of programs the total obligations for which, in fiscal year [2008] 2009, are in excess of $4,000,000 for the National Driver Register authorized under such chapter: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

PROGRAM AND FINANCING SCHEDULE IS COMBINED IN THE OPERATION & RESEARCH TABLES
TAB III

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATION AND RESEARCH
PROPOSED AND PERFORMANCE STATEMENT

A total of $231.5 million (including the National Driver Register program) is proposed for Operations and Research. Of this amount, $105.5 million is for the Highway Safety Research and Development Program, and $4.0 million is for the National Driver Register program, both of which are currently authorized under SAFETEA-LU. In addition, $122.0 million is for the Vehicle Safety Program for which authorization is being requested. The Budget proposes to fund all NHTSA programs from the Highway Trust Fund.

Programs funded under the Operations and Research appropriation are described below. Safety Performance Standards (Rulemaking) Programs.-Supports the promulgation of Federal motor vehicle safety standards for motor vehicles and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program.

Safety Assurance (Enforcement) Programs.-Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce Federal odometer law, encourage enforcement of State odometer law, and conduct safety recalls when warranted.

Research and Analysis.-Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data (also funded under Highway Safety Research) to identify safety problems; develops alternative solutions; and assesses costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

Highway Safety Research Programs.-Provide research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, research units, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures.

National Driver Register.-Provides funding to implement and operate the Problem Driver Pointer System (PDPS) to help identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs.

OBJECT CLASS SCHEDULE IS COMBINED IN THE OPERATION & RESEARCH TABLES
TAB III

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2009 CONGRESSIONAL BUDGET

ANALYSIS OF FUNDING REQUIREMENTS - NATIONAL DRIVER REGISTER

Item	FY 2008	FY 2009	Change FY 2008 to FY 2009
FTP Positions	11	11	0
Full-time Equivalent Workyears (FTE's)	11	11	0
Total, Salaries	**911,377**	**948,789**	**37,412**
Total, Benefits	**197,622**	**206,211**	**8,590**
Total, Salaries and Benefits	**1,109,000**	**1,155,000**	**46,002**
Travel	**21,000**	**21,000**	**0**
Transportation of Things	**0**	**0**	**0**
Rent, Communications, & Utilities	**0**	**324,000**	**324,000**
Other Services	**0**	**0**	**0**
Supplies and Materials	**0**	**0**	**0**
Equipment	**0**	**0**	**0**
Total, Other Objects	**21,000**	**345,000**	**324,000**
Total, Administrative Expenses	**1,130,000**	**1,500,000**	**370,000**
Contracts/Grants (See Attached Sheet)	2,870,000	2,500,000	-370,000
Grand Total	**4,000,000**	**4,000,000**	**0**
Total, Program Funding Available	**2,870,000**	**2,500,000**	**-370,000**
Highway Safety Research Development and Vehicle Safety Programs	**0**	**0**	**0**
Safety Performance (Rulemaking)			**0**
1. Safety Standards Support			0
2. New Car Assessment			0
3. Fuel Economy (CAFE)			0
4. Climate Control			0
5. Theft Control and Other Programs			0
Safety Assurance (Enforcement)			**0**
1. Vehicle Safety Compliance			0
2. Safety Defects Investigations			0
3. Odometer Fraud Investigations			0
Highway Safety Program			**0**
1. Impaired Driving			0
2. Drug Impaired Driving			0
3. Pedestrian, Bicycle and Pupil Transp.			0
4. Older Driver Safety			0
5. Motorcycle Safety			0
6. National Occupant Protection			0
7. Enforcement and Justice Service			0
8. Section 2017(b) Law Enforcement Trng.			0
9. Emergency Medical Services			0
10. Enhance 911 and Nat'l. EMS Info.Sys.			0
NEMSIS			0
11. Driver Licensing			0
12. Highway Safety Research			**0**
a. Regular Highway Safety Research			0
b. Section 2013 Drug Impaired Driving			0
c. ACTS alcohol interlock initiative			0
d. Rural grant evaluations			0
e. Teens in driver's seats outreach			0
13. Emerging Traffic Safety Issues			0
14. Behaviorial International Programs			0
Total, Research and Analysis			**0**
Research and Analysis			**0**
1. Safety Systems			0
2. Biomechanics			0
3. Heavy Vehicles			**0**
a. Regular program			0
b. Commercial vehicle rollover			0
4. Crash Avoidance and Pneumatic Tire Res.			0
5. Plastic and composite vehicles			0
6. Hydrogen Fuel Cell & Alt. Fuel Veh. Saf.			0
National Ctr. For Statistics and Analysis			**0**
1. Traffic Records			0
2. Nat'l. Motor Veh. Crash Causation Survey			0
3. Fatality Analysis Reporting System			0
4. Early Fatality Analysis Reporting System			0
5. National Automotive Sampling System			0
6. State Data Systems			0
7. Special Crash Investigations			0
8. Data Analysis Program			0
NATIONAL DRIVER REGISTER	**2,870,000**	**2,500,000**	**-370,000**

EXHIBIT III-1(c)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
NATIONAL DRIVER REGISTER
Summary by Program Activity
Appropriations, Obligation and Limitations, and Exempt Obligations
($000)

ACTIVITY	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST	CHANGE FY 2008-2009
National Driver Register Program	2,875	2,870	2,500	-370
Administrative Expenses	1,125	1,130	1,500	370
TOTAL NATIONAL DRIVER REGISTER	**4,000**	**4,000**	**4,000**	**0**
FTE's:				
Direct Funded	11	11	11	0
Reimbursable, allocated, other	0	0	0	0

EXHIBIT III - 2 (c)

NATIONAL DRIVER REGISTER
SUMMARY ANALYSIS OF CHANGE FROM FY 2008 TO FY 2009
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ITEM	CHANGE FY 2008-2009	FY 2009 PC&B by Program	FY 2009 FTEs by Program	FY 2009 Contract Expenses	Total
FY 2008 Base		**Note Colums are Non-Add**			**4,000**
Adjustments to Base					
Annualization of FY 2008 Pay Raise	11				
Less Compensable Day in FY 2009	-4				
FY 2009 Pay Raise	39				
GSA Rent	324				
Subtotal, Adjustment to Base	**370**	0	0	0	**370**
New or Expanded Program					
Increases/Decreases					
National Driver Register	-370				
Administrative Expenses		1,155	11	2,500	
Subtotal, New or Expanded Program Increases/Decreases	-370				**-370**
Total FY 2009 Request	**0**				**4,000**

NATIONAL DRIVER REGISTER

Program and Performance

A total of $4,000,000 is proposed for NHTSA's National Driver Register (NDR) in FY 2009. Included in this total is the allocation of salaries and benefits, travel, and operating expenses for this program area. The FY 2009 request for NDR will provide an efficient and timely database that helps to keep problem drivers from operating private and commercial vehicles and that aids in the decision-making for other transportation modes' certification procedures.

National Driver Register: ($2,500,000) – NDR supports the Department's Safety goals by maintaining and operating the Problem Driver Pointer System (PDPS). This system improves traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

NDR Administrative Expenses ($1,500,000) – Administrative expenses within the NDR program support the salaries and benefits, as well as other support costs, required to carry out the mission of the NDR program.

Explanation of Programmatic Funding for the National Driver Register

National Driver Register	**$4,000,000**
Overview: In FY 2009, NHTSA is requesting $4,000,000 to conduct National Driver Register programs, as defined below.	
National Driver Register Program	$2,500,000
National Driver Register Administrative Expenses	$1,500,000

Detailed Justification for National Driver Register Program

National Driver Register	FY 2009 Request: $2,500,000

Overview:

The National Driver Register (NDR) supports NHTSA's mission of reducing the economic and personal toll to society from crashes on our nation's roads by maintaining a national database of revoked, suspended, and denied drivers for the States to use when making a determination on whether to license an applicant for a driver's license. State motor vehicle agencies, which maintain driver records and authorize driver's licenses for nearly 220 million drivers, need an effective means for identifying problem drivers to prevent issuing driver's licenses to suspended drivers. Accurately and efficiently identifying problem drivers and driver license control are important for reducing deaths from motor vehicle crashes. The critical mission of the NDR is to provide an efficient and timely database that keeps problem drivers from operating private and commercial vehicles and aids in the decision-making for other transportation certification procedures.

- In FY 2009, NHTSA is requesting $2,500,000 for NDR contract programs, which is $370,000 less than the FY 2008 funding level to allow a realignment of funds from the NDR program to administrative expenses to better recognize the costs of support for this program.

FY 2008 Base: $2,870,000

The NDR functions as a real-time national database to assist the States in identifying problem drivers. The NDR will continue to reach its customer goals of responding to 85 million queries, with an average response time of four seconds, with all interactive inquiries being responded to within seven seconds.

The NDR will work with the States as the implementing regulations of the REALID Act take effect in May 2008. NHTSA will use this opportunity to assist the States with balancing transportation security requirements to prevent fraudulent documents from being obtained. Solid, reliable data on the NDR master file supports the mission of protecting the driving public by assisting jurisdictions in meeting the basic tenet that each driver, nationwide, should have only one driver license and one record. The Problem Driver Pointer System (PDPS) is the conduit that provides a cooperative exchange of problem driver information between jurisdictions.

NHTSA will continue its efforts to modernize the system, which will provide authorized users with better access to data on the file. In FY 2006, the NDR began an ambitious project to modernize the current PDPS. The current system, written in an outdated programming language that is no longer supportable, can not provide the necessary level of support required to handle the increased demands on the NDR brought about by changes in legislation allowing additional authorized users access to the master file. Implementing a modern programming language, as well as a new database structure, will provide a more efficient access method for users, enhance system performance while maintaining strict performance standards, and meet the increased demands for

services by transportation and security users. The Canadian government recently made inquiries on being granted access to the Problem Driver Pointer System. The completion of this project is critical to the NDR maintaining the efficiency and integrity of the State driver licensing process.

NDR will continue to support the transportation industry by processing inquiries for certification of railroad engineers, pilots, and merchant mariners. The NDR file check is part of the required safety regulations for these transportation industries and helps to ensure that only qualified applicants are hired. The PDPS supports NHTSA's strategic safety goal of reducing transportation-related deaths and injuries by assisting with the function of keeping problem drivers off the Nation's highways.

Anticipated FY 2008 Accomplishments:

Assist in identifying problem drivers before licenses are issued by:

- Responding to more than 85 million queries from State drivers licensing bureaus and other agencies authorized to access the NDR. This is an expected increase of 14 million (over FY 2006) and is based on the growth in use rates over the past several years.
- Responding to interactive inquiries within seven seconds.
- Being available for operation 99-percent of scheduled operational hours.
- Continuing to support the transportation industry by processing inquiries for certification of railroad engineers, pilots, and merchant mariners.
- Continuing the effort to modernize the PDPS into a parallel testing mode in the 4^{th} quarter of FY 2008.
- Working with the States as the implementing regulations of the REAL ID Act take effect in May 2008. The regulations will have a significant impact on managing customer identification to prevent fraud and will require the States to adopt national minimum standards to increase the security of their driver licensing systems A driver license is a critical "breeder" document used to establish identity as well as open bank and credit accounts.

FY 2009 Budget Request: $2,500,000

Funding is being requested to continue the NDR's function as a real-time national database to assist the States in identifying problem drivers. The FY 2009 budget request is a $370,000 reduction from the FY 2008 request. The reduction is being implemented to allow for a realignment of program funds to recognize the operational support costs borne by the agency that, to date had not been assessed from the NDR budget. At the requested level of funding, NHTSA will strive to maintain the FY 2008 service level for States while accommodating expected increases in inquiry activities from both agencies that have been granted access to the NDR and from additional demands, if and when the REAL ID Act is implemented by the States, and to support the final phases of beta

testing, parallel testing and integration of the modernization of the NDR's new Problem Driver Pointer System.

Anticipated FY 2009 Accomplishments:

Continue to assist in identifying problem drivers before licenses are issued. Measures to protect public safety can be taken by:

- Responding to queries from State drivers licensing bureaus and other agencies authorized to access the NDR. Over the past several years, the NDR has experienced significant growth in the number of inquiries from States and from authorized users. This growth is expected to continue in FY 2009.
- Responding to interactive inquiries within seven seconds.
- Being available for operation 99-percent of scheduled operational hours.
- Continuing to support the transportation industry by processing inquiries for certification of railroad engineers, pilots, and merchant mariners.
- Implementing the new PDPS.
- Continuing to work with the States as the implementing regulations of the Real ID Act take effect in May 2008. The regulations will have a significant impact on managing customer identification to prevent fraud and will require the States to operate a secure driver licensing system. A driver license is a critical "breeder" document used to establish identity as well as open bank and credit accounts.

Detailed Justification for Administrative Expenses

National Driver Register (NDR) Administrative Expenses	FY 2008 Request: $1,500,000

Overview:

NHTSA is requesting $115,268,000 for administrative expenses in FY 2009, which will be appropriated from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of $3,920,000 over the FY 2008 funding level of $111,348,000.

For the portion of administrative expenses funded from NDR, the FY2009 budget request is $1,500,000, which reflects a $370,000 increase over the FY2008 funding level. Funding at this level recognizes the operational support costs born by the agency that heretofore had not been assessed. In FY 2009, NHTSA requests NDR Administrative Expenses funding for:

- $1,155,000 for Salaries and Benefits, which is $46,000 more than the FY 2008 funding level. This assumes a 3-percent general pay raise in January 2009 to fund 11 Full-Time Equivalent (FTE) employees, the same FTE level as FY 2008.
- $21,000 for Travel, which is consistent with FY 2008 funding.
- $324,000 for Rent, Communications, and Utilities. This is for GSA rents, which is $324,000 more than the FY 2008 funding level in order to better align the costs among the four funding sources. Funding at this level recognizes the operational support costs borne by the agency that heretofore had not been assessed from this program area.

Highway Traffic Safety Grants

(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. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, to remain available until expended, [$599,250,000] $619,500,000 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 the total obligations for which, in fiscal year 2009, are in excess of [$599,250,000] $619,500,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, of which [*$225,000,000]* $235,000,000 shall be for ``Highway Safety Programs'' under 23 U.S.C. 402; $25,000,000 shall be for ``Occupant Protection Incentive Grants'' under 23 U.S.C. 405; $124,500,000 shall be for ``Safety Belt Performance Grants'' under 23 U.S.C. 406: Provided further, That unobligated balances and associated obligational authority for such grants may be made available for such grants in fiscal year 2010; $34,500,000 shall be for ``State Traffic Safety Information System Improvements'' under 23 U.S.C. 408; [$131,000,000]$139,000,000 shall be for ``Alcohol-Impaired Driving Countermeasures Incentive Grant Program'' under 23 U.S.C. 410; [$18,250,000] $18,500,000 shall be for ``Administrative Expenses'' under section 2001(a)(11) of Public Law 109-59; $29,000,000 shall be for ``High Visibility Enforcement Program'' under section 2009 of Public Law 109-59; [$6,000,000] $7,000,000 shall be for ``Motorcyclist Safety'' under section 2010 of Public Law 109-59; and [$6,000,000] $7,000,000 shall be for ``Child Safety and Child Booster Seat Safety Incentive Grants'' under section 2011 of Public Law 109-59: 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 for section 410 ``Alcohol-Impaired Driving Countermeasures Grants'' shall be available for technical assistance to the States: Provided further, That not to exceed *$750,000* of the funds made available for the ``High Visibility Enforcement Program'' shall be available for the evaluation required under section 2009(f) of Public Law 109-59: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

HIGHWAY TRAFFIC SAFETY GRANTS (69X8020)

PROGRAM AND FINANCING SCHEDULE

Line No.	Identification code: 69-8020-0-8-401	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Obligations by program activity: (From Line 8 of SF-133)			
0001	Section 402 Formula Grants	220,000	225,000	235,000
0002	Section 405 Occupant Protection Incentive Grants	25,000	25,000	25,000
0003	Section 406 Safety Belt Performance	120,304	124,500	124,500
0004	Section 408 State Traffic Info. Systems Improvements	34,500	34,500	34,500
0005	Section 410 Alcohol Incentive Grants	124,873	131,000	139,000
0006	Section 2009 High Visibility Enforcement	29,000	29,000	29,000
0007	Section 2010 Motorcyclist Safety	6,000	6,000	7,000
0008	Section 2011 Child Safety and Booster Seat Grants	6,000	6,000	7,000
0009	Section 2001 Administrative Expenses	17,288	18,250	18,500
0010	Total Direct Obligations	582,965	599,250	619,500
0910	Reimbursable Program	0	0	0
10.00	**Total new obligations**	582,965	599,250	619,500
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	10,529	15,607	5,078
22.00	New budget authority (gross)	587,750	588,721	619,500
22.10	Resources available from recoveries of			
	prior year obligations	293	0	0
22.22	Unobligated balance transferred from other accounts			
23.90	Total budgetary resources available for obligation	598,572	604,328	624,578
23.95	Total new obligations (-)	-582,965	-599,250	-619,500
24.40	Unobligated balance available, end of year	15,607	5,078	5,078
	New budget authority (gross), detail			
	Discretionary			
40.26	Appropriation (trust fund)	587,750	578,176	599,250
40.49	Portion applied to liquidate contract authority (-)	-587,750	-578,176	-599,250
42.00	Transferred from other accounts			
43.00	Appropriation (total)	0	0	0
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)	0	0	0
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
58.90	Spending authority from offsetting collections (total)	0	0	0
	Mandatory			
66.10	Contract Authority	587,750	599,250	619,500
66.35	Contract Authority Permanently Reduced	0	-10,529	0
66.62	Transferred from Other Accounts	0	0	0
66.90	Contract Authority (total mandatory)	587,750	588,721	619,500
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)	0	0	0
68.10	Change in uncollected cust paymts fm Fed sources (unexp)	0	0	0
68.90	Spending authority from offsetting collections (total)	0	0	0
70.00	**Total new budget authority (gross)**	**587,750**	**588,721**	**619,500**
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	546,476	712,907	676,254
73.10	Total New obligations	582,965	599,250	619,500
73.20	Total outlays (gross)	-416,241	-635,903	-679,103
73.32	Unobligated balance transferred from other accounts	0	0	0
73.40	Adjustments in expired accounts (net)	0	0	0
73.45	Recoveries of prior year obligations (-)	-293	0	0
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	0	0	0
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)	0	0	0
74.40	**Obligated balance, end of year**	**712,907**	**676,254**	**616,651**
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	239,016	245,693	253,995
86.93	Outlays from discretionary balances	177,226	390,211	425,108
86.97	Outlays from new mandatory authority	0	0	0
86.97	Outlays from mandatory balances	0	0	0
87.00	**Total outlays (gross)**	**416,241**	**635,903**	**679,103**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PROGRAM AND PERFORMANCE STATEMENT
HIGHWAY SAFTEY GRANTS

SAFETEA-LU updated the following programs:

Section 402.-SAFETEA-LU reauthorized and amended the State and Community Highway Safety formula grant program to support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions of the State.

Section 405.-SAFETEA-LU reauthorized and amended Section 405(a) of Chapter 4 of Title 23 to encourage States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A State may use these grant funds only to implement and enforce occupant protection programs.
Section 406.-SAFETEA-LU established a new program of incentive grants to encourage the enactment and enforcement of laws requiring the use of safety belts in passenger motor vehicles. A State may use these grant funds for any safety purpose under Title 23 or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least $1 million of amounts received by States must be obligated for behavioral highway safety activities.
Section 408.-SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these State data systems, including traffic records, with other data systems within the State; and to improve the compatibility of the State data system with national data systems and data systems of other States to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A State may use these grant funds only to implement such data improvement programs.

Section 410.-SAFETEA-LU reauthorized and amended the alcohol-impaired driving countermeasures incentive grant program to encourage States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A state may use these grant funds to implement the impaired driving activities described in the Programmatic Criteria, including but not limited to costs for high visibility enforcement; the costs of training and equipment for law enforcement; the costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; the costs of a State impaired operator information system, and the costs of vehicle or license plate impoundment. In addition, the Secretary is directed to make a separate grant under the section to high fatality rate States.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

HIGHWAY TRAFFIC SAFETY GRANTS (69X8020)

OBJECT CLASSIFICATION

Line No.	Identification code: 69-8020-0-8-401	Justifications ($000) FY 2007 Actual	FY 2008 Enacted	FY 2009 Estimate
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	6,836	7,942	8,285
1112 01	Other than full-time permanent	61	58	59
1115 01	Other personnel compensation	142	158	158
1119	Total personnel compensation	7,039	8,158	8,501
1121 01	Civilian personnel benefits	3,011	2,015	2,101
1210 01	Travel and Transportation of Persons	365	375	375
1220 01	Transportation of things	29	0	0
1231 01	Rental payments to GSA	0	179	0
1233 01	Communications, utilities, and miscellaneous charges	0	0	0
1240 01	Printing and reproduction	0	0	0
1252 01	Other services	29,155	7,523	7,523
1255 01	Research and development contracts	5,221	29,000	29,000
1260 01	Supplies and materials	84	0	0
1310 01	Equipment	0	0	0
1410 01	Grants and subsidies	538,596	552,000	572,000
9999	**Total new obligations**	**583,499**	**599,250**	**619,500**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
EMPLOYMENT SUMMARY
SAFETY GRANTS

	FY 2007 ACTUAL	FY 2008 ENACTED	FY 2009 REQUEST
Civilian full-time equivalent employment	82	82	82
TOTAL FTE	**82**	**82**	**82**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2009 CONGRESSIONAL BUDGET

ANALYSIS OF FUNDING REQUIREMENTS - HIGHWAY TRAFFIC SAFETY GRANTS

Item	FY 2008	FY 2009	Change FY 2008 to FY 2009
FTP Positions	86	86	0
Full-time Equivalent Workyears (FTE's)	82	82	0
Total, Salaries	**8,157,663**	**8,501,235**	**343,572**
Total, Benefits	**2,015,336**	**2,100,764**	**85,428**
		.	
Total, Salaries and Benefits	**10,173,000**	**10,602,000**	**429,000**
Travel	**375,000**	**375,000**	**0**
Transportation of Things	**0**	**0**	**0**
Rent, Communications, & Utilities	**179,000**	**0**	**-179,000**
Printing and Reproduction	**0**	**0**	**0**
Other Services	**7,523,000**	**7,523,000**	**0**
Supplies and Materials	**0**	**0**	**0**
Equipment	**0**	**0**	**0**
Total, Other Objects	**8,077,000**	**7,898,000**	**-179,000**
Total, Administrative Expenses	**18,250,000**	**18,500,000**	**250,000**
Contracts/Grants (See Attached Sheet)	581,000,000	601,000,000	20,000,000
Grand Total	**599,250,000**	**619,500,000**	**20,250,000**
Total, Program Funding Available	**581,000,000**	**601,000,000**	**20,000,000**
HIGHWAY TRAFFIC SAFETY GRANTS	**581,000,000**	**601,000,000**	**20,000,000**
1. Sec.402 Formula Grants	225,000,000	235,000,000	10,000,000
2. Sec. 405 Occupant Protection Inc.Grants	25,000,000	25,000,000	0
3. Sec. 406 Saf. Belt Perf. Grants	124,500,000	124,500,000	0
4. Sec.408 State Traf. Saf. Info. Sys.Impr.	34,500,000	34,500,000	0
5. Sec.410 Alcohol Incentive Grants	131,000,000	139,000,000	8,000,000
6. Sec. 2010 Motorcyclist Safety	6,000,000	7,000,000	1,000,000
7. Sec.2011 Child Saf. and Booster Seat	6,000,000	7,000,000	1,000,000
8. Sec.2009 High Visibility Enforcement	29,000,000	29,000,000	0

EXHIBIT III-1(d)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS
Summary by Program Activity
Appropriations, Obligation and Limitations, and Exempt Obligations
($000)

ACTIVITY	FY 2007 ENACTED	FY 2008 ENACTED	FY 2009 REQUEST	CHANGE FY 2008 - 2009
Section 402 Formula Grant Program	220,000	225,000	235,000	10,000
Section 405 Occupant Protection Incentive Grants	25,000	25,000	25,000	0
Section 406 Safety Belt Performance Grant Program	124,500	124,500	124,500	0
Section 408 State Traffic Safety Info. System Improve	34,500	34,500	34,500	0
Section 410 Alcohol Incentive Grant Program	125,000	131,000	139,000	8,000
Section 2010 Motorcyclist Safety Grants	6,000	6,000	7,000	1,000
Section 2011 Child Safety and Booster Seat Grants	6,000	6,000	7,000	1,000
High Visibility Enforcement	29,000	29,000	29,000	0
Grant Administrative Expenses	17,750	18,250	18,500	250
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS	**587,750**	**599,250**	**619,500**	**20,250**
FTE's:				
Direct Funded	82	82	82	0
Reimbursable, allocated, other	0	0	0	0

EXHIBIT III - 2 (d)

HIGHWAY TRAFFIC SAFETY GRANTS
SUMMARY ANALYSIS OF CHANGE FROM FY 2008 TO FY 2009
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ITEM	CHANGE FY 2008-2009	FY 2009 PC&B by Program	FY 2009 FTEs by Program	FY 2009 Contract Expenses	Total
FY 2008 Base		**Note Colums are Non-Add**			**599,250**
Adjustments to Base					
Annualization of FY 2008 Pay Raise	93				
Less Compensable Day in FY 2009	-38				
FY 2009 Pay Raise	374				
GSA Rent	-179				
Subtotal, Adjustment to Base	**250**	0	0	0	**250**
New or Expanded Program					
Increases/Decreases					
Section 402 Formula Grants	10,000				
Section 410 Formula Grants	8,000				
Section 2010 Motorcyclist Safety	1,000				
Section 2011 Child Safety and Booster Seat	1,000				
Grant Administrative Expenses		10,602	82	7,523	
Subtotal, New or Expanded Program Increases/Decreases	20,000				**20,000**
Total FY 2009 Request	**20,250**				**619,500**

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance

NHTSA's eight highway traffic safety grants programs will help reduce motor vehicle crashes, deaths and injuries by supporting implementation of proven and innovative countermeasures aimed at a wide range of factors contributing to crashes and injuries. The FY 2009 budget request of $619,500,000 implements current SAFETEA-LU initiatives and includes the following:

Section 402 (State and Community Grants): $235,000,000 – SAFETEA-LU reauthorized the State and Community Highway Safety formula grant program to support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40-percent of these funds are to be expended by political subdivisions (i.e. communities) within the State.

Section 405 (Occupant Protection Incentive Grants): $25,000,000 – SAFETEA-LU amended Section 405 (a) of Chapter 4 of Title 23, to encourage States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A State may use these grant funds only to implement and enforce occupant protection programs.

Section 406 (Seat Belt Performance Grants):$124,500,000 – SAFETEA-LU established a new program of incentive grants to encourage State efforts to increase seat belt usage. States can qualify for a grant by enacting a primary seat belt use law or, beginning in 2008, achieving a State-wide seat belt use rate of 85-percent for the two prior consecutive years. A State may use these grant funds for any safety purpose under Title 23, or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least $1 million of amounts received by States must be obligated for behavioral highway safety activities.

Section 408 (*State Traffic Safety Information System Improvements): $34,500,000* – SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data needed to identify priorities for National, State, and local highway and traffic safety programs. Section 408 grants are intended to improve the ability of highway safety practitioners at the State and local level to collect, analyze and evaluate data to make resource allocation decisions. A State may use these grant funds only to implement such data improvement programs.

Section 410 (Alcohol Impaired Driving Countermeasures Incentive Grants): $139,000,000 – SAFETEA-LU amended the alcohol-impaired driving counter measures incentive grant program to encourage States to adopt and implement effective programs to reduce impaired driving and its tragic consequences. States can qualify for a Section

410 grant as either a high alcohol fatality rate State; a low alcohol fatality State or as a programmatic State by meeting several eligibility criteria.

Child Safety and Child Booster Seat Safety Incentive Grants: *$7,000,000* – Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that enact and enforce a child restraint law for children too large to be restrained in a child safety seat. To qualify, States must be enforcing a child restraint law covering children up through age 7, unless the child is 4"9" tall or weighs 65 pounds. These grant funds may be used only for child safety seat and child restraint programs.

Motorcyclist Safety: $7,000,000 – Section 2010 of SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

High Visibility Enforcement: $29,000,000 – Section 2009 of SAFETEA-LU provides support for the States' seat belt and impaired driving enforcement programs through the continued provision of National paid media during mobilization and crackdown efforts.

Grant Administrative Expenses $18,500,000 – SAFETEA-LU provides funding for salaries and operating expenses related to the administration of the Grant Programs, the National Occupant Protection User Survey (NOPUS), and Highway Safety Research and Development programs.

Explanation of Programmatic Funding for Highway Safety Grants

Highway Safety Grants	**$619,500,000**
Overview: In FY 2009, NHTSA is requesting $619,500,000 to conduct the agency's Highway Safety Grant programs, as defined below.	
Section 402 State and Community Formula Grants	$235,000,000
Section 405 Occupant Protection Incentive Grants	$25,000,000
Section 406 Seat Belt Performance Grants	$124,500,000
Section 408 Safety Information Systems Grants	$34,500,000
Section 410 Impaired Driving Grants	$139,000,000
Section 2010 Motorcycle Safety Grants	$7,000,000
Section 2011 Child Booster Safety Incentive Grants	$7,000,000
High Visibility Enforcement (Section 2009)	$29,000,000
Highway Safety Grant Administrative Expenses*	$18,500,000

**Includes $1,656,000 for the National Occupant Protection Use Survey and $4,967,000 for Highway Safety Research Activities.*

Detailed Justification for Highway Safety Grants

Section 402 State and Community Formula Grant Program	**FY 2009 Request: $235,000,000**

Overview:

Highway safety is a major National public health problem. Motor vehicle crashes are responsible for 95-percent of deaths and 99-percent of injuries on the Nation's transportation systems, the reduction of which constitute NHTSA's mission to, "*Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.*" The Section 402 program is a critical asset in the Administration's goal of reducing fatalities and injuries because it provides resources to support data driven, State highway safety programs.

The Section 402 Grant program provides grants to all States, the District of Columbia, the Commonwealth of Puerto Rico, the Indian Nations, and the Trust Territories to encourage and facilitate implementation of effective programs to improve highway safety. The formula developed to distribute Section 402 grant monies amongst eligible entities is based on State population, vehicle road miles or a set percentage of available grant funds. Performance-based requirements of the section 402 grants require that States establish and work toward their own highway safety goals, based on their identified State safety problems.

- In FY 2009, NHTSA is requesting $235,000,000 for Section 402 State and Community Grants, which is $10,000,000 more than the FY 2008 request, and aligns with the authorization for the program under Section 2002 of SAFETEA-LU. Funding at this level will allow the Section 402 program to continue and expand the FY 2008 program.

FY 2008 Base: $225,000,000

Section 402 Grants will be used to implement a variety of highway safety programs in FY 2008.

Occupant Protection

In the area of occupant protection, States are implementing increased activities to support the *Click It or Ticket* campaign to increase seat belt use including additional emphasis on at-risk populations including pick-up truck occupants and young drivers.

NHTSA is encouraging all States to expand their seat belt programs to sustained enforcement, as a next generation *Click It or Ticket* strategy with up to 4 high-visibility enforcement campaigns per year.

Impaired Driving

NHTSA continues to encourage all States to participate in the annual National High Visibility Enforcement impaired driving crackdown based on the general deterrence model of discouraging impaired driving. NHTSA encourages States to move toward

sustained enforcement of impaired driving, to extend the general deterrence model throughout the year.

NHTSA continues to promote the use of sobriety checkpoints and saturation patrols in the States as an effective strategy for combating impaired driving. As part of a comprehensive, systems approach to addressing impaired driving, NHTSA is conducting informational workshops for all States to encourage recruitment of Traffic Safety Resource Prosecutors and providing technical assistance to help States construct DWI courts to reduce impaired driving recidivism.

Through its data-driven process of Special Management Reviews to assess the efficacy of the implementation of programs, NHTSA continues to work with States that lag behind National levels of performance to develop and implement Performance Enhancement Plans to achieve increases in seat belt use and reductions in alcohol-related fatalities.

Key highway safety initiatives such as aggressive driving, motorcycle safety and speed management programs will also receive Federal financial support through the Section 402 formula grant program.

Anticipated FY 2008 Accomplishments:

Highlights of anticipated accomplishments include:

- All States, the District of Columbia and Puerto Rico will participate in the National *Click It or Ticket* mobilization in May 2008, with law enforcement agencies conducting zero tolerance seat belt enforcement backed up by significant paid advertising campaigns.
- 20+ States will augment their *Click It or Ticket* mobilizations with two additional weeks of well-publicized and stepped-up seat belt enforcement in the first half of May, focused on demographic or geographic targets associated with low belt use (e.g., rural areas, pick-up truck drivers, teenagers).
- All States will participate in the National High Visibility Enforcement impaired driving crackdown in August and September 2008, with law enforcement agencies conducting zero tolerance impaired driving enforcement backed up by significant paid advertising campaigns.
- 40+ States will achieve, or make substantial progress toward achieving, sustained seat belt and impaired driving enforcement programs by implementing additional high-visibility enforcement campaigns in FY 2008.
- One or more DWI courts will be in operation or under development in over 42 States.
- 38+ States will have deployed, or be actively recruiting, Traffic Safety Resource Prosecutor.

FY 2009 Budget Request: $235,000,000

In FY 2009, the Section 402 program will continue and expand on the FY 2008 program.

New Programs

- In FY 2009, States will use additional funds to expand Section 402 Grant Programs as outlined in their annual Strategic Highway Safety Plans (SHSP), which will be submitted in Fall of 2008.

On-going Projects

- The FY 2009 State and Community grant program will continue to provide resources to support data-driven State highway safety programs focusing grant funds on the States' most pressuring highway safety problems. Emphasis will continue to be on increasing seat belt and correct child restraint use; combating impaired driving; reducing speeding; motorcycle crashes and other issues based on State data analysis.
- In the area of occupant protection, building upon the success of State *Click It or Ticket* campaigns in increasing seat belt use and enhancing the visibility of seat belt enforcement efforts, NHTSA will continue to expand these campaigns to embrace sustained enforcement in FY 2009. NHTSA intends to expand the high visibility seat belt enforcement campaigns along two fronts. The first front will implement the concept of "Next generation *Click It or Ticket*", in which participating States will migrate from a single two-week well publicized enforcement mobilization annually to two, three or four such mobilizations. The second front will promote sustained seat belt enforcement, a program in which States will enlist the commitment of law enforcement agencies serving a majority of the State's population to carry out one to four days and/or nights of intensified seat belt enforcement each month. Successful expansion of the program along these two fronts demands additional resources, which the requested increase in Section 402 funding will help to provide. Additional efforts are focused on providing State-requested information to facilitate improving child occupant protection and seat belt use laws, particularly through the passage of primary enforcement laws; increased enforcement of current laws; expanding public education on the benefits of seat belt and child safety seat use; and strengthening partnerships to increase proper use of seat belts and child safety seats.
- In the area of impaired driving in FY 2009, NHTSA will work with all States to ensure effective implementation of the National High Visibility Enforcement impaired driving crackdown, and to expand their campaigns to embrace sustained enforcement. NHTSA will also continue to promote use of Traffic Safety Resource Prosecutors, DWI courts, and substance abuse screening and brief intervention as means of breaking the cycle of addiction and thus reducing impaired driving recidivism. NHTSA will also continue to promote expanded use of ignition interlock technology to address recidivism.
- In the area of motorcycle safety, the increase in motorcyclist fatalities each year since 1997 demands more effective action. High visibility enforcement of the unlawful behaviors that contribute to many fatal motorcycle crashes – alcohol-

impaired riding and speeding – must be part of that effective action.

- Incorporating special motorcyclist-emphasis components into the National impaired driving crackdowns and States' sustained speeding enforcement campaigns requires adequate funding. Section 2010, motorcycle-specific grant funds cannot be used for anything other than rider training and motorist awareness initiatives. The requested increase in Section 402 funding will be used in part to meet this need, as identified in the SHSPs.
- Furthermore, in FY 2009, by continuing to support traffic records and data systems improvements, NHTSA will work to enhance the States' abilities to collect and analyze crash data to identify priority safety problems in a timely fashion, and thus assure more effective application of the Section 402 and other traffic safety funds

Detailed Justification for Highway Safety Grants

Section 405 Occupant Protection Incentive Grants	**FY 2009 Request: $25,000,000**

Overview:

Seat belts are the most effective means of reducing fatalities and serious injuries when traffic crashes occur. Lap and shoulder belts, when used properly, reduce the risk of fatal injury to front seat passenger car occupants by 45-percent, and the risk of moderate-to-critical injury by 50-percent. For light truck occupants, the effectiveness increases to 60 and 65-percent, respectively. In 2006, 81-percent of passenger vehicle occupants used their seat belts, according to the National Occupant Protection Usage Survey (NOPUS). In 2005, among passenger vehicle occupants over 4 years old, seat belts saved an estimated 15,632 lives.

The Section 405 Occupant Protection Incentive Grants contribute to NHTSA's ability to achieve its overall seat belt usage rate goals by providing funding to States implementing at least 4 of 6 criteria designed to increase use of occupant protection systems. In FY 2006, NHTSA made grant awards to 34 States, the District of Columbia, Puerto Rico and two territories.

- In FY 2009, NHTSA is requesting $25,000,000 for the Occupant Protection Incentive Grant Program, which is consistent with the FY 2008 funding level, and SAFETEA-LU authorized levels. States will use their FY 2009 incentive grant awards to fund occupant protection countermeasures and programs, including improved seat belt and child safety seat laws and increased enforcement of these laws.

FY 2008 Base: $25,000,000

SAFETEA-LU amended the existing Section 405 program, which provides grants to States to encourage them to adopt and implement effective programs to increase seat belt and child safety seat use. Under the modified program, Section 405 makes $25 million available to States which demonstrate that they are implementing at least 4 of the following occupant protection laws and programs:

- A law requiring seat belt use by individuals in all seating positions in the vehicle.
- A seat belt law providing for primary enforcement.
- Minimum fines or penalty points for seat belt and child seat use law violations.
- A Statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- A State-wide child passenger protection education program that includes programs about proper seating positions for children in air bag-equipped motor vehicles and instruction on how to reduce the improper use of child restraint systems.

- A child passenger protection law that requires minors to be properly secured in a child safety seat or other appropriate restraint system.

Anticipated FY 2008 Accomplishments:

Highlights of anticipated accomplishments include:

- Support for the *Click It or Ticket* National mobilization in May 2008.
- Expanded participation by States in "CIOT Next Generation," with multiple annual High Visibility Enforcement mobilizations.
- Increases in State seat belt use rates.
- Increases in proper child safety seat usage.

FY 2009 Budget Request: $25,000,000

Increasing seat belt and child safety seat usage is critical to reducing deaths and injuries on the Nation's highways. The Section 405 program is a key element of the Department's initiative to increase seat belt use and to reduce child occupant fatalities nationally.

On-going Programs

The agency is requesting $25 million, the full authorization level, to support the Section 405 program under SAFETEA-LU. In FY 2009, the Section 405 program will continue the efforts noted above in FY 2008. States will use their FY 2009 incentive grant awards to fund occupant protection countermeasures and programs, including:

- Improved seat belt and child safety seat laws.
- Increased enforcement of these laws.
- Correct child safety seat usage education programs.

Detailed Justification for Highway Safety Grants

Section 406 Seat Belt Performance Grants	**FY 2009 Request: $124,500,000**

Overview:

Increasing seat belt use by occupants of passenger motor vehicles is one of the most effective means of reducing deaths and preventing serious injuries in crashes. Over the past decade, those States that have upgraded their seat belt laws to primary enforcement status consistently have experienced substantial increases in belt usage. Primary enforcement means that law enforcement officers can stop and ticket motorists that are observed to be unbuckled. As of April 2007, 23 States, the District of Columbia and Puerto Rico, American Samoa, Guam, the Commonwealth of the Northern Marianas Islands and the Virgin Islands, have enacted and are enforcing primary seat belt laws that apply to all passenger motor vehicles. Two States (Georgia and Indiana) have primary laws that exclude pick-up trucks. Twenty-four States have secondary enforcement belt laws. A secondary seat belt law requires an officer, trooper or deputy to stop a violator for another violation before being able to issue a citation for failing to buckle up. One State, New Hampshire, has no seat belt law applicable to persons 18 or older.

The Section 406 program provides strong incentive to States to enact primary laws covering all passenger motor vehicles, or to demonstrate that they can achieve and sustain high belt use (85%) without such a law. All States, the District of Columbia, Puerto Rico, American Samoa, the Commonwealth of Northern Mariana Islands, Guam, and the Virgin Islands are eligible for one-time seat belt performance grants, and can qualify in several ways:

- States that did not have a conforming primary seat belt use law for all passenger motor vehicles in effect on or before December 31, 2002, will qualify if either:
    - The State enacts, by June 30, for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary seat belt use law for all passenger motor vehicles (New Primary Law States); or,
    - The State, after December 31, 2005, has a seat belt use rate of 85-percent or more for each of the 2 calendar years immediately preceding the fiscal year of the grant (Seat Belt Performance States). FY 2008 is the first year States were eligible to qualify under this criterion.
- A State that meets either of these criteria will be eligible for a one-time grant equal to 475-percent of the State's apportionment under Section 402 for fiscal year 2003.
- Every State that has in effect, and is enforcing a conforming primary seat belt law for all passenger motor vehicles that was in effect before January 1, 2003 (Pre-2003 Primary Law States), will be eligible for a one-time grant equal to 200-percent of the State's apportionment under Section 402 for fiscal year 2003. This may be paid out in annual installments.

In FY 2006, the first year of the Section 406 program, 6 States received grants as New

Primary Law States (Alaska, Delaware, Illinois, Mississippi, South Carolina and Tennessee); 16 States, DC, Puerto Rico and 4 territories received grants as Pre-2003 Primary Law States.

In FY 2007, Kentucky qualified for an incentive grant as a New Primary Law State and will receive a Section 406 grant.

- In FY 2009, NHTSA is requesting $124,500,000 for Seat Belt Performance Grants, which is consistent with the FY 2008 funding level and the SAFETEA-LU authorized level. As in FY 2008, the States will use their Section 406 grant funds to support a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In each State, at least $1 million must be used for behavioral programs.

FY 2008 Base: $124,500,000

States can use their Section 406 grant funds to support a wide range of programs to reduce highway fatalities and injuries. These funds can be used for behavioral and infrastructure safety programs, though at least $1 million of each State's grant must be used for behavioral programs. In FY 2008, they will continue to carry out, and expand:

- Highly visible and intense seat belt and impaired driving enforcement programs, including participation in nation-wide enforcement mobilizations;
- States' cadres of traffic safety resource prosecutors and DWI courts; and
- Speed management, motorcycle crashes and other problem areas, consistent with the outcome of their problem identification analyses for FY 2007.

Many States will use these funds to eliminate hazards on their roadways, including:

- intersection improvements;
- shoulder widening;
- installation of rumble strips;
- improvements to pedestrian and bicycle safety; and
- rail-highway crossings.

Anticipated FY 2008 Accomplishments:

Highlights of anticipated accomplishments include:

- More States will enact primary seat belt laws for all passenger motor vehicles.
- As many as four States may qualify for Section 406 funds as Seat Belt Performance States.
- Additional States will have received and begun applying Section 406 grant funds to a wide variety of behavioral and infrastructure safety programs.

FY 2009 Budget Request: $124,500,000

In fiscal year 2009, Section 406 funds will first be awarded to any State that qualified as a New Primary Law State in FY 2008, but did not receive the full amount authorized because of a lack of sufficient available funds. Then, grants will be awarded to States that qualified as New Primary Law States for the first time in FY 2009. Beginning after January 1, 2009, grants will be awarded to States that still have not enacted primary laws, but which recorded seat belt use rates of 85-percent or higher in both calendar years 2007 and 2008. If funds remain after all States qualifying as New Primary Law States or Seat belt Performance States have been fully funded, grants will be awarded to the Pre-2003 Primary Law States that have not received their full incentive grant.

On or after July 1, 2009, any remaining Section 406 funds shall be allocated among all States that, as of July 1, 2009, have in effect and are enforcing conforming primary seat belt laws for all passenger motor vehicles. The allocations made under this provision shall be made in accordance with the formula for apportioning funds under Section 402.

As in FY 2008, the States will use their Section 406 grant funds to support a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In each State, at least $1 million must be used for behavioral programs.

Detailed Justification for Highway Safety Grants

Section 408 State Traffic Safety Information Systems Improvement Grants	**FY 2009 Request: $34,500,000**

Overview:

State Traffic Safety Information Systems (TSIS) or Traffic Records data are used for a number of critical transportation safety purposes. Some of these are to:

- Determine the causes of vehicle crashes and to identify State, and local transportation safety problems;
- Identify trends in vehicle crashes at the State and local levels;
- Measure the impact of implemented countermeasures; and
- Provide data to support National databases.

The databases that are solely or in part dependent on State TSIS data are the National Driver Register, the Fatality Analysis Reporting System, the General Estimates System, and the Crashworthiness Data System. Without State TSIS data, none of these activities would be possible including transportation safety research based on these data.

- In FY 2009, NHTSA is requesting $34,500,000 for the State Traffic Safety Information Systems Improvement Grants, which is consistent with the FY 2008 funding level. This is the amount authorized by SAFETEA-LU. FY 2009 grant funds will enable States to carry out approved strategic plans for improving the accuracy, completeness, and timeliness of their traffic records systems, and thereby improve their program management and evaluation capabilities. Grants will help to reduce the number of motor vehicle crashes that occur annually by improving traffic safety information systems data that allow National, State, and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes.

FY 2008 Base: $34,500,000

SAFETEA-LU established a new incentive grant program to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of State data that is needed to:

- Identify priorities for National, State, and local highway and traffic safety programs.
- Allow States to make more effective use of highway safety resources by directing them to the most pressing safety problems.
- Evaluate the effectiveness of safety program efforts.
- Link these State data systems, including traffic records, with other data systems

within the State to better measure crash factors and outcomes.

- Improve the compatibility of the State data system with National data systems and data systems of other States in order to enhance the ability to observe and analyze National trends in crash occurrences, rates, outcomes, and circumstances.

In FY 2006, the first year of the Section 408 program, NHTSA made grant awards to 44 States, Puerto Rico, the Bureau of Indian Affairs for the Indian Nations, and 3 territories.

- To qualify for second and subsequent year funding, States must demonstrate progress in implementing its multi-year safety data and traffic records strategic plan.

Anticipated FY 2008 Accomplishments:

Highlights of anticipated accomplishments include:

- Improvements in the timeliness of entering data in the traffic records system.
- Improvements in the accuracy of the data entered.
- Migration of more States from paper systems to automated systems.
- Increased accessibility to data from multiple users including courts, the health community, and law enforcement.
- Use of timely, accurate data to make resource allocation decisions based on data analysis.

FY 2009 Budget Request: $34,500,000

In FY 2009, for States, territories and the Bureau of Indian Affairs to qualify for a subsequent-year grant, they must:

- Certify that an assessment or audit of the State traffic records system has been conducted or updated within the preceding five years.
- Certify that the coordinating committee continues to operate and supports the multi-year plan.
- Specify how the grant funds and any other funds of the State will support the multi-year strategic plan.
- Demonstrate measurable progress toward achieving the goals and objectives identified in the multi-year plan.
- Submit a report, showing measurable progress in the implementation of the multi-year plan.

<u>On-going Programs</u>

Grants will be used for activities that help reduce the number of motor vehicle crashes that occur annually, by :

- Improving traffic safety information systems data that allow State, and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes.
- Helping to reduce number of vehicle crashes that occur annually.
- Improving traffic safety systems data to identify the scope of crash problems.
- Determining crash trends.

Detailed Justification for Highway Safety Grants

Section 410 Impaired Driving Grants	FY 2009 Request: $139,000,000

Overview:

SAFETEA-LU provided an amended Section 410 grant program that encourages States to adopt and implement effective programs to reduce traffic fatalities and injuries that result from individuals driving while under the influence of alcohol. In FY 2006, NHTSA made grant awards to all 50 States and the District of Columbia.

- In FY 2009, NHTSA is requesting $139,000,000, which is $8,000,000 more than the FY 2008 request, and the fully authorized level established in SAFETEA-LU. Funding at this level will allow the agency to continue the Section 410 program and expand on the FY 2008 efforts. Key FY 2009 activities enabled by these grants include sobriety checkpoints and/or saturation patrol programs, BAC testing, alcohol rehabilitation, DWI court programs, Traffic Safety Resource Prosecutors, alcohol awareness programs that target persons under age 21, administrative driver's license suspension or revocation programs with expanded use of ignition interlock, prosecution and adjudication outreach and self-sustaining impaired driving prevention programs.
- NHTSA, Mothers Against Drunk Driving, the States and other partners are engaged in implementing the National campaign to eliminate drunk driving.

FY 2008 Base: $131,000,000

Beginning in FY 2006, to be eligible for Section 410 incentive grant funding, a State has to meet the *Low Fatality Rate* Criterion or *Programmatic Basic* Criteria. Under the *Low Fatality Rate* Criterion, States must demonstrate an alcohol-related fatality rate of 0.5 or less per 100 million vehicle miles traveled as of the date of the grant, as determined by the most recent data available in the Fatality Analysis Reporting System (FARS).

Under the *Programmatic Basic* Criteria, States must demonstrate that they are implementing at least five of the eight specified impaired driving programs and laws for FY 2008 and FY 2009 (up from four criteria in FY 2007). These eight criteria are as follows:

1. High-visibility State-wide law enforcement campaign using checkpoints and/or saturation patrols.
2. State prosecution and adjudication outreach program.
3. Program to increase the rate of Blood Alcohol Concentration (BAC) testing of drivers involved in fatal crashes.
4. Law that imposes stronger sanctions or additional penalties for high-risk drivers whose BAC is 0.15-percent or more.
5. Effective alcohol rehabilitation or DWI Courts.

6. Program to prevent drivers under age 21 from obtaining alcoholic beverages.
7. Administrative driver's license suspension or revocation program with use of ignition interlocks.
8. Self-sustaining impaired driving prevention program.

A State may use Section 410 funding to support these impaired driving prevention activities and may also use these grant funds for the following costs:

- labor, management and equipment costs for high visibility enforcement;
- training and equipment for law enforcement;
- advertising and educational campaigns that publicize checkpoints;
- public awareness, advertising and educational campaigns that target impaired drivers under 34 years of age;
- a State impaired operator information system;
- vehicle or license plate impoundment.

Additionally, a Section 410 grant is available to assist the 10 States with the highest impaired driving related fatalities as determined by the most recent data available in the FARS. SAFETEA-LU authorizes no more than 15-percent of Section 410 funds for this purpose. At least one-half of the amounts allocated under the High Fatality Rate Grant Program may be used only for high visibility enforcement programs.

Anticipated FY 2008 Accomplishments:

- All States will participate in the National High Visibility Enforcement impaired driving crackdown in August and September 2008, with law enforcement agencies conducting zero tolerance impaired driving enforcement that will be reinforced with significant paid advertising campaigns.
- Over 40 States will achieve, or make substantial progress toward achieving, sustained impaired driving enforcement programs.
- One or more DWI or hybrid drug/DWI courts will be in operation or under development in over 42 States.
- Over 38 States will have selected, or be actively recruiting, Traffic Safety Resource Prosecutors.

FY 2009 Budget Request: $139,000,000

New Programs

- In FY 2009, States will use additional funds to expand Section 410 Grant Programs as outlined in their annual Strategic Highway Safety Plans (SHSP), which will be submitted in Fall of 2008.

On-going Projects

In FY 2009, the Section 410 program will continue and expand on the FY 2008 efforts. The Section 410 program supports NHTSA's High Visibility Enforcement impaired driving initiative. The High Visibility Enforcement impaired driving crackdown will enable the States to continue to implement effective sustained enforcement campaigns that will result in lower alcohol-related fatalities and injuries. NHTSA will also continue its work with DWI courts and encourage alcohol screening and brief intervention activities to reduce the incidence of impaired driving recidivism. NHTSA will also continue to support expanded use of ignition interlock technology to combat recidivism.

After achieving steady decreases in the nation's rate of alcohol-related traffic fatalities for many years, the country has more recently seen that rate hold steady, with increases occurring in many States. Partly, this appears due to steadily increasing numbers of alcohol-related motorcyclist fatalities over the last decade. Persistently high rates of alcohol-related deaths among young adults (21-24 year olds) and drivers who cannot legally drink (16-20 year olds) also contribute to the lack of progress with this crucial traffic safety issue. The requested increase in Section 410 funding will help make it possible to step up the emphasis on motorcycles and young drivers in the National impaired driving crackdowns and sustained enforcement campaigns.

States will use their FY 2009 Section 410 funds to support a wide range of impaired driving countermeasures and programs. Significant program activities include:

- Sobriety checkpoints and/or saturation patrol programs.
- Alcohol awareness programs that target persons under age 21.
- Prosecution and adjudication outreach programs.
- BAC Testing.
- DWI court programs and alcohol rehabilitation.
- Expanded use of ignition interlock technology.

Detailed Justification for Highway Safety Grants

Section 2010 Motorcyclist Safety Grants	FY 2009 Request: $7,000,000

Overview:

In 2006, motorcycle fatalities increased to 4,810, a number 127-percent more than that of the historic low of 2,116 in 1997, and an increase for the ninth consecutive year. SAFETEA-LU established a new grant program that provides $25 million dollars over four years to States that adopt and implement effective motorcyclist-safety training and motorcyclist-awareness programs. In 2006, the first year of the program, NHTSA made grant awards to 44 States and Puerto Rico.

- In FY 2009, NHTSA requests $7,000,000 for the Motorcyclist Safety Grant program, which is $1,000,000 more than the FY 2008 request and the fully authorized level in SAFETEA-LU. Funding at this level will allow the agency to continue the Section 2010 grant program, and allow States to expand upon the FY 2008 efforts, as outlined in their annual Strategic Highway Safety Plans (SHSP). In FY 2009, States will use these grant funds for improvements to motorcyclist safety training curricula, improvements in program delivery of motorcycle training across the State, measures designed to increase the recruitment or retention of motorcyclist safety training instructors, and public awareness, including public service announcements and other outreach programs to enhance driver awareness of motorcyclists, such as "share-the-road" safety messages.

FY 2008 Base: $6,000,000

Any State can qualify for a Section 2010 Motorcycle Safety grant by meeting at least one of six criteria. A State that previously received a Section 2010 grant must meet at least two of the criteria to qualify for a grant in FY 2008 or FY 2009. The six criteria as stipulated by Section 2010 of SAFETEA-LU are:

1. Motorcycle Rider Training Course **—** an effective motorcycle-rider training course available Statewide;
2. Motorcyclists-Awareness Program **—** an effective Statewide program to enhance motorists' awareness of the presence of motorcyclists on or near a roadway and safe driving practices that avoid injuries to motorcyclists;
3. Reduction in Motorcycle Fatalities and Crashes Involving Motorcycles**—** a reduction for the previous calendar year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles;
4. Impaired Driving Program — a State-wide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation;
5. Reduction of Impaired Motorcyclists' Fatalities and Crashes Involving Impaired Motorcyclists **—** a reduction in the number of fatalities and the rate of reported crashes involving alcohol or drug impaired motorcycle operators; and

6. Use of Fees Collected from Motorcyclists for Motorcycle Programs — all fees collected by the State from motorcyclists to be used for motorcycle training and safety programs.

Anticipated FY 2008 Accomplishments:

- 45+ States will receive grants ranging from $100,000 to over $400,000.
- 30+ States will expand delivery of motorcyclist safety training.
- 25+ States will develop and begin implementing plans to better ensure proper licensure of motorcyclists.

FY 2009 Budget Request: $7,000,000

In FY 2009, all States, the District of Columbia, and Puerto Rico that adopt and implement effective motorcyclist-safety training and motorcyclist-awareness programs may be eligible for motorcycle safety grants.

New Programs

- In FY 2009, States will use additional funds to expand Section 2010 Grant Programs as outlined in their annual Strategic Highway Safety Plans, which will be submitted in Fall of 2008.

On-going Project

States will use these grant funds for:

- improvements to motorcyclist safety training curricula;
- improvements in program delivery of motorcycle training to both urban and rural areas – including procurement or repair of practice motorcycles, instructional materials, mobile training units, and leasing or purchasing facilities for closed-circuit motorcycle skill training;
- measures designed to increase the recruitment or retention of motorcyclist safety training instructors; and
- public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages.

The annual increases in motorcyclist fatalities since 1997 have been accompanied a steadily growing motorcycle rider population. The growth in ridership creates larger need and demand for adequate rider training. The requested increase in Section 2010 funding will help meet that need.

Detailed Justification for Highway Safety Grants

Section 2011 Child Booster Safety Incentive Grants	**FY 2009 Request: $7,000,000**

Overview:

Currently, all States, the District of Columbia, and Puerto Rico have laws requiring infants and very young children (generally, from birth to 3 or 4 years) to ride in approved child safety seats. All States, the District of Columbia, and Puerto Rico have laws mandating use of seat belts, at least in the front seats of passenger motor vehicles, by all persons up to age 18. All but one State's laws require use of seat belts by occupants of all ages. However, due to their size, most children of a certain age (roughly, 4 to 8) are too large to continue to be protected by a child safety seat, but too small to derive full protection from a seat belt alone. These children need booster seats that position them so that the seat belt fits properly and works effectively.

Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that are enforcing a child restraint law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under Anton's Law -- covering children up to age 8, unless they are 4'9" or taller or 65 pounds or heavier. These grant funds may be used only for child safety seat and child restraint programs. Currently, 38 States and the District of Columbia have laws mandating booster seat use for children. But, in FY 2006, the first year of the grant program, only 5 States and the District of Columbia had booster seat laws that met the requirements of Section 2011.

- NHTSA is requesting $7,000,000 for the Child Booster Safety Incentive Grants in FY 2009, which is $1,000,000 more than the FY 2008 request, and consistent with the SAFETEA-LU authorized amount. Funding at this level will allow the agency to continue the Section 2011 grants, and provide funding for States to expand upon the FY 2008 efforts, as outlined in their annual Strategic Highway Safety Plans (SHSP). No more than 50-percent of the grant a State receives in a fiscal year may be used to fund programs for purchasing and distributing child safety seats and restraints to low-income families. The remaining amounts may be used to carry out other child safety seat and child restraint programs.

FY 2008 Base: $6,000,000

States will use Section 2011 grant funds to support child passenger safety-education programs. Many States will use these funds for purchasing and distributing child safety seats and restraints to low-income families, increasing restraint use among 4-8 year olds.

Anticipated FY 2008 Accomplishments:

It is anticipated that additional States will pass laws in order to qualify for these incentive funds.

FY 2009 Budget Request: $7,000,000

States that have enacted and are enforcing a booster seat law that meets the requirements prescribed under Section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772) will be eligible to receive Child Safety and Booster Seat Incentive Grants. These grant funds will be used only for child safety seat and child restraint programs.

New Programs

- In FY 2009, States will use additional funds to expand Section 2011 Grant Programs as outlined in their annual Strategic Highway Safety Plans, which will be submitted in Fall of 2008.

On-going Projects

- Purchasing and distributing child safety seats and restraints to low-income families;
- Enforcing child restraint laws;
- Training child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning child safety seats and child restraints; and
- Educating the public concerning the proper use and installation of child safety seats and child restraints.

States have begun responding to the growing body of evidence concerning the need for better protection of children of booster seat age, and to the educational efforts of NHTSA and others, by enacting booster seat laws. In turn, this has spurred demand from parents and caregivers for effective education about the proper use and installation of the seats. It has also increased the need for programs to assist lower-income parents to obtain appropriate child safety seats. The requested increase in Section 2011 funding will help meet the growing needs for education and purchase programs.

Detailed Justification for Highway Safety Grants

High Visibility Enforcement (Section 2009)	**FY 2009 Request: $29,000,000**

Overview:

Research has demonstrated the effectiveness of combined law enforcement and paid advertising (i.e., High Visibility Enforcement, or HVE) to increase seat belt use and decrease impaired driving.

Section 2009 of SAFETEA-LU provides funding to enable NHTSA to support State HVE programs through the continuation of National paid media during seat belt and impaired driving enforcement mobilizations and crackdowns.

- In FY 2009, NHTSA is requesting $29,000,000 for National High Visibility Enforcement support for States to fund the program at the authorized level under Section 2009 of SAFETEA-LU, which is consistent with the FY 2008 funding level. The FY 2009 budget request will fund three media buys—one for occupant protection, two for impaired driving. For each, the paid media will include both English and Spanish-language advertisements. As mandated by SAFETEA-LU, this funding will also provide for an evaluation of the HVE campaigns' effectiveness.

FY 2008 Base: $29,000,000

Research indicates that 18 – 34 year old males have higher fatality rates than the general population. Based on that data, the agency plans to continue to focus National paid advertising on those networks that deliver programming well-suited to that audience. By placing media buys at three times of the year, the agency is able to better leverage its funds for increased value, thereby further extending the frequency and reach of the messaging.

Section 2009 (f) of SAFETEA-LU requires an evaluation of the public's awareness of the HVE on an annual basis. Additionally, an analysis of frequency and reach of the paid advertising will be conducted.

Anticipated FY 2008 Accomplishments:

A National media buy will be placed to support the following HVE periods:

- *Click It or Ticket* HVE mobilization (May/June 2008).
- Impaired Driving HVE crackdown (August/September 2008).
- Impaired Driving HVE crackdown (December 2008).

The FY 2008 HVE campaigns will be evaluated as stipulated under Section 2009 (f) of SAFETEA-LU.

FY 2009 Budget Request: $29,000,000

Section 2009 of SAFETEA-LU provides the agency with $29 million each year (FY 2006 – FY 2009) for the development, production, and use of broadcast and print media to support HVE campaigns. Section 2009 (f) of SAFETEA-LU also requires annual evaluations of the success of the HVE programs, which will be conducted in 2009 following the campaigns. The FY 2009 budget request will fund three media buys—one for occupant protection, two for impaired driving. For each, the paid media will include both English and Spanish-language advertisements. The agency will focus on those most at risk of a traffic fatality, as indicated by statistical analysis conducted by the agency's National Center for Statistical Analysis—18 through 34 year old males. The agency will focus on those networks that deliver programming particularly suited to this audience for both impaired driving (21-34 year olds) and occupant protection (18 – 34 year olds), including prime time, late night, and sports programming. The agency will also focus on Spanish-dominant Latinos, using Spanish-language television and radio.

Detailed Justification for Administrative Expenses

Highway Safety Grant Administrative Expenses	FY 2008 Request: $18,500,000

Overview:

NHTSA is requesting $115,268,000 for administrative expenses in FY 2009, which will be appropriated from four separate sources: Highway Safety Research and Development, Vehicle Safety, Highway Safety Grants, and National Driver Register. This is a total increase of $3,920,000 over the FY 2008 funding level of $111,348,000.

For the portion of administrative expenses funded from Highway Safety Grants, the FY 2009 budget request is $18,500,000, which is a $250,000 increase over FY 2008 funding and consistent with SAFETEA-LU authorized levels. In FY 2009, NHTSA requests Highway Safety Grants Administrative Expenses funding for:

- $10,602,000 for Salaries and Benefits, which is $429,000 more than the FY 2008 funding level. This assumes a 3% general pay raise in January 2009 to fund 82 Full-Time Equivalent (FTE) employees, the same FTE level as FY 2008.
- $375,000 for Travel, which is consistent with FY 2008 funding.
- $7,523,000 for Other Services, which is consistent with FY 2008 funding. This includes $1,656,000 for the National Occupant Protection Use Survey (NOPUS), which is consistent with the FY 2008 funding level. $4,967,000 provides partial funding of the Highway Safety Research and Development program activities, all levels being the same as FY 2008. These Highway Safety Research and Development funds are used to develop effective behavioral countermeasures to address the fatality rate, with particular attention to areas where fatalities are not decreasing such as with alcohol-related fatalities. Justifications for these two NHTSA programs can be found in Vehicle Safety/Research and Analysis and Behavior Safety Research/Highway Safety Programs, respectively. Additionally, this total includes $900,000 for the agency's Regional Offices.

National Highway Traffic Safety Administration
FY 2009 Budget Request

PERFORMANCE OVERVIEW

Annual Performance Results and Targets

The National Highway Traffic Safety Administration (NHTSA) integrates performance results into its budget request to demonstrate alignment with DOT's Strategic Plan. NHTSA tracks the following DOT-level performance measures to demonstrate program results:

Strategic Objective: Safety

	2004	2005	2006	2007	2008	2009
Highway Fatality Rate (per 100 million passenger vehicle VMT)						
Target	1.38	1.38	1.38	1.38	1.37	1.35
Actual	1.44	1.46	1.41	*	-	-
Passenger Vehicle Occupant Fatality Rate (per 100 million VMT)						
Target	NA	1.15	1.12	1.10	1.06	1.02
Actual	1.17	1.15	1.10	*	-	-
Non-occupant fatalities (per 100 million VMT)						
Target	NA	.16	.16	.15	.19	.19
Actual	.19	.20	.19	*	-	-
Motorcycle rider highway fatalities (per 100,000 registration)						
Target	NA	NA	75	76	76	77
Actual	69.83	73.48	71.94	*	-	-
Large Truck and Bus fatalities (per 100 million VMT)						
Target	NA	NA	0.179	0.175	0.171	.167
Actual	NA	0.184	0.176	*	-	-

*Actual data not yet available

Detailed performance budget information can be found in Section 4 of the budget submission.

Program Assessment Ratings Tool (PART) Assessment

PART was developed by the Office of Management and Budget (OMB) to provide a standardized way to assess the effectiveness of the Federal Government's portfolio of programs. The structured framework of PART provides a means by which programs can assess their activities differently than through traditional reviews. NHTSA's Grant Management Program underwent a second PART assessment during FY 2007 as part of the FY 2009 PART cycle. NHTSA will not undergo a PART assessment during FY 2008. However, the following NHTSA programs have been assessed via PART:

Program	***PART Cycle***	***Score***	***OMB Assessment***
Grant Management Program	FY 2004	78	Moderately Effective
	FY 2009	93	Effective
Operations and Research Program	FY 2006	75	Moderately Effective

NHTSA Grant Management Program (FY 2009): During 2007, OMB reviewed NHTSA's Grant Management Program for the FY 2009 PART cycle, and provided an updated rating of "effective," as compared to the 2004 rating of "moderately effective."

The Highway Traffic Safety Grant Program provides grants to every State, Territory, and Indian Nation. Grant recipients fund a wide range of highway safety programs including but not limited to occupant protection, alcohol-impaired driving, traffic safety information systems, and motorcycle safety.

The assessment shows that the program is successfully focused on performance. NHTSA has instituted procedures linking State performance and the award of incentive grants to States based on established criteria. Agency oversight of State programs is evidenced by regularly scheduled monitoring visits, management reviews, and other assessments by NHTSA and external evaluators and auditors. While firmly committed to meeting the 1.0 fatality rate goal, DOT has realized that the Department will not achieve this goal by FY 2008 as originally planned. To continue making roads safer, a cross-modal working group has been established to identify new strategies and technologies that will reduce highway fatalities. New performance targets have been established in key areas to focus the Department's efforts on the critical factors responsible for the overall highway fatality rate increase. The general trend of data demonstrates that NHTSA is showing progress towards meeting Agency Performance Goals, with the exception of motorcycle fatalities. Motorcycles continue to be of particular concern, playing a large role in offsetting other fatality decreases. Alcohol-related fatalities were also essentially flat in 2006, with an increase of 0.1-percent for fatalities involving a BAC of .08+.

OMB 2004 Recommendation #1: Establish criteria for receiving grants that create links between performance of States and awarding incentive grants to States.

Actions taken: Completed.

OMB 2004 Recommendation #2: Propose to streamline and focus grants to address State fatality rates.

Actions taken: While NHTSA's SAFETEA proposal to Congress included a streamlined grants process to reduce complexity and increase focus on safety performance, the enacted SAFETEA-LU does not streamline NHTSA's grant program. A revised proposal for streamlining grants will be considered for inclusion in the recommendations for the next authorization in 2010.

OMB 2009 Recommendation #1: Develop and implement innovative strategies for reducing fatalities involving motorcycle riders and impaired drivers and riders.

Actions taken: Although this is a new recommendation, NHTSA has already initiated actions through spearheading a cross-modal working group which has been established to identify new strategies and technologies that will reduce highway fatalities. New performance targets have been established in key areas to focus the Department's efforts on the critical factors responsible for highway fatalities. These key focus areas include passenger vehicle occupants, nonoccupants (pedestrians, pedalcyclists, etc.), motorcycle riders, and large trucks and buses. They were chosen in part to cover the breadth of all road users. In addition to the establishment of new performance measures for these focus areas, each mode will continue to maintain their agency-specific intermediate outcome measures, many of which serve as a subset to the Department's accountability measures. Furthermore, given statistics indicating a significantly higher involvement of improperly licensed motorcycle riders as compared to passenger vehicle drivers in 2005, NHTSA has also established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes. Additionally, NHTSA's FY 2009 budget includes funding to support further implementation of High Visibility Enforcement impaired driving crackdowns, especially in States with the highest impaired driving fatalities.

Grant Program - Efficiency Measure:

- *Distribute the allocation of Section 402 formula grants within the targeted average number of days from the release of the advice of funds (FY2007 target = 21 days). (In FY 2007, NHTSA distributed these grant funds within an average of 14 days.)*

NHTSA Operations and Research Program Analysis (FY 2006): The Operations and Research program seeks to advance highway safety through research and regulations concerning vehicle technologies and human behavior. This program is focused on researching vehicle safety countermeasure technology, researching highway safety countermeasures, issuing vehicle safety regulations, and investigating vehicle defects.

The Operations and Research Program has made progress in reducing the highway fatality rate, but not enough for DOT to achieve its annual targets. Additional findings include: 1) NHTSA has set ambitious long-term goals that directly link to DOT's long-term highway fatality goal; 2) During the past three years, DOT has not reached its annual performance goal for reducing highway fatalities; however, the overall fatality rate reached the lowest level ever in 2004; and 3) The program recently implemented a systematic review of all its current vehicle safety regulations (FMVSSs) over a seven-

year period. This will help NHTSA ensure that its regulations are up-to-date and eliminate any weaknesses in its rules.

Recommendation #1: Implement its Motorcycle Safety Program Plan to identify methods and strategies for improving motorcycle safety (ongoing).

Actions taken: The 2006 Motorcycle Safety Plan, which updated the 2003 Plan with the 2005 SAFETEA-LU mandates and new initiatives, implementing additional safety programs to try to reduce the escalating motorcycle fatality and injury rates. This plan can be found at www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/MotorcycleSafety.pdf. With motorcycle safety a significant concern, in FY 2007 NHTSA distributed the *Implementation Guide for the National Agenda for Motorcycle Safety* to assist States and communities in creating programs to improve motorcycle safety, incorporated motorcycle operators in HVE impaired-driving crackdowns; completed the *Study to Determine Motorcyclist Impairment at Different BAC Levels*, and completed the *Riders Helping Riders* instructional program to encourage motorcyclists to intervene to prevent drinking and riding by their peers. NHTSA will transmit a report to Congress on the findings of a study of educational and other activities targeted at reducing impaired riding as mandated by Section 2003 (g) of SAFETEA-LU. In FY 2008, NHTSA will develop and distribute communication campaigns to increase the awareness of motorcyclists and to reach older motorcyclists, and continue to incorporate motorcycle operators in HVE impaired-driving crackdowns, as well as complete and distribute updated motorcycle licensing guidance to State Motor Vehicle Administrators to reduce the number of improperly licensed drivers involved in fatal crashes. For 2009, NHTSA has established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.

Recommendation #2: Initial (FY 2004): Increase funding for fatality data analysis to ensure that DOT has timely and accurate fatality statistics (completed). Follow-on (2007): Implement FastFARS, bringing the system to operational status with verified accurate data (on-going).

Actions taken: Early Fatality Notification System (FastFARS) infrastructure was initiated in January 2006. The period of 2006-2007 has been used to collect and improve the data and data collection procedures. Better collection techniques have been instituted and improvements have been made to the collection tool. Usable FastFARS (near real-time) data on the number of fatalities resulting from motor vehicle traffic crashes, anticipated to be fully integrated into the FARS program system during FY 2009, will enable the agency to provide Congress and States with timely information, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the State of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans.

Recommendation #3: Initial (FY 2004): Conduct a review of completed safety evaluations to determine the effectiveness of programs in contributing to safety goals (completed). Follow-on (2007): Conduct safety evaluations of new safety technologies and programs, and recently passed regulations.

Actions taken: NHTSA uses evaluations to determine program success, estimate costs

and benefits to the public, and identify opportunities for new safety technologies to improve the effectiveness of programs and regulations. A recent study of side impact air bags (2007) showed them to be very effective. NHTSA issued the NPRM for the pole impact test in 2004, and expects to issue the final rule by the end of CY 2007. For FY 2007, the agency has completed an analysis of Electronic Stability Control (ESC) systems for passenger vehicles, side impact protection/side air bags, and head impact test performance before and after the 1999-2003 upgrade of Standard 201. For FY 2008, NHTSA will perform a national statistical analysis of impaired-driving trends; analyze the reasons for higher belt use in selected States; and evaluate State motorcycle safety programs, the cost of advanced air bags, and the adequacy of current vehicle interiors for older occupants.

Operations and Research Program Efficiency Measures:

1) *Maintain an average completion time for NHTSA to complete significant rulemaking actions at 12 months (CY). (Measure is restricted to time within the agency and does not include OST and/or OMB review periods.) (In FY 2006 [latest data available], NHTSA completed rulemakings within 9.7 months.)*
2) *Maintain an average completion time for a defect investigation at eight months (CY). (In FY 2006, NHTSA completed defect investigations within six months.)*

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FY 2009 CONGRESSIONAL BUDGET

ANALYSIS OF FUNDING REQUIREMENTS

Item	FY 2008 Vehicle Safety	FY 2008 Highway Safety Research & Development	FY 2008 Nat'l. Driver Reg.	FY 2008 Safety Grants	FY 2008 Grand Total	FY 2009 Vehicle Safety	FY 2009 Highway Safety Research & Development	FY 2009 Nat'l. Driver Reg.	FY 2009 Safety Grants	FY 2009 Grand Total	Change FY 2008 to FY 2009
FTP Positions	355	198	11	86	650	355	198	11	86	650	0
Full-time Equivalent Workyears (FTE's)	352	190	11	82	635	352	190	11	82	635	0
Total, Salaries	**35,543,475**	**18,464,198**	**911,377**	**8,157,663**	**63,076,714**	**35,967,118**	**19,276,652**	**948,789**	**8,501,235**	**64,693,794**	**1,617,080**
Total, Benefits	**9,029,526**	**4,767,802**	**197,622**	**2,015,336**	**16,010,287**	**9,228,882**	**4,880,348**	**206,211**	**2,100,764**	**16,416,206**	**405,919**
Total, Salaries and Benefits	**44,573,000**	**23,232,000**	**1,109,000**	**10,173,000**	**79,087,000**	**45,196,000**	**24,157,000**	**1,155,000**	**10,602,000**	**81,110,000**	**2,023,000**
Travel	**536,000**	**482,000**	**21,000**	**375,000**	**1,414,000**	**536,000**	**482,000**	**21,000**	**375,000**	**1,414,000**	**0**
Transportation of Things	**163,000**	**0**	**0**	**0**	**163,000**	**163,000**	**0**	**0**	**0**	**163,000**	**0**
Rent, Communications, & Utilities	**6,137,000**	**4,375,000**	**0**	**179,000**	**10,691,000**	**4,555,000**	**6,845,000**	**324,000**	**0**	**11,724,000**	**1,033,000**
Printing and Reproduction	**333,000**	**0**	**0**	**0**	**333,000**	**333,000**	**0**	**0**	**0**	**333,000**	**0**
Other Services	**6,621,000**	**3,419,000**	**0**	**7,523,000**	**17,563,000**	**6,880,000**	**4,024,000**	**0**	**7,523,000**	**18,427,000**	**864,000**
Supplies and Materials	**0**	**1,075,000**	**0**	**0**	**1,075,000**	**0**	**1,075,000**	**0**	**0**	**1,075,000**	**0**
Equipment	**1,022,000**	**0**	**0**	**0**	**1,022,000**	**1,022,000**	**0**	**0**	**0**	**1,022,000**	**0**
Total, Other Objects	**14,812,000**	**9,351,000**	**21,000**	**8,077,000**	**32,261,000**	**13,489,000**	**12,426,000**	**345,000**	**7,898,000**	**34,158,000**	**1,897,000**
WCF in Other Objects					5,490,000					5,844,000	
WCF (Transit Benefits) in Salaries and Benefits					483,000					500,000	
WCF (CIO) in Program Funding Below					4,000,000					4,000,000	
Total Working Capital Fund					**9,973,000**					**10,344,000**	
Total, Administrative Expenses	**59,385,000**	**32,583,000**	**1,130,000**	**18,250,000**	**111,348,000**	**58,685,000**	**36,583,000**	**1,500,000**	**18,500,000**	**115,268,000**	**3,920,000**
Contracts/Grants (See Attached Sheet)	67,187,000	75,167,000	2,870,000	581,000,000	726,224,000	63,315,000	68,917,000	2,500,000	601,000,000	735,732,000	9,508,000
Grand Total	**126,572,000**	**107,750,000**	**4,000,000**	**599,250,000**	**837,572,000**	**122,000,000**	**105,500,000**	**4,000,000**	**619,500,000**	**851,000,000**	**13,428,000**
Total, Program Funding Available	**67,187,000**	**75,167,000**	**2,870,000**	**581,000,000**	**726,224,000**	**63,315,000**	**68,917,000**	**2,500,000**	**601,000,000**	**735,732,000**	**9,508,000**
Highway Safety Research Development and Vehicle Safety Programs	**67,187,000**	**75,167,000**	**0**	**0**	**142,354,000**	**63,315,000**	**68,917,000**	**0**	**0**	**132,232,000**	**-10,122,000**
Safety Performance (Rulemaking)	**12,768,000**				**12,768,000**	**16,668,000**				**16,668,000**	**3,900,000**
1. Safety Standards Support	2,800,000				2,800,000	2,300,000				2,300,000	-500,000
2. New Car Assessment	7,893,000				7,893,000	10,393,000				10,393,000	2,500,000
3. Fuel Economy (CAFÉ)	1,880,000				1,880,000	3,880,000				3,880,000	2,000,000
4. Climate Control	20,000				20,000	20,000				20,000	0
5. Theft Control and Other Programs	175,000				175,000	75,000				75,000	-100,000
Safety Assurance (Enforcement)	**18,277,000**				**18,277,000**	**17,477,000**				**17,477,000**	**-800,000**
1. Vehicle Safety Compliance	7,696,000				7,696,000	8,096,000				8,096,000	400,000
2. Safety Defects Investigations	10,429,000				10,429,000	9,229,000				9,229,000	-1,200,000
3. Odometer Fraud Investigations	152,000				152,000	152,000				152,000	0
Highway Safety Program	**1,249,000**	**42,559,000**			**43,808,000**	**0**	**42,009,000**			**42,009,000**	**-1,799,000**
1. Impaired Driving	194,000	11,206,000			11,400,000	0	11,206,000			11,206,000	-194,000
2. Drug Impaired Driving	0	1,488,000			1,488,000	0	1,488,000			1,488,000	0
3. Pedestrian, Bicycle and Pupil Transp.	212,000	1,453,000			1,665,000	0	1,453,000			1,453,000	-212,000
4. Older Driver Safety	0	1,700,000			1,700,000	0	1,700,000			1,700,000	0
5. Motorcycle Safety	0	992,000			992,000	0	992,000			992,000	0
6. National Occupant Protection	0	11,132,000			11,132,000	0	10,282,000			10,282,000	-850,000
7. Enforcement and Justice Service	0	2,199,000			2,199,000	0	2,013,000			2,013,000	-186,000
8. Section 2017(b) Law Enforcement Trng.	0	500,000			500,000	0	500,000			500,000	0
9. Emergency Medical Services	0	2,320,000			2,320,000	0	2,144,000			2,144,000	-176,000
10. Enhance 911 and Nat'l. EMS Info.Sys.	0	1,250,000			1,250,000	0	1,250,000			1,250,000	0
NEMSIS	500,000	250,000			750,000		250,000			250,000	-500,000
11. Driver Licensing	0	1,002,000			1,002,000	0	1,002,000			1,002,000	0
12. Highway Safety Research	**343,000**	**6,379,000**			**6,722,000**	**0**	**7,041,000**			**7,041,000**	**319,000**
a. Regular Highway Safety Research	0	5,179,000			5,179,000	0	4,641,000			4,641,000	-538,000
b. Section 2013 Drug Impaired Driving	0	1,200,000			1,200,000	0	1,200,000			1,200,000	0
c. ACTS alcohol interlock initiative	0	0			0	0	1,000,000			1,000,000	1,000,000
d. Rural grant evaluations	0	0			0	0	200,000			200,000	200,000
e. Teens in driver's seats outreach	343,000	0			343,000	0	0			0	-343,000
13. Emerging Traffic Safety Issues	0	588,000			588,000	0	588,000			588,000	0
14. Behaviorial International Programs	0	100,000			100,000	0	100,000			100,000	0
Total, Research and Analysis	**34,893,000**	**32,608,000**			**67,501,000**	**29,170,000**	**26,908,000**			**56,078,000**	**-11,423,000**
					0						
Research and Analysis	**31,693,000**				**31,693,000**	**28,170,000**				**28,170,000**	**-3,523,000**
1. Safety Systems	8,226,000				8,226,000	6,826,000				6,826,000	-1,400,000
2. Biomechanics	11,000,000				11,000,000	11,000,000				11,000,000	0
3. Heavy Vehicles	**3,095,000**				3,095,000	**2,115,000**				2,115,000	-980,000
a. Regular program	2,115,000				2,115,000	2,115,000				2,115,000	0
b. Commercial vehicle rollover	980,000				980,000	0				0	-980,000
4. Crash Avoidance and Pneumatic Tire Res.	8,104,000				8,104,000	8,104,000				8,104,000	0
5. Plastic and composite vehicles	343,000				343,000	0				0	-343,000
6. Hydrogen Fuel Cell & Alt. Fuel Veh. Saf.	925,000				925,000	125,000				125,000	-800,000
National Ctr. For Statistics and Analysis	**3,200,000**	**32,608,000**			**35,808,000**	**1,000,000**	**26,908,000**			**27,908,000**	**-7,900,000**
1. Traffic Records	0	1,650,000			1,650,000	0	1,650,000			1,650,000	0
2. Nat'l. Motor Veh. Crash Causation Survey	1,700,000	5,300,000			7,000,000	0	0			0	-7,000,000
3. Fatality Analysis Reporting System	250,000	7,172,000			7,422,000	0	7,172,000			7,172,000	-250,000
4. Early Fatality Analysis Reporting System	1,000,000	0			1,000,000	1,000,000	0			1,000,000	0
5. National Automotive Sampling System	250,000	12,230,000			12,480,000	0	12,230,000			12,230,000	-250,000
6. State Data Systems	0	2,890,000			2,890,000	0	2,490,000			2,490,000	-400,000
7. Special Crash Investigations	0	1,700,000			1,700,000	0	1,700,000			1,700,000	0
8. Data Analysis Program	0	1,666,000			1,666,000	0	1,666,000			1,666,000	0
NATIONAL DRIVER REGISTER			**2,870,000**		**2,870,000**			**2,500,000**		**2,500,000**	**-370,000**
HIGHWAY TRAFFIC SAFETY GRANTS				**581,000,000**	**581,000,000**				**601,000,000**	**601,000,000**	**20,000,000**
1. Sec.402 Formula Grants				225,000,000	225,000,000				235,000,000	235,000,000	10,000,000
2. Sec. 405 Occupant Protection Inc.Grants				25,000,000	25,000,000				25,000,000	25,000,000	0
3. Sec. 406 Saf. Belt Perf. Grants				124,500,000	124,500,000				124,500,000	124,500,000	0
4. Sec.408 State Traf. Saf. Info. Sys.Impr.				34,500,000	34,500,000				34,500,000	34,500,000	0
5. Sec.410 Alcohol Incentive Grants				131,000,000	131,000,000				139,000,000	139,000,000	8,000,000
6. Sec. 2010 Motorcyclist Safety				6,000,000	6,000,000				7,000,000	7,000,000	1,000,000
7. Sec.2011 Child Saf. and Booster Seat				6,000,000	6,000,000				7,000,000	7,000,000	1,000,000
8. Sec.2009 High Visibility Enforcement				29,000,000	29,000,000				29,000,000	29,000,000	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Limitations
1999	$0		1999	$72,000,000
2000	$197,450,000	1/	2000	$72,000,000
2001	$142,000,000		2001	$72,000,000
2002	$72,000,000		2002	$72,000,000
2003	$72,000,000		2003	$72,000,000
2004	$88,452,000		2004	$72,000,000
2005	$90,000,000		2005	$72,000,000
2006	$227,367,000		2006	$108,900,000
2007	$227,250,000		2007	$107,750,000
2008	$229,750,000		2008	$107,750,000
2009	$227,500,000		2009	.

1/ $125,000,000 from RABA

Liquidation of Contract Authorization

Fiscal Year	Estimates		Fiscal Year	Appropriations
1999	$0		1999	$72,000,000
2000	$197,450,000		2000	$72,000,000
2001	$142,000,000		2001	$72,000,000
2002	$72,000,000		2002	$72,000,000
2003	$72,000,000		2003	$72,000,000
2004	$88,452,000		2004	$72,000,000
2005	$90,000,000		2005	$72,000,000
2006	$227,367,000		2006	$108,900,000
2007	$227,250,000		2007	$107,750,000
2008	$229,750,000		2008	$107,750,000
2009	$227,500,000		2009	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
HIGHWAY TRUST FUND - APPROPRIATIONS

Fiscal Year	Estimates		Fiscal Year	Appropriations
1999	$172,902,000		1999	$87,400,000
2000	$0		2000	$0
2001	$142,475,000		2001	$0
2002	$0		2002	$0
2003	$0		2003	$0
2004	$0		2004	$0
2005	$0		2005	$0
2006	$0		2006	$0
2007	$0		2007	$0
2008	$0		2008	$0
2009	$0		2009	$0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
GENERAL FUND - APPROPRIATIONS

Fiscal Year	Estimates		Fiscal Year	Appropriations
1999	$0		1999	$0
2000	$0		2000	$87,400,000
2001	$0		2001	$116,876,000
2002	$122,000,000		2002	$127,780,000
2003	$130,881,508		2003	$138,288,000
2004	$126,058,000		2004	$0
2005	$139,300,000		2005	$0
2006	$0		2006	$0
2007	$0		2007	$0
2008	$0		2008	$126,572,000
2009	$0		2009	$0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
HIGHWAY TRUST FUNDS - TRANSFERS FROM FHWA

Fiscal Year	Estimates		Fiscal Year	Transfers Authorized
1999	$0		1999	$0
2000	$0		2000	$0
2001	$0		2001	$0
2002	$0		2002	$0
2003	$0		2003	$0
2004	$0		2004	$150,545,000
2005	$0		2005	$157,386,000
2006	$0		2006	$121,232,430
2007	$0		2007	$121,232,430
2008	$0		2008	$0
2009	$0		2009	$0

Note: Funds for FY 2004 was provided via an allocation account, not a transfer

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS
HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Obligation Limitation
1999	$233,000,000		1999	$200,000,000
2000	$206,800,000		2000	$206,800,000
2001	$213,000,000		2001	$213,000,000
2002	$223,000,000		2002	$223,000,000
2003	$225,000,000		2003	$225,000,000
2004	$447,000,000		2004	$225,000,000
2005	$456,000,000		2005	$225,000,000
2006	$465,000,000		2006	$572,394,240
2007	$583,750,000		2007	$587,750,000
2008	$599,250,000		2008	$599,250,000
2009	$619,500,000		2009	

Liquidation of Contract Authorization

Fiscal Year	Appropriation		Fiscal Year	Obligation Limitation
1999	$197,000,000		1999	$200,000,000
2000	$206,800,000		2000	$206,800,000
2001	$213,000,000		2001	$213,000,000
2002	$223,000,000		2002	$223,000,000
2003	$225,000,000		2003	$225,000,000
2004	$447,000,000		2004	$225,000,000
2005	$456,000,000		2005	$225,000,000
2006	$465,000,000		2006	$572,394,240
2007	$583,750,000		2007	$587,750,000
2008	$599,250,000		2008	$599,250,000
2009	$619,500,000		2009	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER
HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Obligation Limitation
1999	$0		1999	$0
2000	$0		2000	$0
2001	$0		2001	$0
2002	$0		2002	$0
2003	$0		2003	$0
2004	$0		2004	$0
2005	$4,000,000		2005	$3,600,000
2006	$4,000,000		2006	$3,960,000
2007	$4,000,000		2007	$4,000,000
2008	$4,000,000		2008	$4,000,000
2009	$4,000,000		2009	

Liquidation of Contract Authorization

Fiscal Year	Estimates		Fiscal Year	Appropriations
1999	$0		1999	$0
2000	$0		2000	$0
2001	$0		2001	$0
2002	$0		2002	$0
2003	$0		2003	$0
2004	$0		2004	$0
2005	$4,000,000		2005	$3,600,000
2006	$4,000,000		2006	$3,960,000
2007	$4,000,000		2007	$4,000,000
2008	$4,000,000		2008	$4,000,000
2009	$4,000,000		2009	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER
HIGHWAY TRUST FUNDS - APPROPRIATIONS

Fiscal Year	Estimates		Fiscal Year	Appropriations
1999	$2,000,000		1999	$2,000,000
2000	$2,000,000		2000	$2,000,000
2001	$2,000,000		2001	$2,000,000
2002	$2,000,000		2002	$2,000,000
2003	$2,000,000		2003	$2,000,000
2004	$3,600,000		2004	$3,600,000
2005	$0		2005	$0
2006	$0		2006	$0
2007	$0		2007	$0
2008	$0		2008	$0
2009	$0		2009	$0

EXHIBIT IV-1

FY 2009 BUDGET REQUEST BY STRATEGIC GOAL AND PERFORMANCE GOAL
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, & Exempt Obligations
($000)

	(A)	(B)	(E)	(F)
STRATEGIC & PERFORMANCE GOALS by Performance Measure	FY 2007 ENACTED	FY 2008 ENACTED	FY 2009 PROGRAM CHANGES	TOTAL FY 2009 REQUEST (D+E)
1. SAFETY STRATEGIC GOAL				
A. Highway Safety				
a. Passenger vehicle occupant fatality rate per 100 million passenger vehicle-miles traveled.	398,462	408,009	11,028	419,017
b. Motorcycle rider fatality rate per 100,000 registrations.	9,741	9,719	1,000	10,719
c. Non-occupant fatality rate per 100 million vehicle-miles traveled.	199,216	202,590	0	202,590
d. Large truck and bus fatality rate per 100 million total vehicle-miles traveled.	206,009	209,349	0	209,349
Subtotal Performance Goal	813,428	829,667	12,028	841,675
Total - Safety Strategic Goal	813,428	829,667	12,028	841,675
2. GLOBAL CONNECTIVITY STRATEGIC GOAL				
A. Expand Business Opportunities				
a. Percent of total dollar value of DOT direct contracts awarded to women owned businesses.	19%	19%	0%	0
b. Percent of total dollar value of DOT direct contracts awarded to small disadvantaged businesses.	20%	20%	0%	0
c. Other				
Subtotal Performance Goal	0	0	0	0
Total - Global Connectivity Strategic Goal	99	100	0	100
3. ENVIRONMENTAL STEWARDSHIP STRATEGIC GOAL (Non-Add)				
A Reduction in Pollution				
a. other	2,205	2,805	1,420	4,225
Subtotal Performance Goal	2,205	2,805	1,420	4,225
Total - Environmental Stewardship Strategic Goal	2,205	2,805	1,420	4,225
6. ORGANIZATIONAL EXCELLENCE				
A. Fullfill the President's Management Agenda				
a. Other	5,000	5,000	0	5,000
Subtotal Performance Goal	5,000	5,000	0	5,000
Total - Organizational Excellence Strategic Goal	5,000	5,000	0	5,000
Grand Total	820,732	837,572	13,448	851,000

SAFETY

DOT PERFORMANCE GOAL: Reduction in transportation-related deaths and injuries.

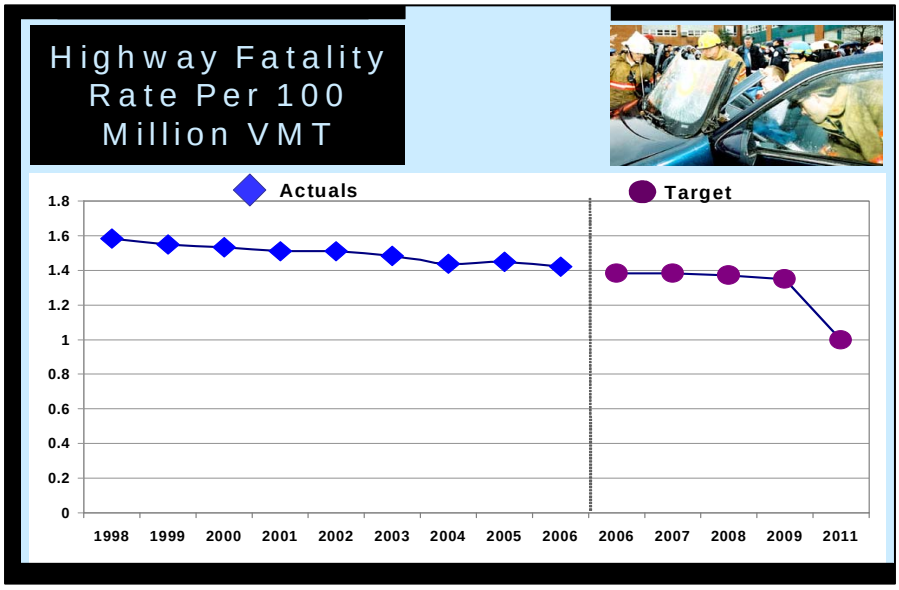
The Department has made transportation safety its highest priority. The 2006 fatality rate of 1.41 equates to 42,642 lives lost from motor vehicle crashes. This is unacceptable as even one fatality is one too many. While firmly committed to meeting the 1.0 fatality rate goal, the Department has realized it will not reach this goal by 2008 as originally planned.

History of Goal

The Department's original fatality goal began as a 1998 NHTSA and FHWA goal to reduce the number of transportation deaths by 20 percent. The 20-percent decrease equated to an absolute number of 33,500 annual motor vehicle fatalities by 2008. The number was changed to an equivalent rate in 2002. The original goal was based on overly optimistic behavioral assumptions—a 90-percent seat belt usage rate and alcohol-related fatalities falling to 11,000 annually. Current figures indicate that the national seat belt usage rate is at 81-percent and that there are over 17,000 alcohol-related highway fatalities annually. Additionally, an unpredictable, and sustained spike in motorcycle rider fatalities began when the original goals were set—from a historic low of 2,116 in 1997 to 4,810 last year (a 127% increase).

The Administration remains committed to reducing highway fatalities and fully supports the goal of reducing fatalities to a rate of 1.0 per 100 million VMT. The target date for achieving the 1.0 goal has been revised from 2008 to 2011, to account for the dramatically changing nature of the challenges currently facing highway safety. To most effectively align program and policy actions needed to meet key challenges, the Department has established four fatality sub-measures—passenger vehicles, nonoccupants, motorcycle riders, and large-truck- and large-bus-related fatalities—which represent the breadth of all highway users. The purpose of this approach is to more closely examine the fatality rates of the different segments of highway users and devote greater energy and resources and develop new strategies to combat sub-measure trends that are impeding progress to the overall 1.0 goal. The new approach raises the four fatality sub-measures from agency specific goals to Departmental metrics to highlight the overall commitment by the Department and the three respective surface transportation modes that directly support the overall 1.0 fatality rate goal and the four supporting sub-measures - NHTSA, FHWA, and FMCSA.

The funding requests for NHTSA, the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) contribute to the DOT Safety strategic objective and its new target, as stated in the DOT 2006-2011 Strategic Plan, to reduce highway fatalities to 1.0 per 100 million VMT by 2011. The DOT overall fatality rate target for 2009 is 1.35 fatalities per 100 million VMT.



Likewise, in the FY 2008 budget, the Department included four fatality sub-measures—passenger vehicles, motorcycle riders, large trucks and buses, and nonoccupants (pedestrians, pedalcyclists, etc.)—which represent the breadth of all highway users. The purpose of this approach is to closely look at the fatality rates of the different segments of highway users and devote greater energy and resources and develop new strategies to combat sub-measure trends that are impeding progress to the overall 1.0 goal. NHTSA, FHWA, and FMCSA programs directly support these sub-metrics and included later in this chapter is a discussion on agency-specific initiatives toward each measure.

DOT ACCOUNTABILITY MEASURES IN SUPPORT OF 1.0

Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Target:	Base	NA	NA	NA	1.15	1.12	1.10	1.06	1.02	0.99	0.96	0.93	0.90
Actual:	1.25	1.25	1.21	1.17	1.15	1.10							

Reduce the rate of motorcycle rider highway fatalities per 100,000 motorcycle registrations

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Target:	Base	NA	NA	NA	NA	75	76	76	77	78	79	79	80
Actual:	65.20	65.35	69.16	69.83	73.48	71.94							

Reduce the rate of large-truck and bus fatalities per 100 million VMT

	2005	2006	2007	2008	2009
Target:	NA	0.179	0.175	0.171	0.167
Actual:	0.184	0.176			

Reduce the rate of nonoccupant highway fatalities per 100 million VMT

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Target:	Base	NA	NA	NA	0.16	0.16	0.15	0.19	0.19	0.19	0.18	0.18	0.18
Actual:	0.21	0.20	0.19	0.19	0.20	0.19							

In addition, each mode will continue to maintain their agency-specific intermediate outcome measures, many of which serve as a subset to the Department's accountability measures. Each mode has included a discussion of their agency-specific outcome measures in their respective FY 2009 budget submissions.

PERFORMANCE ISSUE

Motor vehicle crashes are the leading cause of death and disability for Americans ages 2 through 34. Traffic crashes cost our economy approximately $230.6 billion annually (in 2000 dollars), or 2.3-percent of the U.S. Gross Domestic Product. This figure includes $81 billion in lost productivity, $33 billion in medical expenses, and $59 billion in property damage. Furthermore, this translates to an annual average of $820 for every person living in the United States. The average cost for a critically injured survivor of a motor vehicle crash is estimated at $1.1 million over a lifetime. DOT seeks to attenuate this major public health problem and avoid the pain, suffering, and economic loss to our Nation by preventing highway crashes and alleviating the effects when crashes do occur.

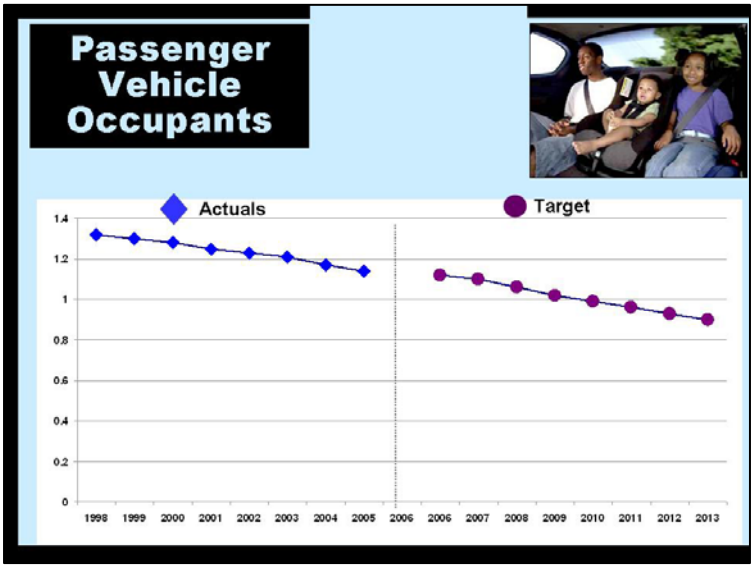
A preview of results from the 2006 Annual Assessment of Motor Vehicle Traffic Crash Fatalities and Injuries indicates a reduction in both fatalities and injuries for people involved in motor vehicle crashes. In 2006, 42,642 people died in traffic crashes, 868 fewer deaths compared to 2005 (43,510). This equates to a 2-percent decline in traffic deaths and a historic low fatality rate of 1.41 per 100 million VMT, compared to 1.46 in 2005. This is the lowest highway fatality rate ever recorded and the largest drop in total deaths in 15 years.

Most significantly, fatalities of occupants of passenger vehicles—cars, SUVs, vans, and pickup trucks—continued a steady decline to 30,521, the lowest annual total since 1993. However, the successes in the 3.3-percent reduction in passenger vehicle occupant fatalities (to 30,521) and the 1-percent reduction among nonoccupant (pedestrians, pedalcyclists, etc.) fatalities (to 5,740) were minimized by a rise in the number of motorcycle fatalities for the ninth consecutive year. Motorcycles continue to be of particular concern, playing a large role in offsetting other fatality decreases with a 5.1-percent increase in motorcycle fatalities in 2006 (to a total of 4,810), an increase of 127-percent since 1997. Although motorcycle fatalities increased in 2006, the rate of increase in motorcycle fatalities decreased from the 13-percent increase in 2005 to a 5.1-percent increase in 2006. The number of pedestrian fatalities decreased from 4,892 in 2005 to 4,784 in 2006, a 2.2-percent decrease, whereas the number of cyclists killed decreased by 1.7-percent from 786 in 2005 to 773 in 2006. Fatalities among large-truck occupants were essentially the same, with an increase of one fatality to 805 in 2006, a 0.1-percent increase. Another troubling trend is in alcohol-related fatalities, which were also essentially flat, with an increase of 0.1% for fatalities involving a BAC of .08+.

Fatalities often receive more public attention than injuries from traffic crashes; however, the societal toll in hospitalization, medical costs, lost productivity, and pain and suffering are a significant burden on individuals and on our society. Like fatalities, injury trends are dominated by highway crashes, accounting for 99-percent of all transportation-related injuries. In 2006, injuries also declined to just under 2.6 million people being injured in motor vehicle crashes compared to nearly 2.7 million in 2005. The data shows that the number of people injured declined in all categories except motorcycle riders and that the decline was highest for large-truck occupants (15%) and passenger car occupants (6.2%).

Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT

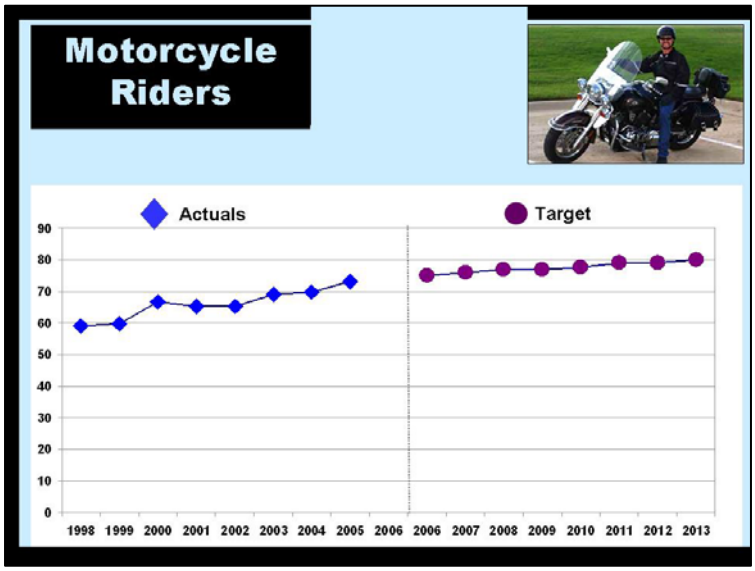
Year	Target	Actual
2001	Baseline	1.25
2002	NA	1.25
2003	NA	1.21
2004	NA	1.17
2005	1.15	1.15
2006	1.12	1.10
2007	1.10	
2008	1.06	
2009	1.02	
2010	0.99	
2011	0.96	
2012	0.93	
2013	0.90	



The passenger vehicle occupant fatality rate has declined sharply since 1995 when the rate was 1.44. In 2006, the passenger vehicle occupant fatality rate declined to 1.10. In 2006, the number of passenger vehicle occupant fatalities (includes passenger cars and light trucks) decreased to 30,521 from 31,549 in 2005, a reduction of 3.3-percent. The drop in passenger car occupant fatalities was for the fourth year in a row, while the drop in light-truck occupant fatalities was the first since 1992. The FY 2009 target for passenger vehicles is 1.02. The 2009 passenger vehicle occupant fatality rate is projected at 1.04. If DOT can maintain the same level of progress in behavioral programs and roadway infrastructure improvements as it has achieved in the past and the VMT remains essentially unchanged through 2009, a 1.02 per 100 million passenger VMT fatality rate in 2009 will potentially save an additional 550-584 lives compared to the projected 1.4 rate.

Reduce the rate of motorcycle rider highway fatalities per 100,000 motorcycle registrations.

Year	Target	Actual
2001	Baseline	65.20
2002	NA	65.35
2003	NA	69.16
2004	NA	69.83
2005	NA	73.48
2006	75	71.94
2007	76	
2008	76	
2009	77	
2010	78	
2011	79	
2012	79	
2013	80	



Motorcycle rider fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. In 2006, motorcycle rider fatalities increased for the ninth year in a row to 4,810 from 4,576 in 2005. This is a 5.1-percent increase in just one year and accounts for 11-percent of the 42,642 total fatalities in motor vehicle crashes in 2006.

Data from 2005 (latest data available) show that motorcycle rider fatalities increased for every age group; however, the largest increase was in the "50 and over" age group, followed by the "20-29" and the "30-39" age groups. Significant increases again occurred among older riders (40+) who are primarily riding large engine (1,001 cc and above) motorcycles. Increases also continued to occur among younger riders (younger than 30) riding medium engine (500-1,000 cc) motorcycles. In addition, speed continued to be a major contributing factor in motorcycle crashes especially among the younger riders. Likewise, the number of motorcycle riders killed in alcohol-related crashes increased by 10-percent.

As of November 2006, 20 States, the District of Columbia, and Puerto Rico require helmet use for all motorcycle operators and passengers. In another 27 States, only those under a certain age, usually 18, are required to wear helmets. Three States do not have laws requiring helmet use.

According to the Motorcycle Industry Council (MIC), new unit motorcycle sales continued to climb in 2004 (latest data available), rising through the one million mark and reaching levels not seen since the 1970s. MIC data indicates that in 2004, 725,000 new-on-highway motorcycle units were sold, marking the 12th consecutive year of growth for the U.S. motorcycle market. As a result, State operator training programs continue to have difficulty meeting the increased demand for their services.

Like other road users who are urged to protect themselves from injury or death by wearing seat belts, driving unimpaired, and observing traffic rules, many motorcycle

deaths could be prevented if motorcyclists would take responsibility for ensuring they have done everything possible to make the ride safe by taking operator training, wearing protective gear including helmets, and riding sober.

For FY 2008, the Department re-baselined this measure to reflect a change of focus from fatalities per 100 million VMT to fatalities per 100,000 registrations. VMT is usually considered the best measure for exposure since it measures actual miles traveled. However, given that both fatalities and registrations climbed significantly over this period, the lack of change in VMT does not seem credible. Fatality data is collected through FARS and it represents a complete census of all fatal crashes in the United States. Registration data is collected by the States and provided to FHWA which is responsible for the collection and publication of all exposure data (e.g. registration, VMT, licensed drivers). The VMT data collected by FHWA are from estimates gathered by individual States. However, State reporting of motorcycle VMT to FHWA is optional. Even in States that report motorcycle VMT, it is often only measured as a standard proportion of total VMT rather than being collected directly through surveys or roadside counters. FHWA estimates VMT for States that do not provide a report, based on data from States that do report. The accuracy of these counts is thus quite speculative. Additionally, motorcycle ridership (i.e., State registration), is itself dependent on high oil prices and successful marketing.

Motorcycle Fatality Rate per 100,000 Motorcycle Registrations Compared to 100 Million Motorcycle VMT

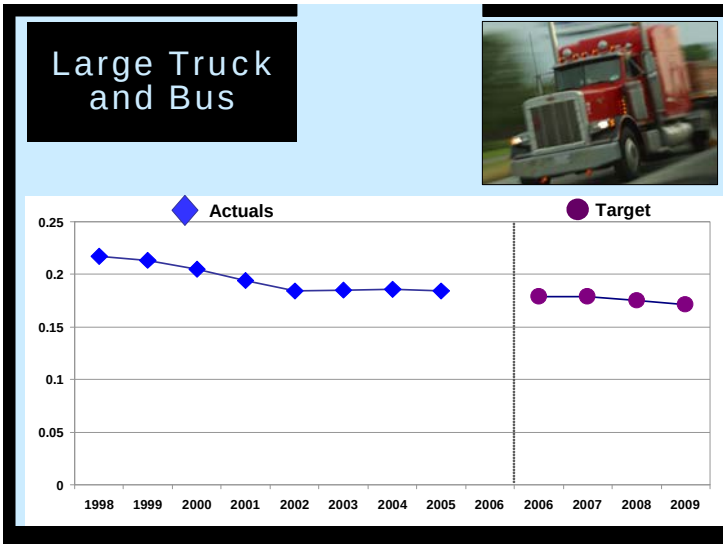
YEAR	Per 100,000 Motorcycle Registrations	Per 100M Motorcycle VMT
1995	57.14	22.73
1996	55.82	21.78
1997	55.3	20.99
1998	59.13	22.31
1999	59.8	23.46
2000	66.66	27.67
2001	65.2	33.17
2002	65.35	34.23
2003	69.16	38.78
2004	69.83	39.79
2005	73.48	42.27
2006	71.94	38.79

The Department has set its motorcycle rider fatality rate goal for FY 2009 at 77 per 100,000 motorcycle registrations. If fatalities and registrations continue to grow at their recent pace, the projected rate in FY 2009 is 78. Maintaining a motorcycle fatality rate of 77 fatalities per 100,000 registrations in 2009 would prevent an additional 77 fatalities compared to those anticipated by current trends.

Reduce the rate of large-truck and bus fatalities per 100 million total VMT.

Year	Target	Actual
2004	NA	0.186
2005	NA	0.184
2006	NA	0.176
2007	0.175	
2008	0.171	
2009	0.167	

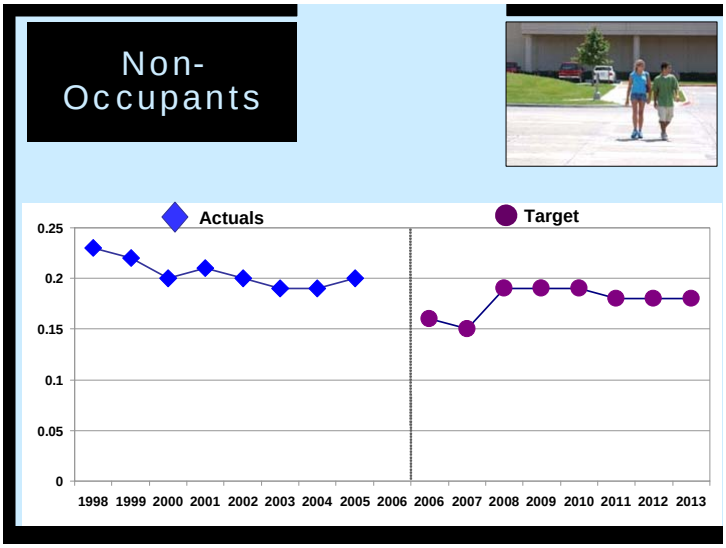
*Projected



Fatalities among large-truck occupants were essentially the same in 2006, with an increase of one fatality to 805, a 0.1-percent increase in fatalities. In FY 2008, DOT changed the large-truck metric to include fatalities involving both occupants and nonoccupants in crashes involving a truck with a gross vehicle weight rating of 10,000 pounds or more and/or a motor coach. The new measurement uses total VMT, rather than truck VMT. Total VMT captures the traffic volumes of all vehicles, which is important given that approximately three-fourths of fatal large-truck crashes in recent years have involved passenger vehicles. The FY 2009 target for large-truck and bus fatalities is 0.167. The estimate for potential lives saved if DOT reaches its FY 2009 large-truck and bus goal is 541 lives, with some overlap for passenger vehicles.

Reduce the rate of nonoccupant highway fatalities per 100 million VMT.

Year	Target	Actual
2001	Baseline	0.21
2002	NA	0.20
2003	NA	0.19
2004	NA	0.19
2005	0.16	0.20
2006	0.16	0.19
2007	0.15	
2008	0.19	
2009	0.19	
2010	0.19	
2011	0.18	
2012	0.18	
2013	0.18	



According to 2006 data, the number of nonoccupants of all types (pedestrians, pedalcyclists, and occupants of motor vehicles not in transport and of non-motor vehicle transport devices) killed in motor vehicle crashes decreased by 1-percent, from 5,864 fatalities in 2005 to 5,740 in 2006. The number of pedestrian fatalities decreased from

4,892 in 2005 to 4,784 in 2006, a 2.2-percent decrease, whereas the number of cyclists killed decreased by 1.7-percent from 786 in 2005 to 773 in 2006. The DOT FY 2009 target for nonoccupant fatalities is 0.19. The nonoccupant fatality rate uses overall VMT data to calculate the rate since pedestrian, pedalcyclist, and other nonoccupant miles traveled are not available – meaning the numerator is much smaller in comparison to the denominator and changes in the rate are minuscule. When we take the projected 2006 rate out three decimal places it equates to .192. If DOT can reduce the nonoccupant fatality rate to its 2009 target of .190, 59 additional lives would potentially be saved.

FY 2008 Passenger Vehicle Program Activities

- Host a roundtable of experts focused on increased prescription of ignition interlocks by judges and hearing offices for impaired-driving offenders.
- Increase law enforcement participation in its national impaired-driving crackdown.
- Implement two marketing campaigns on youth access to alcohol and drinking and driving.
- Conduct an in-depth analysis to identify characteristics of unrestrained people killed in motor vehicle crashes, which will be used to shape future countermeasure project strategies and messaging for high-risk non-belt users.
- Develop field trauma triage protocols for Emergency Medical Service (EMS) providers on the use of Automatic Crash Notification information to help guide dispatchers and EMS personnel to better identify major trauma patients and determine their appropriate hospital destinations.
- Develop a national inventory of the major, primarily unconventional driver education programs in a format that allows for effective comparison by State agencies.
- Evaluate potential effectiveness of rear video cameras in reducing backover crashes. Initiate the development of a performance test method for preventing backover crashes.
- Initiate compliance testing for electronic stability control (ESC) systems installed on passenger cars and light trucks, and continue vigorously pursuing field inspections and investigations of noncompliant vehicles and safety equipment.
- Develop NPRM for ejection mitigation (SAFETEA-LU).
- Develop the final rule for revisions to roof crush standard (FMVSS No. 216) (SAFETEA-LU).
- Develop the final rule to upgrade child restraint systems (FMVSS No. 213) for 10-year-old dummy.
- Conclude the development of a Global Technical Regulations (GTR) for electronic stability control (ESC).

FY 2008 Motorcycle Program Activities

- Initiate development of national standards for novice motorcycle rider training.
- Initiate and evaluate general deterrence demonstrations for impaired motorcycle operation.
- Develop NPRM to implement the Global Technical Regulation (GTR) on motorcycle brakes.
- Develop NPRM to improve motorcycle helmet requirements (FMVSS No. 218).

- Develop vehicle safety approaches to reduce the number of fatalities associated with motorcycle crashes.
- Conduct motorcycle defects investigations and recalls, if warranted.

FY 2008 Large Truck and Bus Modal Activities

- Develop NPRM for commercial vehicle tires.
- Develop NPRM for school bus occupant protection.
- Complete initial research to understand performance capabilities and potential safety benefits of heavy vehicle stability control (vehicle Roll Stability Control (RSC) and Electronic Stability Control (ESC) systems).
- Complete additional brake research needed to support upgrading FMVSS 121 (Air Brake Systems).
- Complete preliminary crash data analysis to determine potential safety benefits of stability control systems, RSC and/or ESC, for single-unit trucks.
- Complete a National Advanced Driving Simulator (NADS) study assessing heavy vehicle stability control effectiveness.
- Initiate development of requirements, assessment metrics and test procedures for heavy vehicle (tractor semi-trailer) stability control systems (RSC/ESC systems).
- Evaluate tire pressure monitoring systems and automatic tire inflation systems for heavy truck tires.
- Initiate a field test of an electronic vision enhancement system to reduce truck blind spots to quantify safety improvement.
- Conduct heavy vehicle defects investigations and recalls, if warranted.

FY 2008 Nonoccupant Program Activities

- Develop programs to decrease the incidence of crashes involving impaired pedestrians and test enforcement strategies to reduce pedestrian crashes.
- Distribute and promote law enforcement training program on pedestrian safety.
- Market education program developed to enhance older pedestrian safety at the community level.
- Expand partnerships to include additional organizations that interact with the Hispanic community to increase pedestrian and bicycle safety knowledge of members of that population.
- Initiate an assessment of hit-and-run crashes to identify common variables and develop and implement countermeasures specific to that crash type.
- Initiate demonstration project supporting implementation of the “Community Guide to Enhanced Pedestrian Safety.”
- Release new pedestrian safety law enforcement program.
- Complete work on the pedestrian safety GTR.
- Complete pedestrian research on leg-testing, in support of the GTR.

FY 2009 Passenger Vehicle Program Activities

- Support the development and delivery of training and education on use of ignition interlocks for members of the criminal justice system, including law enforcement, prosecutors, judges, and probation officials.
- Promote the broader adoption of the Law Enforcement Advanced DWI Reporting System (LEADRS) program, a Web-based system which reduces the time necessary to process an impaired-driving arrest.
- Demonstrate and evaluate a rural/suburban enforcement initiative focusing on combining alcohol, seat belt, and speed strategies through law enforcement leadership and incentives. This new initiative is designed to develop programs that will increase law enforcement activity significantly at the community level and in rural areas on a routine basis. NHTSA will partner with major law enforcement organizations to develop and test this program.
- Strongly encourage States to enact and implement primary seat belt laws during the final year of SAFETEA-LU authorization and the Section 406 Seat belt Performance Grant program.
- Implement driver education evaluation methodologies to assess innovation and effectiveness of curricula based on working group recommendations.
- Complete rulemaking action to upgrade child restraint systems (FMVSS No. 213) for the 10-year-old dummy.
- Conclude the development of a GTR for tires used on light vehicles.
- Develop the final rule for ejection mitigation (SAFETEA-LU).
- Evaluate promising advanced crash avoidance technologies, such as lane departure, rear impact crash avoidance systems, and advanced lighting systems.
- Continue the research to develop performance specifications for advanced adaptive restraints.
- Continue the enforcement of rules concerning importation of noncompliant vehicles and equipment, including review of petitions concerning vehicles that may be modified to conform to NHTSA standards.

FY 2009 Motorcycle Program Activities

- Update the National Agenda for Motorcycle Safety.
- Release and promote the first law enforcement training program designed specifically to educate police on efforts they can undertake to reduce motorcycle crashes.
- Implement and evaluate statewide efforts to increase helmet use through education and promotion.
- Initiate research to investigate the effects of motorcycle safety training and licensing on crashes.

- Conduct research on the problem of overriding the sight distance as a significant cause of run-off-the-road crashes on curves.
- Develop the final rule for the GTR on motorcycle brakes.
- Evaluate approaches to reduce the number of fatalities associated with motorcycle crashes.
- Conduct motorcycle defects investigations and recalls, if warranted.

FY 2009 Large Truck and Bus Modal Activities

- Develop the final rule for school bus occupant protection.
- Develop the NPRM for motorcoach occupant protection.
- Evaluate the NPRM, conduct verification testing, and develop the final rule on heavy-truck tires.
- Improve heavy vehicle crash avoidance performance through research into driver assistance technologies for crash prevention and mitigation.
- Develop the NPRM for tractor/semi-trailer stability control systems.
- Initiate research to understand performance capabilities of ESC systems for single-unit trucks.
- Continue the field test of electronic vision enhancement systems for elimination of truck blind spots.
- Conduct heavy-vehicle defects investigations and recalls, if warranted.

FY 2009 Nonoccupant Program Activities

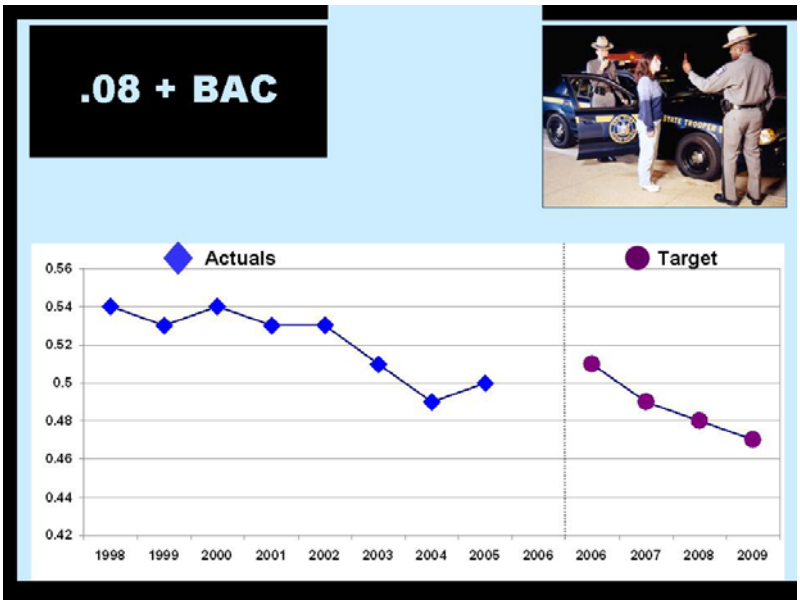
- Market an education program to enhance older pedestrian safety.
- Develop programs to decrease incidence of crashes involving impaired pedestrians.
- Conduct pedestrian research on effect of upper body mass on component leg testing and study child pedestrian thoracic impact.
- Begin work to establish the pedestrian GTR as an FMVSS.

NHTSA Intermediate Outcome Measures

NHTSA's intermediate performance measures support both the overall DOT safety goal and the new key focus area performance targets. NHTSA's intermediate performance measures for 2008 include: (1) reducing the fatality rate in crashes where blood alcohol concentration (BAC) was .08+; (2) increasing seat belt use; (3) reducing the percentage of improperly licensed motorcyclists involved in fatal crashes; and (4) increasing restraint use for children 0 through 7 years of age.

Reduce the rate of fatalities in .08+ BAC crashes per 100 million VMT.

Year	Target	Actual
2001	NA	0.53
2002	NA	0.53
2003	NA	0.51
2004	NA	0.49
2005	NA	0.51
2006	0.51	0.50
2007	0.49	
2008	0.48	
2009	0.47	



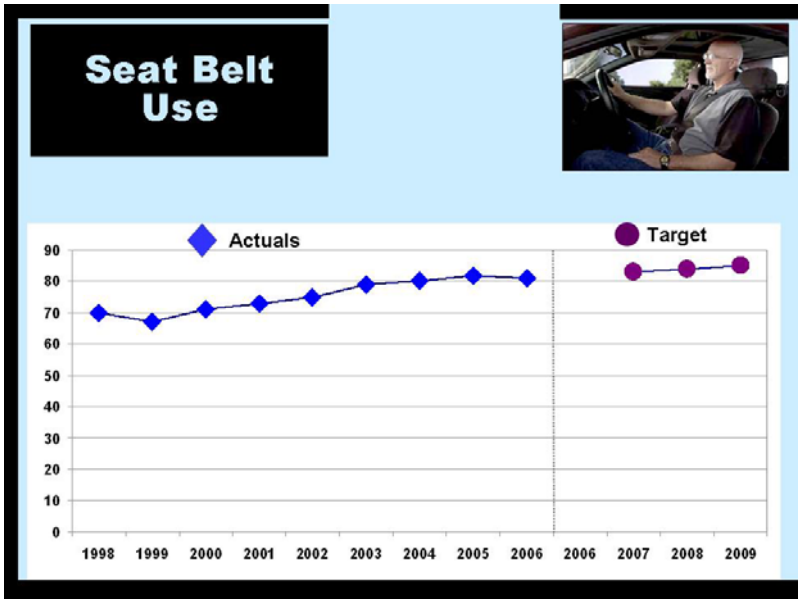
Fatalities in alcohol-related crashes in 2006 remained essentially the same as in 2005, claiming 17,602 lives. In FY 2006, recognizing that fatalities in crashes with blood alcohol concentration (BAC) of .08+ (i.e., over the legal limit) make up 85-percent of the alcohol problem, NHTSA created its goal to reduce the rate of fatalities in .08+ BAC crashes per 100 million VMT. In 2006, 15,121 fatalities involved a driver or motorcycle operator, pedestrian, or pedalcyclist who had a BAC of .08 or above compared to 15,102 in 2005. In 2006, .08+ fatalities increased by 19 (0.1%). In 1996 the .08+ BAC crash fatality rate per 100 million VMT amounted to 0.61 and decreased significantly to 0.50 in 2006. This is a "declaration of success" for State .08 laws. In FY 2006, NHTSA's adopted the GPRA target to reduce the rate of fatalities in .08+ BAC crashes to 0.51 per 100 million VMT, due to the adoption of .08+ laws in all 50 States, the District of Columbia and Puerto Rico. However, the median BAC value for alcohol-involved drivers was .16; meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in all States. The following chart shows the breakout of fatalities by highest BAC in a crash and the corresponding fatality rates for 2005 and 2006. NHTSA has set its FY 2009 .08+ BAC target at 0.47.

Highest BAC in Crash	YEAR		% Change in Fatalities
	2005	2006	
Total Alcohol-Related Fatalities	17,590	17,602	+0.1%
Fatality Rate per 100M VMT	0.59	0.59	
Impaired (.01 <=BAC <=.07)	2,488	2,480	-0.31%
Fatality Rate per 100M VMT	.08	.08	
Intoxicated (.08 <= BAC)	15,102	15,121	+0.1%
Fatality Rate per 100M VMT	.51	.50	

Much work is needed to eliminate alcohol-related traffic fatalities altogether. NHTSA is taking aggressive action to implement strategies to continue to focus on the .08+ BAC crash fatality at-risk populations. To reverse this trend, the agency has been implementing new programs, which are outlined in its impaired-driving Integrated Project Team (IPT) report to address repeat and high-BAC offenders. Efforts focus on three priority strategies from the report: high-visibility law enforcement, support for prosecutors and Driving While Impaired (DWI) courts, and alcohol screening and brief intervention. Specifically, in FY 2008, NHTSA anticipates undertaking projects to demonstrate effective strategies to address challenges with implementing Administrative License Revocation (ALR) laws, as well as to disseminate research to States regarding High (.15+) BAC Laws, and develop strategies for successful ignition interlock programs to help prevent impaired-driving recidivism.

Increase seat belt use.

Year	Target	Actual
2001	86%	73%
2002	75%	75%
2003	78%	79%
2004	79%	80%
2005	80-85%	82%
2006	82%	81%
2007	83%	82%
2008	84%	
2009	85%	



In 2006, the National Occupant Protection Use Survey (NOPUS) showed a 6-percentage-point increase in belt use since 2002, which amounted to an 81-percent usage rate – a one percent drop (statistically not significant) from the 2005 all-time high usage rate of 82-percent. NHTSA has set its FY 2009 target at 85-percent. These targets cannot be achieved without cooperation from States and local communities since passage of primary laws has proven to be the most effective way to ensure more

vehicle occupants buckle up. For example, when Delaware (2003) and Illinois (2003) upgraded their secondary seat belt use laws to primary laws:

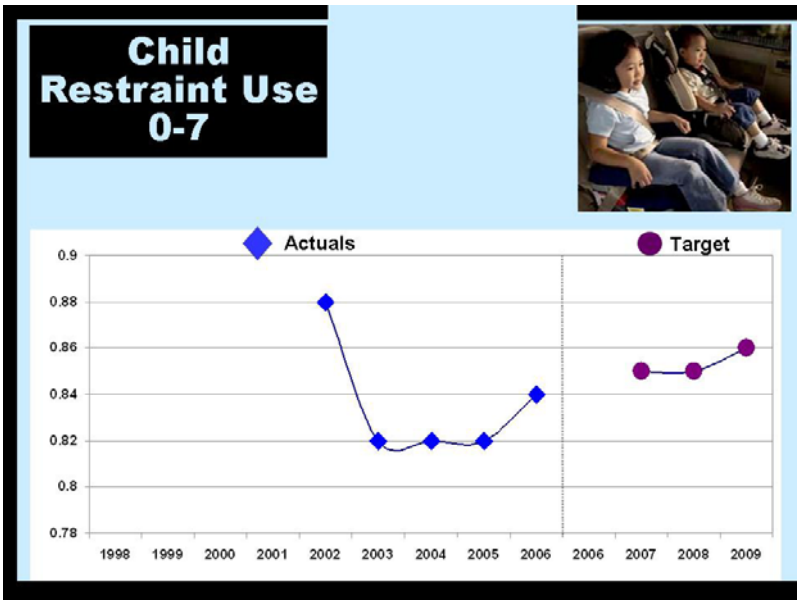
- The seat belt use rate in Delaware rose from 71-percent in 2002 to 86-percent in 2006; and
- The seat belt use rate in Illinois rose from 74-percent in 2002 to 88-percent in 2006.

Seat belt use is statistically lower in States with secondary belt enforcement laws than in States with primary laws, and even lower in rural and urban areas than suburban areas. Use rates continue to be higher where laws are stronger. In 2006, States in which motorists could be stopped solely for belt nonuse ("primary" States) had a combined use rate of 85-percent, compared to 74-percent in other States. On average, States that pass primary seat belt laws can expect to increase belt use by 9-percentage points. However, depending on the level of high-visibility enforcement that they employ, far greater results are possible. States that adopt comprehensive high-visibility enforcement campaigns to implement primary belt laws may achieve increases of 20 points or more. As of June 2007, 25 States, the District of Columbia, Puerto Rico, American Samoa, the Commonwealth of Northern Marianas Islands, Guam, and the Virgin Islands have enacted primary seat belt laws that apply to all passenger motor vehicles. One State, Georgia, has a primary law that excludes pickup trucks. Twenty-three States have secondary enforcement seat belt laws. A secondary seat belt law requires an officer, trooper, or deputy to stop a violator for another violation before being able to issue a citation for failing to buckle up. One State, New Hampshire, has no seat belt law applicable to people age 18 or older.

In FY 2008, NHTSA plans to provide leadership and guidance to maintain continued participation by States in national and regional *Click It or Ticket* (CIOT) mobilization efforts, including production and distribution of a national media buy and technical assistance for State media operations, promoting multiple seat belt enforcement periods throughout the year to achieve increases in belt use. Additionally, the agency will conduct demonstration projects to increase seat belt use among high-risk and low belt use populations, as identified by observation surveys and crash data. These include nighttime drivers, drivers in rural areas, pickup truck drivers, 8- to 15-year-olds, and teens. NHTSA will disseminate findings from these and earlier demonstrations to assist States and local communities in developing strategies to reach these high-risk groups. Implementation of a national occupant protection communications plan and accompanying template materials (in English and Spanish) will be crucial to this effort, to provide States with earned media support for their programs for adult seat belt use and child passenger safety. The plan will contain material for both high-visibility enforcement and social norming. NHTSA also anticipates two auxiliary projects to address hard-to-reach populations: the completion of evaluations from several region-wide seat belt demonstration programs focusing on pickup trucks and rural drivers and occupants, as well as the evaluation of a nighttime seat belt enforcement program.

Increase restraint use among children 0 through 7 years of age

Year	Target	Actual
2002	Baseline	88%
2003	NA	NA
2004	NA	82%
2005	91%	82%
2006	92%	84%
2007	85%	
2008	85%	
2009	86%	



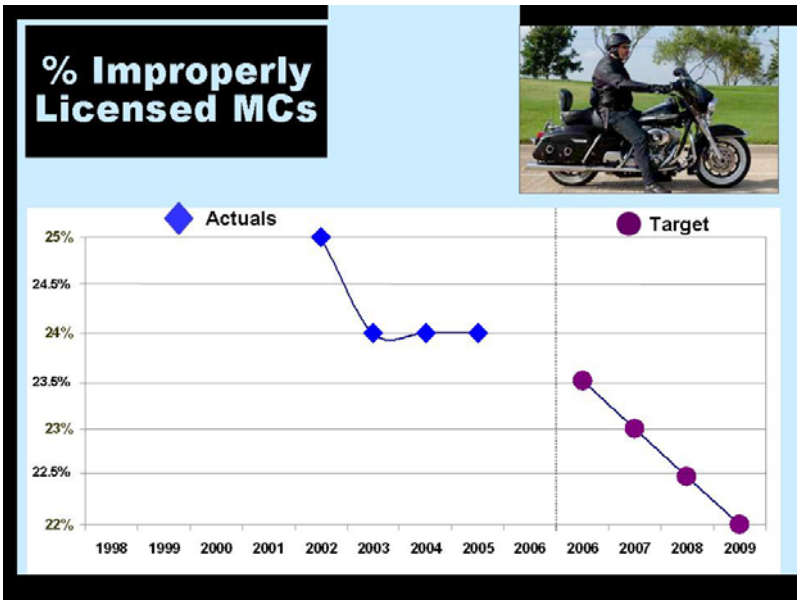
Age-appropriate child safety seats are the most effective restraint systems available to child occupants of passenger vehicles. In 2006, the majority of young children riding in motor vehicles in the United States continued to be restrained by some type of child safety seat or seat belt, with 98-percent of infants and 89-percent of children ages 1 to 3 restrained in 2006. Children between the ages of 4 and 7 (booster seat age children) continued to be restrained at somewhat lower rates than younger children. In 2006, NHTSA released its first National Survey of the Use of Booster Seats (NSUBS). NSUBS defines booster use as "the child is in a seat on top of the vehicle seat with a seat belt across the front of the body." The survey found that nationwide, 41-percent of 4- to 7-year-old children were restrained in booster seats in 2006. NHTSA has set its FY 2009 child restraint target for 0 through 7 year olds at 86-percent.

The agency re-baselined its restraint use target for FY 2007 after data showed a significant decline from 88-percent in 2002 to 82-percent in 2004 (data in 2003 was not collected and data for 2005 was not yet available). Restraint use has since increased to 84-percent in 2006. Past targets were based off of the one 2002 data point, but with additional years of data now available, the agency is better able to forecast and project future restraint use in setting out-year targets.

By increasing restraint use among all children, the occurrences of death and injury – if the appropriate restraint systems are used correctly – should continue to decline. The agency relies on the States, local communities, and other groups to encourage the use of child restraints and booster seats and discourage placing children under 13 in the front seat. In FY 2008, NHTSA anticipates completing a study to determine the effectiveness of booster seat law implementation to explore ways to increase booster seat use.

Reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.

Year	Target	Actual
2001	NA	27%
2002	NA	25%
2003	NA	24%
2004	NA	24%
2005	Baseline	24%
2006	23.5%	26%
2007	23.0%	
2008	22.5%	
2009	22.0%	



Motorcycle operator licensing is a major component of a comprehensive State motorcycle safety program. By obtaining a specialized motorcycle license, a motorcyclist demonstrates the minimum ability needed to safely operate a motorcycle on roadways. All States and the District of Columbia require that motorcycle operators who use roadways possess a valid motorcycle license endorsement. To receive a license, operators pass a written knowledge test and an operational skills test. Beyond these stipulations, States vary in their procedures for licensing riders and for encouraging unlicensed operators to obtain the required license.

In 2005 (latest data available), nearly one out of four motorcycle operators (24%) involved in fatal crashes were operating their vehicles with invalid licenses at the time of the collision, while only 12-percent of passenger vehicle drivers in fatal crashes did not have valid licenses. Motorcycle operators involved in fatal traffic crashes were 1.4 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (17% and 12%, respectively). Given these statistics, for FY 2008 NHTSA established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes. For FY 2009, the agency has set its target at 22-percent.

In FY 2008, the agency will complete and distribute updated motorcycle licensing guidance to State Motor Vehicle Administrators to reduce the number of improperly licensed drivers involved in fatal crashes.

Since 1980, traffic fatalities have decreased from 51,091 to 42,642 in 2006. During this time, the implementation of data-driven programs developed at NHTSA headquarters through partnerships with national, State, and community stakeholders has proven effective in decreasing highway crashes and their adverse economic impact. However, much remains to be accomplished. NHTSA is committed to meeting the challenge of reducing the occurrence of crashes and increasing the survivability of crash events through its FY 2009 budget request, which includes a strong commitment to promoting sober driving, increasing restraint use (seat belts and child restraints), improving motorcycle rider safety, changing dangerous driver behaviors, increasing pedestrian and bicycle safety, undertaking rulemaking activities that improve the safety of motor vehicles, and sustaining the research activities that support the agency's behavioral and vehicle programs. Included below are detailed summaries of other anticipated agency program outputs in support of the Department's 1.0 goal, its sub-metrics (passenger vehicles, motorcycle riders, large-trucks and buses, and nonoccupants), as well as NHTSA's intermediate measures (seat belt use, .08+ BAC fatality crash rate, improperly licensed motorcyclists involved in fatal crashes, and child restraint use) planned for FY 2009.

In FY 2009, the agency will rely on programs based on research developed as a result of annual statistics derived from the agency's many data and statistical analysis programs. The programs will focus on both behavioral and vehicle safety initiatives to achieve the goal of reducing highway fatalities.

Within the agency's vehicle safety programs, NHTSA's FY 2009 program will include the continuation of core programs, such as the agency's recall program for safety-related defects, enforcement of the Federal odometer fraud law, and the continuation of compliance testing for electronic stability control systems installed on passenger cars and light trucks. Additionally, the agency will develop a preliminary report of findings on the contribution of anti-theft devices and parts-marking towards the downward trend in theft rates.

NHTSA's vehicle safety programs focus on the crashworthiness of motor vehicles on the highway, as well as their crash-avoidance capabilities. Crashworthiness programs assure the safety of vehicles in the event of crashes. For example, these programs seek improvements in areas such as roof structure to protect occupants in vehicles in the event of a rollover, to prevent roof crush. NHTSA will complete critical vehicle crashworthiness and crash-avoidance compliance testing by September 2009, including testing for compliance with, and/or developing test procedures for, several new or substantially revised standards, to include light-vehicle tires, tire pressure monitoring systems, electronic stability control, roof crush, and side impact. The agency will also complete critical equipment compliance testing (including noncompliant safety equipment) by September 2009.

NHTSA's Rulemaking programs allow the agency to provide a vehicle safety framework for the all domestic manufacturers, as well as guidelines for foreign importers. In FY 2009, NHTSA will undertake several rulemaking actions designed to improve vehicle safety. Efforts in FY 2009 will focus on completing the SAFETEA-LU requirement for a final rule on ejection mitigation by October 1, 2009, continue rulemaking on tire safety improvements, as well as address other agency motor vehicle regulatory safety priorities with advanced safety technologies. The agency anticipates notice of proposed rulemakings (NPRM) for motorcoach occupant protection, as well as a final rule for school bus occupant protection. In FY 2008, cost and leadtime studies are being conducted on advanced inflatable restraints to also improve ejection mitigation. In FY 2008, NHTSA anticipates conducting regulatory review assessments on tire selection and rims; door locks/latches; air brake systems; steering control systems; and glazing. These programs provide focus on making the vehicles we drive as safe as possible.

The agency's regulatory review assessment process is critical to maintaining regulations that reflect current vehicle technology and capabilities to achieve the safest vehicles possible. In FY 2009, regulatory review assessments will be conducted on platform lift systems and installations in motor vehicles; new non-pneumatic tires and temporary spare tires for passenger cars; heavy vehicle warning devices; school bus body joint strength; and rear impact guards and protection.

NHTSA's New Car Assessment Program (NCAP) relies on testing to cover a sufficient percentage of the vehicle fleet and child safety seat market in order to give consumers the information necessary to make informed purchasing decisions and to provide market incentives for manufacturers to produce safer vehicles and child safety seats. In order to realize safety benefits from this testing, NHTSA must appropriately disseminate these results and ratings, availability and proper usage of safety features and child restraints, and information on emerging safety issues to the widest possible audience to meet consumer needs. In FY 2009, the agency will continue to provide consumers with easy-to-use comparative vehicle safety and child seat ratings through NCAP, while seeking further enhancements and additions to the information available on www.safercar.gov and through other vehicle safety materials.

In addition, the agency anticipates key accomplishments in its vehicle safety programs that will further NHTSA's ability to improve highway safety. In FY 2009, the agency's Safety Systems programs will complete the necessary research for protection of occupants from ejection, and continue development of dynamic test methods for rollover restraint and other occupant protection systems.

NHTSA's behavioral programs also contribute to reducing the rate of passenger vehicle occupant highway fatalities. The agency implements data-driven, research-based countermeasures to reduce fatalities and injuries on the Nation's highways.

The agency is dedicated to the prevention of impaired driving as a primary mechanism to reduce highway fatalities. Fatalities in alcohol-related crashes in 2006 remained essentially the same as in 2005, claiming 17,602 lives. In FY 2009, NHTSA will

continue to follow the agency's three priority impaired-driving areas: high-visibility enforcement, support for the criminal justice system, and screening and brief intervention, with further enhancement by the utilization of technological, vehicle-based solutions to try to decrease these numbers.

In FY 2009, NHTSA will continue to coordinate and support two National High-Visibility Enforcement (HVE) impaired-driving crackdowns, which will include maintaining law enforcement participation during national crackdown periods, as well as in sustained enforcement efforts to maximize the effects of HVE on reducing fatalities, particularly in the 10 States with the highest impaired-driving fatality rates. Efforts will be taken also to increase the frequency of HVE activities to at least quarterly in the highest rate States. To further assist law enforcement in reducing impaired driving, the agency will also actively promote adoption of the LEADRS program, a Web-based system which has proven to reduce the time necessary to process an impaired-driving arrest, and support low-staffing sobriety checkpoints and multi-agency coordination efforts to assist law enforcement agencies in maximizing human resources to reduce impaired driving.

Preventing impaired driving doesn't stop at an arrest; it requires prosecutors and judges who are willing and able to follow an offender through the criminal justice system. In FY 2009, NHTSA will expand training and education for prosecutors and judges using the growing network of Traffic Safety Resource Prosecutors (TSRPs) and Judicial Outreach Liaisons (JOLs), utilizing strategies such as distance learning. Additionally, the agency will seek to increase the number of DWI courts by offering training to courts who wish to establish a DWI court and offering enhancement training to existing Drug Courts that wish to add a DWI Court component.

Screening and Brief Intervention (SBI) is the final prong of the agency's long-standing priority approach to combating impaired driving. In FY 2009, the agency will collaborate with national medical organizations to institutionalize the practice of routine alcohol screening and referral. Additionally, NHTSA will continue to explore other applications of SBI, such as in college and workplace settings.

In FY 2009, NHTSA will continue to support the development and delivery of training and education on use of ignition interlocks for members of the criminal justice system, including law enforcement, prosecutors, judges and probation officials. As part of these efforts, the agency will work with judges, treatment professionals, industry leaders, researchers, and others, to develop institutional strategies to expand use of ignition interlocks for impaired-driving offenders. Additionally, NHTSA will support a Blue Ribbon Panel to conduct research into advanced technologies that can prevent impaired drivers from operating motor vehicles.

NHTSA will also coordinate with the Interagency Coordinating Committee to Prevent Underage Drinking (ICCPUD), as well as support the Surgeon General's Call to Action to Prevent and Reduce Underage Drinking. The agency will pursue strategies to assist with the implementation and effectiveness of impaired-driving laws. In FY 2009,

NHTSA will complete a demonstration project on the effectiveness of various strategies to address challenges facing the implementation of Administrative License Revocation (ALR) laws, and will disseminate research to States regarding High BAC (.15+) Laws. The agency will also disseminate program strategies, focused messaging, and relevant delivery mechanisms that reduce impaired driving and riding among high-risk populations (as indicated by data, these include Hispanics, Native Americans, 21- to 34-year-olds, motorcyclists, and youth). These efforts will include an underage-drinking enforcement campaign, and will be based on existing models of HVE efforts.

In FY 2009, NHTSA will continue to focus on mainstreaming and refining the Drug Evaluation and Classification program, including Drug Recognition Expert (DRE) training, development of streamlined training programs, and technical support for law enforcement officers, prosecutors, and judges. Additionally, the agency will continue to assess methodologies and technologies for measuring driver impairment resulting from use of the most common illicit drugs, investigate technologies to detect drug use that can provide reliable toxicological evidence, and improve the collection of critical data from evaluations and arrests made by law enforcement officers. In FY 2009, the agency will complete efforts to develop a model statute for States relating to drug-impaired driving, as mandated by SAFETEA-LU.

Seat belts and age-appropriate child restraints are the most effective protection in the event of a crash, and they save thousands of lives every year. NHTSA will continue to provide leadership and guidance to facilitate effective participation by States and communities in national and regional *Click It or Ticket* (CIOT) mobilization efforts (planned for May 2009). In FY 2009, the agency will also develop and implement a communications plan and template materials (in English and Spanish) to support both high-visibility enforcement and social norming campaigns for use by States and organizations sharing NHTSA's goals in the occupant protection arena. The plan will encompass both adult use and child passenger safety, implement communications strategies and messages identified and tested in FY 2008 to reach high-risk, hardcore seat belt nonusers, and provide marketing and program analysis support for State and regional demonstration programs.

As the seat belt use rate increases, the agency must find ways to convince the hardest to reach, and often most vulnerable, populations to buckle up. In FY 2009, NHTSA will demonstrate strategies for increasing seat belt use and reducing unrestrained fatalities among high-risk populations, such as nighttime drivers, drivers in rural areas, pickup truck drivers, teens, and 8- to 15-year-olds, and test strategies to adapt the CIOT model to be more appropriate for high-risk audiences, such as rural residents and pickup truck and commercial vehicle drivers. NHTSA will encourage and assist Regions in replicating strategies identified in region-wide demonstration projects addressing seat belt use among nighttime occupants, rural residents, pickup truck occupants, and teens. As with our impaired-driving efforts, we know that law enforcement involvement is critical to the success of increasing seat belt use. NHTSA will develop law enforcement strategies to maintain high seat belt use rates achieved in the general population as well as in high-risk and underserved populations.

Protecting our children each and every time we enter the car is as simple as placing them in properly installed, age-appropriate restraint systems. While child restraint use is high, the agency will maintain this high level of proper child restraint use by institutionalizing the national network of certified child passenger technicians, and work to implement effective strategies for reducing critical misuse and increasing the use of appropriate restraint systems including the LATCH system. Additionally, NHTSA will conduct demonstration programs to reach low child restraint use populations and expand partnerships with national organizations, Child Passenger Safety (CPS) manufacturers, retailers, and other advocacy groups to expand booster seat program efforts. Finally, the agency will develop public service announcements, in partnership with the Ad Council, supporting occupant protection initiatives directed at children and youth (age 15 and younger).

The evidence behind primary seat belt laws is clear: the adoption of a primary seat belt law increases seat belt use. SAFETEA-LU gave NHTSA unprecedented authority to work with States to champion the effectiveness of these laws. In FY 2009, NHTSA will continue to **s**trongly encourage States to enact and implement primary seat belt laws during the final year of SAFETEA-LU authorization and the Section 406 Seat belt Performance Grant program, and provide technical assistance to the Rand States in the form of model testimony, fact sheets, and letters of support for passage of primary seat belt laws to key political partners. Additionally, the agency will disseminate lessons learned from a study of the effectiveness of seat belt provisions in Graduated Driver Licensing (GDL) laws. In recognition that no law is effective without enforcement, the agency will support law enforcement organizations in training traffic patrol officers in effective techniques for sustained enforcement of seat belt and child passenger safety laws, including the seat belt provisions in GDL laws.

NHTSA will continue to focus on the older driver population in FY 2009. The agency will coordinate and disseminate a new curriculum based on the revised *Physician's Guide to Assessing and Counseling Older Drivers*. The agency will also continue research to evaluate promising screening and assessment tools to identify functional limitations of older drivers, promote consensus guidelines on screening and assessment of older drivers, promote medical review guidelines with State driver licensing authorities, and develop a program to educate driver licensing authorities on making referrals to transit providers and other services. NHTSA has a strong commitment to senior mobility, and will continue research to determine the effectiveness of rehabilitation programs in enhancing older-driver safety. Also in FY 2009, the agency will initiate research to test the most promising vehicle-based technologies to detect drivers with early stage dementia. Finally, the agency will initiate a study of the long-term effects of motor vehicle injuries on older occupants, which will examine and describe the extent of chronic disabilities that crash survivors, especially older people, experience.

NHTSA works closely with the criminal justice system to reduce fatalities on the Nation's highways. In FY 2009, we will promote NHTSA's priority traffic safety programs with the leadership of national criminal justice organizations. In FY 2009, the agency will explore the use of innovative technologies to enhance the delivery of law

enforcement training programs in speed measurement, traffic safety strategies, impaired driving, occupant protection programs, older drivers, and motorcycle safety. The agency will also seek to increase DWI prosecutions by expanding Traffic Safety Resource Prosecutor positions to improve and enhance national prosecutor technical support and training. Increased judicial involvement in traffic law enforcement training will improve the criminal justice system's ability to deal with all traffic violations, reducing fatalities and injuries on our Nation's roadways. In FY 2009, the agency will develop, update, promote, and provide traffic safety educational courses for the judiciary. To build on the success of work with other Federal agencies, our regional offices and State Highway Safety offices will promote, develop, and implement DWI Courts where possible.

In FY 2009, NHTSA will continue to work with motor vehicle licensing bodies to support coordination among the States to increase the uniformity and exchange of information. NHTSA will complete State licensing demonstration programs to implement best practices in novice driver testing, driver improvement programs, foreign reciprocity processes, and other developmental initiatives, as well as complete a State data comparison compendium detailing driver licensing policies and regulations. The agency will also continue Fraudulent Document Recognition training to reduce issuance of driver licenses based on fraudulent information, as well as increase the use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.

In FY 2009, NHTSA will implement driver education evaluation methodologies to assess innovation and effectiveness of curricula, and continue to assess the current status of State driver education programs and promote State guidelines and harmonization among States. Additionally, the agency will develop an overview of non-traditional driver education programs such as Web-based and simulator-based programs to provide guidance to States.

NHTSA will continue to evaluate and promote effective components of GDL programs, disseminate information on component effectiveness, and generate support for improved driver licensing systems, particularly within Departments of Motor Vehicles. NHTSA will also expand its youth communications campaign to include teen distracted driving and GDL messaging and material, as well as engage new partners to promote the adoption of the youth communications campaign (e.g., parental responsibility in relation to GDL and teen distracted driving), including national organizations and their State and local affiliates.

Speed is a contributing factor in one-third of all highway fatalities. In FY 2008, NHTSA will implement and promote the DOT Speed Management Team's Strategic Initiative plan in collaboration with FHWA and FMCSA; continue the intermodal speed demonstration with automated speed enforcement (ASE) project with these agencies to reduce speeding-related fatalities; and continue to demonstrate the effectiveness of using automated speed enforcement technologies, accompanied by appropriate messaging. In FY 2009, the agency will revise the speed communications campaign based on the FY 2008 evaluation of its effectiveness of raising awareness and changing behavior, and

expand the marketing of the speed communications program and materials to States and communities through State and local Law Enforcement Liaisons (LELs). Working with LELs will increase the likelihood of local agency participation in communications aspects of the speeding HVE programs.

In FY 2009, NHTSA's Emergency Medical Services (EMS) will build upon programs implemented in FY 2008. In addition to continued support of Federal Interagency Committee on Emergency Medical Services (FICEMS) and the National EMS Advisory Council to improve Federal and non-Federal coordination, the agency will undertake several projects to improve EMS education and training. The agency will identify and implement strategies for increased State adoption of National EMS Certification and National EMS Education Program Accreditation as provided in NHTSA's *National EMS Education Agenda for the Future.* NHTSA will define and implement strategies for sustainable nationwide EMS assessment, gap analysis and monitoring compliance with national benchmarks and indicators including coordination with the Department of Homeland Security (DHS) to assess the state of the EMS system physical infrastructure, and continue to coordinate with DHS and HHS to assess and improve the preparedness education of EMS providers.

In FY 2009, the agency will educate EMS personnel, hospital personnel, and 9-1-1 Public Safety Answering Point (PSAP) personnel about the telematics component of the Prehospital Trauma Field Triage Protocol and help initiate methods of monitoring its effectiveness through the National EMS Information System (NEMSIS). Finally, NHTSA will continue its role as the Federal coordinating body for EMS through continued use of www.ems.gov to inform the public and EMS personnel of NHTSA EMS activities and those of other Federal agencies consistent with coordination requirements of SAFETEA-LU.

The FY 2009 budget request will support additional National 9-1-1 Office activities and support nationwide Wireless Enhanced 9-1-1 implementation by continuing an E 9-1-1 Technical Assistance Center to provide technical assistance and support to State 9-1-1 Offices and PSAPs. The funding will also allow the dissemination of information concerning E 9-1-1 practice, procedures, and technology to State 9-1-1 Offices and local PSAPs; education opportunities to State 9-1-1 programs offices and local PSAPs; the collection and analysis of data to measure ongoing progress in deploying E 9-1-1; and continued preparation for E 9-1-1 grant program administration.

Development of the National EMS database will continue to be maintained through NHTSA's National Center for Statistics and Analysis. In FY 2009, NHTSA will work to increase the number of States (from 7 to 10) contributing data to the National EMS Technical Assistance Center.

ENVIRONMENTAL STEWARDSHIP

DOT PERFORMANCE GOAL: Reduction in pollution and other adverse environmental effects from transportation and transportation facilities.

Current data reveal that transportation is exerting significant pressure on the environment worldwide. Personal transportation has grown substantially in recent years, and is projected to increase in the future despite higher prices for petroleum and warnings about climate change. For example, vehicle miles traveled (VMT) increased by 0.21-percent between 2005 and 2006, from 2,989,807 to 2,997,435 respectively.

Over the past 20 years, however, contributions of emissions from on-road mobile sources relative to all emissions have been rapidly declining. The downward trend in on-road mobile source emissions is expected to continue through 2030 as a result of the introduction of cleaner engines and fuels. At the current rate of growth, transportation's share of human-produced greenhouse gas (GHG) emissions in the United States is projected to increase from 28-percent (currently) to 36-percent by 2020. NHTSA contributes to the Department's initiatives through its activities to reform fuel economy standards for passenger vehicles as well as ongoing research to improve the safety of hydrogen fuel cell and alternative fuel vehicles.

The Energy Independence and Security Act of 2007 was signed into law by the President on December19, 2007. Under Title I (known as the Ten-in-Ten Fuel Economy Act), NHTSA has the authority and responsibility to issue fuel economy standards for the 2011-2019 model years that will lead to steady progress toward the 35 mpg mandate in 2020. The Act also requires NHTSA to partner with the National Academy of Sciences (NAS) to conduct an evaluation of the technologies and costs associated with establishing fuel economy standards for medium and heavy duty trucks (single unit trucks and tractor trailers). These vehicles have never been evaluated or regulated by the government for fuel efficiency. The Act also requires NHTSA to agency implement a rule that requires manufacturers to label additional fuel economy information on new vehicles. Additionally, the Act requires NHTSA to develop and propose a new consumer information program for replacement tires to educate consumers about the effect of tires on fuel efficiency, safety, and durability.

ANTICIPATED FY 2008 ACCOMPLISHMENTS

In FY 2008, NHTSA's international policy and harmonization activities will focus on conducting testing programs in support of a Global Technical Regulation (GTR) for hydrogen fuel cell vehicles. Additionally, the agency will monitor, acquire, translate and disseminate foreign vehicle safety standards to agency program offices in support of current and future NHTSA rulemaking and related activities and to support global harmonization and NHTSA's international strategies.

Additionally, NHTSA supports DOT's Center for Climate Change and Environmental Forecasting (the Center), established in 1999. The Center is the focal point within DOT for information and technical expertise on transportation and climate change, and for coordinating related research, policies, and actions. NHTSA contributes to the Center's comprehensive multimodal approaches to reduce GHG emissions and to prepare for the effects of climate change on the transportation system.

In FY 2008, NHTSA will publish a final rule "Alternative Fueled Vehicle Extension of CAFE Option Part 538" no later than December 31, 2007, and pending Congressional approval, publish a final reformed CAFE rulemaking for passenger cars for model years 2010 and beyond. The agency will also continue testing the fuel system components of alternate fuel vehicles for safety and integrity and continue to develop a GTR for hydrogen-powered vehicles as part of the 1998 Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29).

FY 2009 PERFORMANCE BUDGET REQUEST

Successful efforts within NHTSA's Fuel Economy program will reduce consumption of gasoline by the light-duty fleet without negatively impacting safety and jobs. In FY 2009, NHTSA will partner with the National Academy of Sciences (NAS) to conduct an evaluation of the technologies and costs associated with establishing fuel economy standards for medium and heavy duty trucks (single unit trucks and tractor trailers). The NAS report on this evaluation will be prepared during FY 2009. During FY 2009, the agency will also develop and propose new consumer information program for replacement tires to educate consumers about the effect of tires on fuel efficiency, safety, and durability.

In FY 2009, NHTSA will also continue development of a GTR on hydrogen fuel cell vehicles by conducting individual and joint testing programs, and will research fuel cell vehicle system performance, including crash, leakage, and electrical isolation detection. The agency will develop test procedures and suitable performance criteria to quantify potential failures and resulting unsafe conditions. Additionally, NHTSA will continue to support the Department's Environmental Stewardship goal through continued support of the Climate Control Center.

Program Assessment Ratings Tool (PART) Assessment

PART was developed by the Office of Management and Budget (OMB) to provide a standardized way to assess the effectiveness of the Federal Government's portfolio of programs. The structured framework of PART provides a means by which programs can assess their activities differently than through traditional reviews. NHTSA's Grant Management Program underwent a second PART assessment during FY 2007 as part of the FY 2009 PART cycle. NHTSA will not undergo a PART assessment during FY 2008. However, the following NHTSA programs have been assessed via PART:

Program	***PART Cycle***	***Score***	***OMB Assessment***
Grant Management Program	FY 2004	78	Moderately Effective
	FY 2009	93	Effective
Operations and Research Program	FY 2006	75	Moderately Effective

NHTSA Grant Management Program (FY 2009): During 2007, OMB reviewed NHTSA's Grant Management Program for the FY 2009 PART cycle, and provided an updated rating of "effective," as compared to the 2004 rating of "moderately effective."

The Highway Traffic Safety Grant Program provides grants to every State, Territory, and Indian Nation. Grant recipients fund a wide range of highway safety programs including but not limited to occupant protection, alcohol-impaired driving, traffic safety information systems, and motorcycle safety.

The assessment shows that the program is successfully focused on performance. NHTSA has instituted procedures linking State performance and the award of incentive grants to States based on established criteria. Agency oversight of State programs is evidenced by regularly scheduled monitoring visits, management reviews, and other assessments by NHTSA and external evaluators and auditors. While firmly committed to meeting the 1.0 fatality rate goal, DOT has realized that the Department will not achieve this goal by FY 2008 as originally planned. To continue making roads safer, a cross-modal working group has been established to identify new strategies and technologies that will reduce highway fatalities. New performance targets have been established in key areas to focus the Department's efforts on the critical factors responsible for the overall highway fatality rate increase. The general trend of data demonstrates that NHTSA is showing progress towards meeting Agency Performance Goals, with the exception of motorcycle fatalities. Motorcycles continue to be of particular concern, playing a large role in offsetting other fatality decreases. Alcohol-related fatalities were also essentially flat in 2006, with an increase of 0.1-percent for fatalities involving a BAC of .08+.

OMB 2004 Recommendation #1: Establish criteria for receiving grants that create links between performance of States and awarding incentive grants to States.

Actions taken: Completed.

OMB 2004 Recommendation #2: Propose to streamline and focus grants to address State fatality rates.

Actions taken: While NHTSA's SAFETEA proposal to Congress included a streamlined grants process to reduce complexity and increase focus on safety performance, the enacted SAFETEA-LU does not streamline NHTSA's grant program. A revised proposal for streamlining grants are being accepted and reviewed and will be considered for inclusion in the recommendations for the next authorization.

OMB 2009 Recommendation #1: Develop and implement innovative strategies for reducing fatalities involving motorcycle riders and impaired drivers and riders.

Actions taken: Although this is a new recommendation, NHTSA has already initiated actions through spearheading a cross-modal working group which has been established to identify new strategies and technologies that will reduce highway fatalities. New performance targets have been established in key areas to focus the Department's efforts on the critical factors responsible for highway fatalities. These key focus areas include passenger vehicle occupants, nonoccupants (pedestrians, pedalcyclists, etc.), motorcycle riders, and large trucks and buses. They were chosen in part to cover the breadth of all road users. In addition to the establishment of new performance measures for these focus areas, each mode will continue to maintain their agency-specific intermediate outcome measures, many of which serve as a subset to the Department's accountability measures. Furthermore, given statistics indicating a significantly higher involvement of improperly licensed motorcycle riders as compared to passenger vehicle drivers in 2005, NHTSA has also established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes. Additionally, NHTSA's FY 2009 budget includes funding to support further implementation of High Visibility Enforcement impaired driving crackdowns, especially in States with the highest impaired driving fatalities.

Grant Program - Efficiency Measure:

- *Distribute the allocation of Section 402 formula grants within the targeted average number of days from the release of the advice of funds (FY2007 target = 21 days). (In FY 2007, NHTSA distributed these grant funds within an average of 14 days.)*

NHTSA Operations and Research Program Analysis (FY 2006): The Operations and Research program seeks to advance highway safety through research and regulations concerning vehicle technologies and human behavior. This program is focused on researching vehicle safety countermeasure technology, researching highway safety countermeasures, issuing vehicle safety regulations, and investigating vehicle defects.

The Operations and Research Program has made progress in reducing the highway fatality rate, but not enough for DOT to achieve its annual targets. Additional findings include: 1) NHTSA has set ambitious long-term goals that directly link to DOT's long-term highway fatality goal; 2) During the past three years, DOT has not reached its annual performance goal for reducing highway fatalities; however, the overall fatality rate reached the lowest level ever in 2004; and 3) The program recently implemented a systematic review of all its current vehicle safety regulations (FMVSSs) over a seven-year period. This will help NHTSA ensure that its regulations are up-to-date and eliminate any weaknesses in its rules.

Recommendation #1: Implement its Motorcycle Safety Program Plan to identify methods and strategies for improving motorcycle safety (ongoing).

Actions taken: The 2006 Motorcycle Safety Plan, which updated the 2003 Plan with the 2005 SAFETEA-LU mandates and new initiatives, implementing additional safety programs to try to reduce the escalating motorcycle fatality and injury rates. This plan can be found at www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/MotorcycleSafety.pdf. With motorcycle safety a significant concern, in FY 2007 NHTSA distributed the *Implementation Guide for the National Agenda for Motorcycle Safety* to assist States and communities in creating programs to improve motorcycle safety, incorporated motorcycle operators in HVE impaired-driving crackdowns; completed the *Study to Determine Motorcyclist Impairment at Different BAC Levels*, and completed the *Riders Helping Riders* instructional program to encourage motorcyclists to intervene to prevent drinking and riding by their peers. NHTSA will transmit a report to Congress on the findings of a study of educational and other activities targeted at reducing impaired riding as mandated by Section 2003 (g) of SAFETEA-LU. In FY 2008, NHTSA will develop and distribute communication campaigns to increase the awareness of motorcyclists and to reach older motorcyclists, and continue to incorporate motorcycle operators in HVE impaired-driving crackdowns, as well as complete and distribute updated motorcycle licensing guidance to State Motor Vehicle Administrators to reduce the number of improperly licensed drivers involved in fatal crashes. For 2009, NHTSA has established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.

Recommendation #2: Initial (FY 2004): Increase funding for fatality data analysis to ensure that DOT has timely and accurate fatality statistics (completed). Follow-on (2007): Implement FastFARS, bringing the system to operational status with verified accurate data (ongoing).

Actions taken: Early Fatality Notification System (FastFARS) infrastructure was initiated in January 2006. The period of 2006-2007 has been used to collect and improve the data and data collection procedures. Better collection techniques have been instituted and improvements have been made to the collection tool. Usable FastFARS (near real-time) data on the number of fatalities resulting from motor vehicle traffic crashes, anticipated to be fully integrated into the FARS program system during FY 2009, will enable the agency to provide Congress and States with timely information, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the State of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans.

Recommendation #3: Initial (FY 2004): Conduct a review of completed safety evaluations to determine the effectiveness of programs in contributing to safety goals (completed). Follow-on (2007): Conduct safety evaluations of new safety technologies and programs, and recently passed regulations.

Actions taken: NHTSA uses evaluations to determine program success, estimate costs and benefits to the public, and identify opportunities for new safety technologies to improve the effectiveness of programs and regulations. A recent study of side impact air

bags (2007) showed them to be very effective. NHTSA issued the NPRM for the pole impact test in 2004, and expects to issue the final rule by the end of CY 2007. For FY 2007, the agency has completed an analysis of Electronic Stability Control (ESC) systems for passenger vehicles, side impact protection/side air bags, and head impact test performance before and after the 1999-2003 upgrade of Standard 201. For FY 2008, NHTSA will perform a national statistical analysis of impaired-driving trends; analyze the reasons for higher belt use in selected States; and evaluate State motorcycle safety programs, the cost of advanced air bags, and the adequacy of current vehicle interiors for older occupants.

Operations and Research Program Efficiency Measures:

1) *Maintain an average completion time for NHTSA to complete significant rulemaking actions at 12 months (CY). (Measure is restricted to time within the agency and does not include OST and/or OMB review periods.) (In FY 2006 [latest data available], NHTSA completed rulemakings within 9.7 months.)*
2) *Maintain an average completion time for a defect investigation at eight months (CY). (In FY 2006, NHTSA completed defect investigations within six months.)*

DOT FY 2007 TOP MANAGEMENT CHALLENGES (OIG) - HIGHWAY SAFETY

Strengthening Efforts to Save Lives by Improving Surface Safety Programs

"Over the last several years, Congress has provided increased funding to enhance surface transportation safety programs, particularly under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Safety is central to the mission of the Department, and three of its Operating Administrations focus on surface safety programs—NHTSA, the Federal Motor Carrier Safety Administration (FMCSA), and the Federal Railroad Administration (FRA). The combined budget requests for these agencies totaled $2.4 billion in the President's FY 2008 Budget. The Federal Highway Administration (FHWA) also carries out important surface safety programs.

For highway safety, over the last 20 years, the Department has been successful in reducing the rate of highway fatalities per 100 million VMT by about 42-percent (from 2.51 in 1986 to 1.46 in 2005). Still, 43,000 people were killed on our Nation's highways in 2005. To its credit, the Department has set an ambitious goal of reducing the highway fatality rate to 1.0 by 2011. However, safety improvements made in the past will have to be significantly accelerated if the 2011 goal is to be achieved. Finding ways to reach this goal is a significant challenge for the Department.

Management Challenge: ***NHTSA Must Improve State Accountability to Maximize Efforts to Reduce Impaired-Driving Fatalities***

NHTSA is the lead Federal agency responsible for reducing alcohol-impaired driving. SAFETEA-LU authorized $555 million in funding for State alcohol-impaired driving incentive grants, of which NHTSA has requested $131 million for FY 2008. The number of alcohol-related traffic deaths in 2005 was the lowest reported since 1999 and accounted for 39-percent (or 16,885) of the 43,443 traffic deaths reported in 2005. Practically speaking, no significant improvement in the safety target can be achieved unless alcohol-related fatalities drop dramatically, and the States are the linchpin in achieving this drop.

NHTSA Efforts: Our current efforts to counter alcohol-impaired driving found that NHTSA must ensure that States establish and report better performance measures to assess implementation of key strategies for effectively using funding to counter impaired driving. State performance plans generally contain measures on activities, such as the number of sobriety checkpoints conducted, or on the overall performance goal of reducing the alcohol-impaired fatality rate. However, the plans usually do not address performance of key strategies, such as sustained enforcement of laws, effective prosecution, and full application of available sanctions. Better information is needed on the degree to which States are implementing these key strategies. For example, NHTSA communicated to the States one possible way to quantify sustained enforcement, but none of the States included this measure in their annual plans or performance reports to NHTSA.

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Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Safety Standard Support	$2,800		($500)		$2,300	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Safety Standard Support (SSS) program (baseline performance level).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	SSS	SSS	SSS	SSS	SSS	SSS	SSS
Actual	SSS	SSS	SSS	SSS	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	+ 3 safety standard projects required by SAFETEA-LU	---
(Total) Performance Target With Program Changes	SSS	SSS	SSS	SSS	SSS	SSS + 3 safety standard projects required by SAFETEA-LU	SSS

Marginal Cost Narrative:
NHTSA requests $2,300,000 for Safety Standard Support, which is $500,000 less than the FY 2008 request. In FY 2008, the agency requested a one time increase of $500,000 to complete all of the rulemakings required by SAFETEA-LU. Normal Safety Standards Support funding of $2,300,000 will allow the agency to support planned safety standards work and complete any remaining SAFETEA-LU initiatives in fiscal 2009.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
New Car Assessment Program (NCAP)	$7,893		$2,500		$10,393	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain NCAP (baseline performance level).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	NCAP	NCAP	NCAP	NCAP	NCAP	NCAP	NCAP
Actual	NCAP	NCAP	NCAP	NCAP	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	+ New side impact pole test implementation
(Total) Performance Target With Program Changes	NCAP	NCAP	NCAP	NCAP	NCAP	NCAP	NCAP + new side impact pole test implementation

Marginal Cost Narrative:
NHTSA requests $10,393,000 for NCAP to provide vehicles and testing costs associated with the new side impact pole test, while ensuring that there is no reduction in the number of vehicle models tested. This new pole test will provide consumer information on the crash protection provided in a severe side crash condition, which is representative of a side crash into a tree or utility pole. These types of crashes cause a disproportionate number of serious and fatal head and chest injuries. The existing moving deformable barrier test is representative of intersection collisions only.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Fuel Economy	$1,880		$2,000		$3,880	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Fuel Economy (FE) Program (baseline performance level).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	FE	FE	FE	FE	FE	FE	FE
Actual	FE	FE	FE	FE	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	+ 6 projects *
(Total) Performance Target With Program Changes	Fuel Economy Program	Fuel Economy Program	Fuel Economy Program	Fuel Economy Program	Fuel Economy Program	Fuel Economy Program	Fuel Economy Program + 6 projects

* Required by Title I of the Energy Independence and Security Act of 2007._____

Marginal Cost Narrative:

NHTSA requests an additional $2,000,000 to fulfill the obligations imposed by the Energy Independence and Security Act of 2007. Specifically, this funding will be used to provide fuel economy modeling; support for the required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2011 and beyond; fund the National Academy of Sciences to develop a report evaluating medium-duty and heavy-duty truck fuel economy standards; help the agency implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; and establish a new tire efficiency rating system, information dissemination methods, specifications for test methods and a consumer education program.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Theft Program	$175		($100)		$75	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: *Produce the annual insurers report (IR) by September (baseline performance target). Complete Parts-Marking Technology Study and Anti-Theft Device Study.*

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	IR	IR	IR	IR	IR	IR	IR
Actual	IR	IR	IR	IR	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	2 studies	---
(Total) Performance Target With Program Changes	IR	IR	IR	IR	IR	IR + 2 studies	IR

Marginal Cost Narrative:
NHTSA requests $75,000 for its Theft programs in FY 2009. This request is $100,000 less than the FY 2008 level. The 2008 budget request provided an increase in this program to fund a one-time study of the reasons for the reduction of the theft rate and the impact that our parts-marking requirements and original equipment anti-theft devices have had in achieving that decrease. Once that study is completed the additional funding will not be needed in order for the theft program to allow NHTSA to make the necessary evaluations and to provide the required insurer report to Congress.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Vehicle Safety Compliance	$7,696		$400		$8,096	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Vehicle Safety Compliance (VSC) program (baseline performance target). Develop new test procedures for safety compliance.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	VSC	VSC	VSC	VSC	VSC	VSC	VSC
Actual	VSC	VSC	VSC	VSC	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	+ 6 testing procedures
(Total) Performance Target With Program Changes	VSC	VSC	VSC	VSC	VSC	VSC	VSC + 6 testing procedures

Marginal Cost Narrative:
Funding at this level will allow the agency to complete testing of new vehicles for compliance with crashworthiness and crash-avoidance standards and equipment compliance testing by September 2009, as well as to continue enforcement of CAFE regulations for passenger vehicles and light trucks. The additional funding would help absorb some of the costs for the development of new test procedures and testing under new or substantially revised FMVSSs covering light-vehicle tires, tire pressure monitoring systems, electronic stability control, roof crush, side impact, and ejection mitigation.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Safety Defects Investigation	$10,429		($1,200)		$9,229	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Initiate the examination of emerging technologies (x).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	---	---	---	---	---	---	x
Actual	---	---	---	---	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	- 1 year
(Total) Performance Target With Program Changes	---	---	---	---	---		X –1 year

Marginal Cost Narrative:

The FY 2009 Safety Defects Investigation request is $9,229,000, which is $1,200,000 less than the FY 2008 funding level. This reduction represents a transfer of funds to two other necessary programs: (1) $800,000 will allow the agency to fund the Fuel Economy program to provide for studies required under the Ten-in-Ten Fuel Economy Act (Title I of HR 6); and (2) $400,000 will enable the Office of Vehicle Safety Compliance to conduct critical compliance testing. Despite this reduction, the Agency has the funds it needs to effectively conduct the program at the FY 2008 level. The Agency will defer efforts it had planned to initiate in FY 2009 to examine emerging technologies, such as crash avoidance technology, which may be the subject of future defect investigations since some of these technologies present new challenges to manufacturers in their development and testing to ensure their safe implementation over years of service.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Safety Systems	$8,226		($1,400)		$6,826	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT*

Performance Measure: Maintain the Safety Systems (SS) program (baseline performance level. Update Federal Motor Vehicle Safety Standards (FMVSS).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	SS	SS	SS	SS	SS	SS	SS
Actual	SS	SS	SS	SS	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	- 1 Safety System research project
(Total) Performance Target With Program Changes	SS	SS	SS	SS	SS	SS	SS- 1 Safety System research project

Marginal Cost Narrative:
NHTSA requests $6,826,000 for Safety System programs in FY 2009, which is $1,400,000 less than the FY 2008 level. Funding at this level will delay completion of the development of a new Movable Deformable Barrier (MDB) for use in front-to-side impact testing.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Heavy Vehicles	$3,095		($1,180)		$1,915	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Heavy Vehicle (HV) program (baseline performance level.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	HV	HV	HV	HV	HV	HV	HV
Actual	HV	HV	HV	HV	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	+ 1 Commercial Truck Roll-over Initiative	---
(Total) Performance Target With Program Changes	HV	HV	HV	HV	HV	HV + 1	HV

Marginal Cost Narrative:

NHTSA requests $1,915,000 for Heavy Vehicles in FY 2009, which is $1,180,000 less than the FY 2008 funding level. In FY 2008, the agency received an additional $980,000 to conduct a one-time commercial truck roll-over initiative, which will not be required in FY 2009.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Hydrogen Fuel Cell and Alternative Vehicle Safety	$925		($600)		$325	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Hydrogen Fuel Cell and Alternative Vehicle Safety (HFCAV) program (baseline performance level). Conduct test procedure development for hydrogen fuel cell technologies by September.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	NA	NA	NA	HFCAV	HFCAV	HFCAV	HFCAV
Actual	NA	NA	NA	HFCAV	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	NHTSA-sponsored research projects
(Total) Performance Target With Program Changes	HFCAV	HFCAV	HFCAV	HFCAV	HFCAV	HFCAV	HFCAV-1 NHTSA-sponsored research projects

Marginal Cost Narrative:

In FY 2009, the agency can operate with reduced funds for testing as there has been a delay in obtaining components for testing and the agency has been able to leverage private sector research. With this level of funding, NHTSA will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles, specifically through continued research on powertrain, vehicle fuel container and delivery systems, and evaluation of onboard refueling system.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Impaired Driving	$11,400		($194)		$11,206	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce .08+ BAC alcohol-related fatalities.*

Performance Measure: Maintain the Impaired Driving (ID) program (baseline performance level).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	ID	ID	ID	ID	ID	ID	ID
Actual	ID	ID	ID	ID	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	+2 rural interlock demonstration programs	---
(Total) Performance Target With Program Changes	ID	ID	ID	ID	ID	ID +2 rural interlock demonstration programs	ID

Marginal Cost Narrative:
In FY 2008, the agency received an additional $194,000 above the above the requested program funding level to fund two demonstration projects in two selected states for increasing the use of ignition interlock devices in rural areas.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Pedestrians, Bicycles, and Pupil Transportation	$1,665		($194)		$1,453	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce Non-occupant fatalities.*

Performance Measure: Maintain the Pedestrian, Bicycle, and Pupil Transportation (Ped/Bike) program (baseline performance level).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	Ped/Bike	Ped/Bike	Ped/Bike	Ped/Bike	Ped/Bike	Ped/Bike	Ped/Bike
Actual	Ped/Bike	Ped/Bike	Ped/Bike	Ped/Bike	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	+ 2 Ped/Bike projects	---
(Total) Performance Target With Program Changes						Ped/Bike + 2 Ped/Bike projects	Ped/Bike

Marginal Cost Narrative:
In FY 2008, the agency received an additional $212,000 for the Pedestrian/Bicycle Safety program to allow NHTSA to expand its cooperative agreement with the State and Territorial Injury Prevention Directors Association (STIPDA) to engage State injury prevention activities in pedestrian safety. Additionally, the agency will work with the American Association for Physical Activity and Recreation to develop a bicycle safety curriculum for middle and high school students.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
National Occupant Protection	$11,132		($850)		$10,282	

Agency Output or Outcome Measure Associated With Program Increase(s):
Increase seat belt use.

Performance Measure: Maintain the National Occupant Protection (NOP) program (baseline performance level). Conduct teen occupant protection demonstration project.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	NOP	NOP	NOP	NOP	NOP	NOP	NOP
Actual	NOP	NOP	NOP	NOP	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	- 1 teen demo project - printed material
(Total) Performance Target With Program Changes	NOP	NOP	NOP	NOP	NOP	NOP	NOP - 1 teen demo project - printed material

Marginal Cost Narrative:
NHTSA has conducted projects to increase occupant protection use by rural populations, pickup truck drivers, youth, and multicultural populations. Before undertaking demonstration projects in new areas, the agency is awaiting results from States that adopted these strategies. A total of $450,000 will be eliminated from the second phase of a large-scale teen occupant protection demonstration project, extending it through FY 2010, delaying national implementation by 12-18 months. Additionally, $400,000 will come from the agency's communications budget to accelerate the transition from offering printed copies of reports and education pieces to only camera-ready Web-based Internet access.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Enforcement and Justice Services	$2,199		($186)		$2,013	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Enforcement and Justices Services (EJS) program (baseline performance level). Develop law enforcement traffic safety programs by September.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	EJS	EJS	EJS	EJS	EJS	EJS	EJS
Actual	EJS	EJS	EJS	EJS	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	- 2 law enforcement training programs
(Total) Performance Target With Program Changes	EJS	EJS	EJS	EJS	EJS	EJS	EJS - 2 law enforcement training programs

Marginal Cost Narrative:
A reduction of $186,000 in the EJS program in FY 2009 will delay the revision and deployment of training programs for law enforcement for conducting traffic stops professionally and safely, and also delay the deployment of the Police Allocation Model, which is used by law enforcement officers to determine optimum staffing.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Emergency Medical Services (EMS)	$2,320		($176)		$2,144	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the EMS Program (baseline performance level). Evaluate the effectiveness of EMS system configuration by September.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	EMS	EMS	EMS	EMS	EMS	EMS	EMS
Actual	EMS	EMS	EMS	EMS			
Incremental Performance Target With Program Changes							- 2 EMS Projects
(Total) Performance Target With Program Changes	EMS	EMS	EMS	EMS	EMS	EMS	EMS- 2 EMS Projects

Marginal Cost Narrative:
This reduction will delay evaluation of the effectiveness of various emergency medical services system configurations, and would delay implementation of the National EMS Education Agenda for the Future including National EMS Certification.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Highway Safety Research	$6,379		$662		$7,041	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the Highway Safety Research (HSR) program (baseline performance level).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	HSR	HSR	HSR	HSR	HSR	HSR	HSR
Actual	HSR	HSR	HSR	HSR	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	+ 1 research project	+ 2 research projects
(Total) Performance Target With Program Changes	HSR	HSR	HSR	HSR	HSR	HSR + 1 research project	HSR + 2 research projects

Marginal Cost Narrative:
In FY 2009, NHTSA is requesting $7,041,000, which is $662,000 more than the | FY 2008 funding level. This level of funding will allow the agency to continue an alcohol interlock initiative with the Automotive Coalition for Traffic Safety (ACTS), and conduct an evaluation of rural grants to be issued in FY 2008 – 2009.

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Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
National Motor Vehicle Crash Causation Study (NMVCCS)	$7,000		($7,000)		$0	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain the National Motor Vehicle Crash Causation Study (NMVCCS).

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	---	---	NMVCCS	NMVCCS	NMVCCS	NMVCCS	NMVCCS
Actual	---	---	NMVCCS	NMVCCS	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	- NMVCCS cessation
(Total) Performance Target With Program Changes	NMVCCS	NMVCCS	NMVCCS	NMVCCS	NMVCCS	NMVCCS	---

Marginal Cost Narrative:
In FY 2009, NHTSA is not requesting funding for the NMVCCS, which is $7,000,000 less than the FY 2008 request. NMVCCS is a multi-year study, for which data collection activities will cease in FY 2008. As such, the agency will not require funding for this initiative in FY 2009.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Section 402 Formula Grants	$225,000		$10,000		$235,000	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Maintain Section 402 Formula Grant (S. 402) awards (baseline performance level.) Additional highway safety programs implemented by States.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	S. 402	S. 402	S. 402	S. 402	S. 402	S. 402	S. 402
Actual	S. 402	S. 402	S. 402	S. 402	S. 402	S. 402	S. 402
Incremental Performance Target With Program Changes							+ additional highway safety programs implemented
(Total) Performance Target With Program Changes	S. 402	S. 402	S. 402	S. 402	S. 402	S. 402	S. 402 + additional highway safety programs implemented

Marginal Cost Narrative:

In FY 2009, NHTSA is requesting $235,000,000 for Section 402 State and Community Grants, which is $10,000,000 more than the FY 2008 request, and aligns with the authorization for the program under Section 2002 of SAFETEA-LU. Funding at this level will allow the agency to continue and expand Section 402, which will increase the number of highway safety programs implemented by the States, and save additional lives, dependent on the strategies adopted in each State.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Section 410 Alcohol Incentive Grants	$131,000		$8,000		$139,000	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of fatalities in .08+ BAC crashes per 100 million VMT.*

Performance Measure: Maintain the Section 410 Alcohol Incentive Grants (S. 410) program. Additional impaired driving programs implemented by the States.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	S. 410	S. 410	S. 410	S. 410	S. 410	S. 410	S. 410
Actual	S. 410	S. 410	S. 410	S. 410	S. 410	S. 410	S. 410
Incremental Performance Target With Program Changes							+ additional impaired driving programs implemented
(Total) Performance Target With Program Changes	S. 410	S. 410	S. 410	S. 410	S. 410	S. 410	S. 410 + additional impaired driving programs implemented

Marginal Cost Narrative:

Funding at this level, which is consistent with the SAFETEA-LU authorized level for this program, will allow the agency to continue the Section 410 program and expand on the FY 2008 efforts, which will increase the number of impaired-driving programs implemented by the States, and reduce impaired-driving fatalities.

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Section 2010 Motorcycle Safety	$6,000		$1,000		$7,000	

Agency Output or Outcome Measure Associated With Program Increase(s): *Reduce the rate of motorcycle rider highway fatalities per 100,000 motorcycle registrations.*

Performance Measure: Maintain the Section 2010 Motorcycle Safety Grants (S. 2010) program. Additional motorcycle safety programs implemented by the States.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	---	---	S. 2010	S. 2010	S. 2010	S. 2010	S. 2010
Actual	---	---	S. 2010	S. 2010	---	---	---
Incremental Performance Target With Program Changes	---	---	---	---	---	---	+ Additional motorcycle safety programs implemented
(Total) Performance Target With Program Changes	---	---	S. 2010	S. 2010	S. 2010	S. 2010	S. 2010 + Additional motorcycle safety programs implemented

Marginal Cost Narrative:

Funding at this level, which is consistent with the SAFETEA-LU authorized level for this program, will allow the agency to continue the Section 2010 grant program and increase the implementation of motorcycle safety countermeasures by the States, which will help to reduce the number of motorcycle fatalities. These grants are used to improve motorcyclist safety training curricula, improve program delivery of motorcycle training across the State, increase the recruitment and retention of motorcyclist safety training instructors, and increase public awareness to enhance driver awareness of motorcyclists, through safety messages such as "Share the Road."

Marginal Cost of Performance

Requested Program Changes from FY 2009 Baseline Associated with this Goal:

	FY 2009 BASELINE ESTIMATES		FY 2009 PROGRAM CHANGES		FY 2009 TOTAL REQUEST	
	($000)	FTEs	($000)	FTEs	($000)	FTEs
Section 2011 Child Safety and Booster Seat Grants	$6,000		$1,000		$7,000	

Agency Output or Outcome Measure Associated With Program Increase(s): *Increase restraint use among children 0 through 7 years of age.*

Performance Measure: Maintain the Section 2011 Child Safety and Booster Seat Grants (S. 2011) program. Additional child safety and booster seat programs implemented in the States.

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Baseline Performance Level							
Target	---	---	S. 2011	S. 2011	S. 2011	S. 2011	S. 2011
Actual	--	---	S. 2011	S. 2011	S. 2011	S. 2011	S. 2011
Incremental Performance Target With Program Changes	---	---	---	---	---	---	+ Additional child safety and booster seat programs implemented
(Total) Performance Target With Program Changes			S. 2011	S. 2011	S. 2011	S. 2011	S. 2011 + Additional child safety and booster seat programs implemented

Marginal Cost Narrative:
Funding at this level, which is consistent with the SAFETEA-LU authorized level for this program, will allow the agency to continue the Section 2011 grants, and expand upon the FY 2008 efforts by allowing States to adopt additional child safety seat and booster seat programs. No more than 50-percent of the grant a State receives in a fiscal year may be used to fund programs for purchasing and distributing child safety seats and restraints to low-income families. The remaining amounts may be used to carry out other child safety seat and child restraint programs.

EXHIBIT V-1
RESEARCH, DEVELOPMENT & TECHNOLOGY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
(In thousands of dollars)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	FY 2007 Enacted	FY 2008 Enacted	FY 2009 Pres. Bud.
A. Research and Analysis	**68,282**	**65,508**	**54,428**
1. Crashworthiness	22,994	19,226	17,826
a. Safety Systems	9,134	8,226	6,826
b. Biomechanics	13,860	11,000	11,000
2. Crash Avoidance	10,184	11,199	10,219
a. Crash Avoidance & Pneumatic Tire Research	7,790	7,804	8,104
b. Heavy Vehicles	2,094	3,095	2,115
c. Pneumatic Tire Research	300	300	
3. Data Collections & Analyses (T)	34,188	34,158	26,258
a. Nat'l. Motor Vehicle Crash Causation Survey (T)	7,920	7,000	0
b. Fatality Analysis Reporting System (T)	6,992	7,422	7,172
c. Early Fatality Notification System (T)	990	1,000	1,000
d. National Accident Sampling System (NASS)(T)	12,108	12,480	12,230
e. State Data Systems (T)	2,515	2,890	2,490
f. Special Crash Investigations (T)	1,683	1,700	1,700
g. Data Analysis Program (T)	1,980	1,666	1,666
4. Hydrogen	916	925	125
5. Vehicle Research and Test Center	0	0	0
B. Highway Safety Research	**2,818**	**6,379**	**7,041**
Subtotal	**71,100**	**71,887**	**61,469**
C. Administrative Expenses	**42,529**	**51,342**	**49,504**
Administrative Expenses 1/	37,359	45,796	43,958
Highway Safety Research (funded from Grant Admin.)	4,597	4,967	4,967
Program Evaluation	484	579	579
Economic Analysis	89	0	0
Subtotal, Research & Development	**79,441**	**89,071**	**84,715**
Subtotal, Technology Investment (T)	**34,188**	**34,158**	**26,258**
Total NHTSA	**113,629**	**123,229**	**110,973**

1/ Pro-rated share based on percentage of R&D program amounts shown above to Administrative Expenses.
for Vehicle Research, Behavioral Research, and National Driver Register

EXHIBIT V-2
National Highway Traffic Safety Administration
FY 2009 RD&T Budget Request
($000)

RD&T Program	FY 2009 Request	*Safety*	*Reduced Congestion*	*Global Conn.*	*Environ Steward.*	*Security*	*Org. Excell.*
Research and Analysis							
Crashworthiness	17,826	17,826					
Safety Systems	6,826	6,826					
Biomechanics	11,000	11,000					
Crash Avoidance	10,019	10,219					
Crash Avoidance & Human-Vehicle Performance	8,104	8,104					
Heavy Vehicles	1,915	2,115					
Data Collection & Analysis	26,258	26,258					
Crash Causation Survey	0	0					
Fatality Analysis Reporting System	7,172	7,172					
Early Fatality Analysis Reporting System	1,000	1,000					
National Automotive Sampling System	12,230	12,230					
State Data Systems	2,490	2,490					
Special Crash Investigation	1,700	1,700					
Data Analysis	1,666	1,666					
Hydrogen	325	125					
Highway Safety Research	**7,041**	**7,041**					
Administration Expenses	**49,504**	**49,504**					
Subtotal, R&D	**84,715**	**84,715**					
Subtotal, Technology Investment (T)	**26,258**	**26,258**					
Subtotal, Facilities (F)	**0**	**0**					
Total NHTSA	**110,973**	**110,973**					

EXHIBIT V-3

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Support for Secretarial and Administration RD&T Priorities

Priority	Supporting RD&T Program(s)	FY 2009 Request ($000)
Safety Secretarial Priority	Safety Systems Biomechanics Crash Avoidance and Human-Vehicle Performance Heavy Vehicles Crash Causation Survey Fatality Analysis Reporting System Early Fatality Notification System National Accident Sampling System Data Analysis Program State Data Systems Special Crash Investigations Program Evaluation Economic Analysis Hydrogen Highway Safety Research	110,973 NHTSA is a research and data driven agency and its RD&T programs provide the statistical and scientific base of the agency's programs. The agency's data analysis programs identify problem areas in which the agency must conduct new research and develop new safety countermeasures. Research within safety systems, biomechanics, heavy vehicles, crash avoidance and human-vehicle performance, as well as highway safety research assists the agency in developing vehicle and behavioral based countermeasures to make the driving environment safer on the Nation's highways.
System Performance and Reliability Secretarial Priority	Not Applicable	
21st Century Solutions for 21st Century Transportation Problems Secretarial Priority	Not Applicable	
Total		*$110,973*

EXHIBIT V-4

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Implementation of the R&D Investment Criteria

R&D Investment Criteria	How Applied	Actions Reflected in FY 2009 Request
Relevance	• Research program is mission-oriented and supports NHTSA and DOT strategic goals. • Stakeholders are engaged throughout the RD&T process. • Stakeholders are engaged in technology transfer and innovation delivery activities. • The program employs a number of mechanisms for customer feedback, including surveys and focus groups.	NHTSA holds public meetings to provide a forum for the agency and stakeholders to discuss its RD&T program. For example, NHTSA meets regularly with automotive manufacturers and suppliers to discuss developments in new technologies, so as to make RD&T programs, such as the agency's New Car Assessment Program, timely and relevant.
Quality	• External experts are frequently consulted during the conduct of research; merit reviews of results are encouraged. • Investment decisions are based on competition and merit review whenever possible.	NHTSA frequently conducts collaborative research with manufacturers, suppliers, and the public health community in order to engage experts in its research process. For example, NHTSA will consult with the National Institutes of Health to conduct the research necessary to better understand the scope and nature of the drug impaired driving problem (both illicit and over-the counter), as mandated by section 2013 of SAFETEA-LU. A report to Congress will be provided on the success of this research.
Performance	• NHTSA's RD&T programs are required to track and report relevant program inputs annually. • Programs must define appropriate output and outcome measures, schedules, and decision points.	Program results are linked to NHTSA and DOT performance plans, and documented in an annual performance report.

RD&T PROGRAM: CRASHWORTHINESS
AMOUNT REQUESTED FOR FY 2009 (IN THOUSANDS): $17,826

Projects

Safety Systems

Objective: Provide research to support Federal motor vehicle safety standards, and develop performance tests and specifications for motor vehicle safety systems that will decrease fatalities and mitigate crash outcomes through improved vehicle structure design and the increased efficacy of occupant protection systems.

Description: Safety System research and development activities provide NHTSA with research to support the issuance or upgrade of Federal motor vehicle safety standards, including the requisite facilitation to coordinate with industry to incorporate improvements in vehicle structure and occupant compartment design. Activities also provide for the development and establishment of performance tests, specifications, and dummy requirements to ascertain the validity of improvements for vehicle structure and occupant protection systems that will increase the survivability of a crash.

Outputs:
- Complete the necessary research for protection of occupants from ejection.
- Continue development of dynamic test methods for rollover restraint and other occupant protection systems.

FY 2009 Funding: $6,826

Biomechanics

Objective: Develop critical scientific linkages between the mechanical conditions of an impact and the human injury consequences of that impact.

Description: Biomechanics research supports continuous and long range research activities that employ the science of impact biomechanics using the principles and practices of engineering to study human injury mechanisms in vehicle crashes. These efforts will help to develop suitable injury criteria that predict injury risk in automobile crashes and provides the test devices, such as crash test dummies, that accurately mimic human impact response. These resulting capabilities and equipment allow a confident, quantitative prediction of the extent and severity of human injury for a particular body area and impact situation, providing for the establishment of science-based Federal motor safety vehicle standards.

Outputs:
- Expansion of analytical, computer-based capabilities to predict the injury consequences of an occupant's interaction with typical as well as advanced automotive restraints and structures through analytical research.
- Consensus on state-of-the art adult and child crash test dummies (such as THOR, WorldSID, Q series) and their associated injury assessment capabilities to address, on a worldwide basis, populations at risk.

FY 2009 Funding: $11,000

RD&T PROGRAM: CRASH AVOIDANCE
AMOUNT REQUESTED FOR FY 2009 (IN THOUSANDS): $10,019

Projects

Crash Avoidance and Pneumatic Tire Research

Objective: Provide research on vehicle-based and all human factors issues associated with the interaction between the driver and vehicle to increase the crash avoidance capabilities of motor vehicles.

Description: As new electronic technologies are introduced into the vehicle fleet, research must be conducted to ensure that a balance is reached between the maximum safety benefits derived from these technologies and a minimum burden of driver distraction. Research areas include vehicle rollover, braking, handling, stability, direct and indirect visibility, vehicle lighting/signaling, controls and displays, as well as all human factors issues associated with the interaction between the driver and vehicle, using such tools as the National Advanced Driving Simulator (NADS), test tracks, and instrumented vehicles.

Outputs:

- Identification, evaluation, and adoption of new technologies that have the potential of providing significant reductions in crashes.
- Development of new assessment methodologies and safety performance criteria to test and evaluate new technologies.
- Development of objective test procedures and criteria that can be used to estimate the safety impact of new technologies.
- Development of performance rating tests for vehicle handling.
- Improved drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces, and minimizing driver distraction from in-vehicle devices.
- A field test to support rulemaking on alternative rear lighting and signaling approaches.
- Continued research on NADS to examine the role of advanced vehicle technologies in reducing crashes.
- Development and evaluation of a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.

FY 2009 Funding: $8,104

Heavy Vehicles

Objective: Reduce the number of fatalities involving large vehicles through research into countermeasures to prevent the instance of crashes on this vehicle type.

Description: The most effective way to address the problem of large-vehicle fatalities is to concentrate on countermeasures designed to prevent the collisions in the first place. NHTSA's Heavy-Vehicle research program supports the agency's rulemaking efforts by developing the scientific basis for increasing the safety of heavy vehicles by making them less prone to crashes through improvements in their braking, handling, and visibility characteristics; by mitigating the consequences of collisions that occur between heavy trucks and other vehicles; and by improving driver performance through the use of advanced technologies.

Outputs:

- Research into driver assistance technologies for crash prevention to improve heavy vehicle crash avoidance performance.
- Improved heavy-vehicle crash-avoidance performance through research into driver assistance technologies for crash prevention and mitigation.

FY 2009 Funding: $2,115

RD&T PROGRAM: DATA PROGRAMS
AMOUNT REQUESTED FOR FY 2009: $26,258

Projects

Fatality Accident Reporting Systems (FARS)

Objective: Collect data on all fatal highway traffic crashes in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands to provide the data support necessary to enable the agency's highway safety countermeasures to reduce the greatest number of fatalities possible.

Description: The Fatality Analysis Reporting System (FARS) is a data collection system that provides a census of all fatal highway crashes in all 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. FARS provides data support for most of the agency's traffic and highway safety countermeasures aimed at reducing the number of fatalities and injuries on U.S. highways. FARS annual data files are used by NHTSA and are also instrumental in defining data-driven initiatives in FHWA, FMCSA, and OST.

Outputs:

- FARS data from the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands, which will serve as the basis of the majority of NHTSA's data-driven program initiatives.

FY 2009 Funding: $7,172

Early Fatality Notification System (FastFARS)

Objective: Provide the agency with motor vehicle traffic crash fatality counts with a lag-time of 30 days for all fatalities and within 1 week after National holidays.

Description: NHTSA and the highway safety community have an essential need for real-time or near real-time data on the number of fatalities resulting from motor vehicle traffic crashes. These data are required to provide timely information to Congress, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the state of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans.

Outputs:

- Utilization of the FastFARS data to provide early estimates of fatality counts.
- Continued refinement of the statistical procedures for adjustments to notification data for publication of data and information.
- Continued evaluation, improvement, and monitoring of the data entered into case management system.
- Full integration of the FastFARS data collection and reporting system with the core FARS program system.

FY 2009 Funding: $1,000

D&T PROGRAM: DATA PROGRAMS (CONTINUED)
AMOUNT REQUESTED FOR FY 2009: $26,258

Projects

National Automotive Sampling System (NASS)

Objective: Provide comprehensive, accurate, and up-to-date data on U.S. motor vehicle traffic crashes.

Description: About 6.3 million police-reported traffic crashes occur annually in the United States. To initiate and develop effective countermeasures to this serious problem, NHTSA must have access to comprehensive, accurate, and up-to-date data on U.S. motor vehicle traffic crashes. The National Automotive Sampling System (NASS) provides the vital link to this information for the agency and for the highway safety community at large. NASS provides the agency and other users with nationally representative data on U.S. motor vehicle crashes. NASS General Estimates System (GES) data provides the agency and the Nation with annual data and trends on the number and severity of traffic-crash-related non-fatal injuries in the United States. The NASS Crashworthiness Data System (CDS) provides in-depth and descriptive data, which allows NHTSA to quantify the relationship between occupants and vehicles in the real-world crash environment. Collection, storage, and quality control of these data must be maintained and continually improved to ensure that users are continually provided with high-quality data gathered in a timely fashion.

Outputs:

NASS CDS

- A nationally representative sample of light passenger vehicle crashworthiness data collected from approximately 4,000 traffic crashes through 24 primary sampling units.
- Creation of a file for analysis and make the data in the 2008 annual file available to the public.

NASS GES

- GES case data collected at 60 CDS and GES-only traffic crash investigation sites.
- Continued expansion of methodologies to collect additional data on not-in-traffic (e.g., backover) crashes.

FY 2009 Funding: $12,230

D&T PROGRAM: DATA PROGRAMS (CONTINUED)
AMOUNT REQUESTED FOR FY 2009: $26,258

Data Analysis Program

Objective: Provide analytical resources for timely and pertinent research and analyses to support NHTSA's data-driven programs, as well as to educate the public about highway traffic safety.

Description: The Data Analysis Program provides critical information, as well as analytical and statistical support to NHTSA program areas and to the overall traffic safety community, using data from NHTSA's traffic safety databases to produce the annual reports that monitor the magnitude of the traffic safety problem. Also provided is specifically targeted research conducted to better understand factors that influence highway safety; relate human, vehicle, environmental and roadway characteristics to crash frequency and outcomes; identify crash injury mechanisms; evaluate the effectiveness of countermeasures and traffic safety efforts; and quantify the benefits resulting from agency rules. This program provides statistical integrity for the eight databases managed by NHTSA that serve as the primary data sources for traffic safety information.

Outputs:

- Traffic Safety Facts Annual Report and the 14 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Metrics used to track performance of NHTSA's activities under both the DOT and NHTSA Performance Plans.
- Expert analytical support for internal and external customers on a wide range of statistical and traffic safety areas.
- Analysis of available data to identify injury mechanisms and associated outcomes in motor vehicle crashes.
- Continued evaluation of the effectiveness of emerging occupant protection systems.
- Continued statistical analysis of data from the Large Truck Crash Causation Study and the National Motor Vehicle Crash Causation Survey.
- Enhanced data dissemination mechanism to improve the effectiveness of distributing timely traffic safety information.

FY 2009 Funding: $1,666

State Data Systems

Objective: Integrate State data into existing national data systems to generate timely and accurate statistics to further enhance NHTSA's data-driven programs.

Description: High-quality data is necessary to perform problem identification, establish and monitor the achievement of goals and performance measures, determine progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures. National data systems currently do not generate sufficient crash outcome information for all events and persons involved, nor do crash data alone provide information about the medical and financial burden to injured victims. State data, however, provides this complementary information to NHTSA's existing data sources.

Outputs:

- Data collected and processed annually from 30 State crash databases to provide the agency with a data set containing generous amounts of PAR-based crash information.
- Continued collection of data from approximately 27 State-level CODES program sites.
- Continued gathering of available information about non-traffic crashes and non-crash motor vehicle incidents.

FY 2009 Funding: $2,490

Special Crash Investigations (SCI)

Objective: Identify vehicle problems through in-depth crash investigation to reduce fatalities and injuries.

Description: SCI performs approximately 180 in-depth investigations of high interest to the agency annually. Investigation of these real-world crashes enables NHTSA to assess the safety performance of new and emerging safety technologies and provide early detection of alleged or potential vehicle defects.

Outputs:
In-depth crash investigations on:

- Backover crashes, especially those events involving sensing systems and cameras.
- Rollover crashes involving ESC-equipped vehicles.
- Advanced occupant protection systems including but not limited to advanced frontal air bags, side air bags and side curtain air bags.
- Performance of occupant ejection mitigation systems.
- Event data recorders.
- Performance of child safety seats.
- Performance of hybrid vehicles.

FY 2009 Funding: $1,700

RD&T PROGRAM: HIGHWAY SAFETY RESEARCH
AMOUNT REQUESTED FOR FY 2009: $12,008 (from all funding sources)*

Projects

Highway Safety Research

Objective: Provide the scientific basis for the development and evaluation of effective countermeasures to reduce the occurrence of traffic crashes and their resulting deaths, injuries, and economic costs.

Description: Highway Safety Research directly supports the Department and agency's goals of reducing traffic crashes, fatalities, and injuries by providing the scientific basis for the development and evaluation of effective countermeasures to reduce the occurrence of traffic crashes. Alcohol- and drug-impaired driving, failure to use occupant restraints, speeding, aggressive and other unsafe driving behaviors (e.g., fatigue, inattention, and distraction), older drivers, pedestrians, bicyclists, and motorcyclists contribute significantly to the death, injury, and property damage costs resulting from crashes on U.S. highways. Behavioral research into the role of these factors provides the empirical foundation for the development of effective programs to reduce the occurrence of crashes. Research and demonstration program results are disseminated to the States for implementation using highway safety formula grant (Section 402) funds.

Outputs:

- Develop, with the Automotive Coalition for Traffic Safety (ACTS), suitable metrics for alcohol detection and evaluate various technologies using those metrics.
- Evaluate demonstration grant programs designed to implement high visibility law enforcement in target rural counties to increase seat belt use, as well as programs designed to increase use of ignition interlocks in rural areas.
- Annual evaluations of the National High Visibility Enforcement campaigns to increase seat belt use and reduce impaired driving, as mandated under Section 2009 (f) of SAFETEA-LU.
- Initiation of research to identify and test strategies for conducting high visibility enforcement at different times of the day (e.g., sobriety checkpoints during the daytime, evening, and nighttime).
- Initiation of research to investigate the effects of motorcycle safety training and licensing on crashes.
- Further investigation of the relationship between speeding and crash risk to identify the situations and circumstances where speeding most increases crash risk.
- Research to determine the best practices for driver education programs.
- Evaluation of the impact of DMV licensing practices and policies on older driver safety, as mandated under Section 2017 (a) of SAFETEA-LU.
- Completion of two demonstration projects to address distracted, inattentive and fatigued drivers, as mandated under Section 2003 (d) of SAFETEA-LU.
- Continued research to determine the effectiveness of a general deterrence approach for reducing alcohol-impaired motorcycle riding.
- Initiation of a survey to better understand driving behavior and decision-making among youth.
- Completion of research to investigate adjudication of cases involving driving under the influence of drugs.

- Continued evaluation of strategies for increasing seat belt use at high-risk times (e.g., night) and among high-risk populations.
- Completion of an evaluation of two Statewide teen seat belt demonstration projects.
- Initiation of an assessment of self-screening tools for older drivers to determine whether these tools help older people accurately identify risk factors and whether they follow up on the recommended actions.
- Initiation of a study of the long-term effects of motor vehicle injuries on older occupants that will examine and describe the extent of chronic disabilities that crash survivors, especially older people, experience.
- Initiation of research to design and evaluate an effective pedestrian safety program for children.

FY 2009 Funding: $12,008 (from all funding sources)*

**includes $1,200,000 authorized under Section 2013 of SAFETEA-LU for Drug Impaired Driving research, $5,841,000 from Highway Safety Research and Development, and $4,967,000 from Highway Safety Grant Administrative Expense shown under administrative expenses in exhibit V-1 and V-2.*

RD&T PROGRAM: HYDROGEN
AMOUNT REQUESTED FOR FY 2009 (IN THOUSANDS): $125

Projects

Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety

Objective: Ensure that hydrogen internal combustion engines (ICEs) and fuel cell powered vehicles attain a level of safety comparable to that of other vehicles.

Description: Promotion of hydrogen as a fuel to reduce the U.S. dependence on foreign oil and to provide other benefits is a Presidential priority, and many manufacturers are heavily investing in producing and marketing alternative fuel vehicles in the near future. As these vehicles are deployed in the fleet, the safety of hydrogen as a fuel and the safety of alternate fuel vehicles in crashes become an issue of paramount concern. Ensuring that hydrogen internal combustion engine (ICE) and fuel cell powered vehicles attain a level of safety comparable to that of other vehicles requires an extensive research effort, due to the many advanced and unique technologies that have not previously been tested in the transportation environment. A failure to adequately address safety concerns in the earliest stages of development could reduce or eliminate the future development of this promising technology if a catastrophic failure were to occur.

Outputs:

- Research on fuel cell vehicle system performance, including crash, leakage, and electrical isolation detection.
- Development of test procedures and suitable performance criteria to quantify potential failures and resulting unsafe conditions.

FY 2009 Funding: $125