

# National Highway Traffic Safety Administration



## FISCAL YEAR 2013 BUDGET OVERVIEW



National Highway Traffic Safety Administration

Our Mission: Save lives, prevent injuries, reduce vehicle-related crashes

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
BUDGET OVERVIEW OF  
FY 2013 CONGRESSIONAL SUBMISSION

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# STATEMENT OF THE ADMINISTRATOR



Safety is the top priority – for the Department of Transportation (DOT), for the National Highway Traffic Safety Administration (NHTSA), and for the people we serve. In 2010, overall traffic fatalities reached the lowest level since 1949. This translated to a 2.9 percent decrease in fatalities from 2009 to 2010. We can attribute this decline to a combination of factors, which include high visibility enforcement, safer vehicles, safer roads, and better, more informed decisions by roadway users. Yet while such declines are encouraging, the tragic loss of 32,885 lives on our nation’s roadways is a terrible personal and economic toll which our society cannot afford.

NHTSA’s employees are dedicated to our mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. I share this dedication, and I am pleased to present our Fiscal Year (FY) 2013 Budget Request. NHTSA’s FY 2013 Budget Request totals \$981 million and includes \$188 million for Vehicle Safety, \$150 million for Behavioral Safety, and \$643 million for State Grants and High Visibility Enforcement Support.

NHTSA’s vehicle and behavioral safety programs are driven by crash data that provide the empirical information NHTSA relies on to effectively allocate Federal resources to best save lives. NHTSA’s data systems are the preeminent source of traffic safety information in the nation and are used by Federal, state and local entities to inform their roadway safety programs and funding. Recognizing its importance, we will aggressively pursue data improvement initiatives throughout FY 2013 to further enhance and link existing systems. Modernizing and

consolidating our data programs enables not only NHTSA to make better traffic safety programming decisions, but allows state and local communities to do the same.

As in previous years, pedestrian safety remains an area of focused interest for me. To that end, the Agency has supported Pedestrian Focus Cities and Focus States with the education and enforcement components of their Pedestrian Safety Action Plans. These projects have drawn media attention, heightened awareness, and have shown consistent decreases in pedestrian violations by both drivers and pedestrians. I want to build on our efforts in Florida, New Mexico, North Carolina and Chicago, Illinois to enhance law enforcement's abilities to protect pedestrians. In cities where pedestrians are most at risk, we will conduct demonstration projects to help law enforcement agencies implement the Standardized Pedestrian Crosswalk Enforcement program as well as provide funding for more cities to implement the education and enforcement components of their Pedestrian Safety Action Plan.

Vehicles on our nation's roadways are the safest in the world, and we are dedicated to making them safer every day. New vehicle technologies are introduced into the marketplace at a faster rate than ever before. At NHTSA, we recognize that technology can play an enormous role in improving vehicle safety, but we must also make sure that these technologies do not adversely burden the driver or present other unintended safety risks. In order to ensure that these technologies are safe, we are proposing a new Vehicle Electronics and Emerging Technology program that will allow the Agency to expand its capacity to understand the safety implications of emerging electronics and software technologies. In addition, we plan to define the requirements and scope for providing the capability of advanced testing of emergent technologies, such as batteries, alternative fuels, electronic control systems, and other advanced systems.

In today's global economy, the vehicle supply chain easily crosses multiple borders. In order to address better the potential safety issues posed by new entrants to the U.S. market, we propose a new risk management strategy to coordinate with U.S. Customs and Border Protection (CBP). This effort with CBP will ensure compliance with the stringent safety standards we demand of all vehicles on our roadways.

We will continue our long-term focus on impaired driving and occupant protection through education and enforcement. For example, we will advance our anti-distracted driving campaigns, introduce a new distracted driving grant program, and explore the feasibility of a combined emphasis safety campaign that leverages past successes in reducing impaired driving and increasing occupant protection. We also propose to increase our annual Click It or Ticket mobilization, to twice per year in an effort to increase seatbelt use, and advance our Labor Day and December anti-distracted driving campaigns by examining the effectiveness of a combined emphasis safety campaign.

Our strong relationship with the states and Indian tribes is crucial to preventing roadway fatalities through their implementation of data-driven safety programs and countermeasures in their jurisdictions. For this reason, we propose increased support for State and Community Highway formula grants to provide states the resources to actively implement effective highway safety programs. In addition, a portion of these funds will be used to establish a new cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States, and also fund a national highway safety training program to develop and nurture program expertise of both State and Federal practitioners.

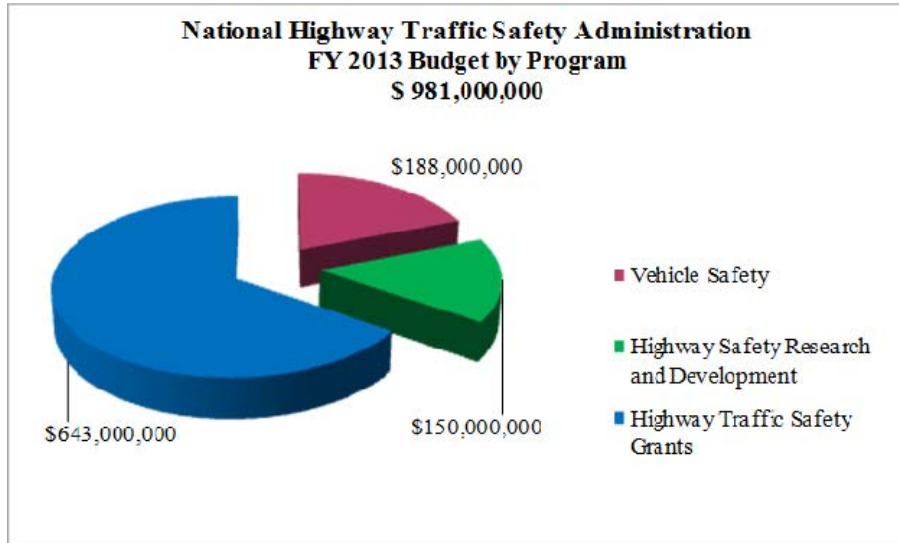
Finally, we renew our commitment to environmental sustainability through the agency's active Corporate Average Fuel Economy (CAFE) program. Our FY 2013 budget request will support future rulemaking programs, including the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, comprehensive rulemaking activity for the CAFE program for 2022 and beyond, and analyses under the National Environmental Policy Act to support these programs.

Roadway safety is a collaboration between Federal and State governments, community leaders, families and individuals. To this end, I again challenge all our partners, including the public at large, to remain vigilant in our fight. We hear about lives lost on our Nation's roadways every day in the news, but none of us should ever forget that these are not nameless, faceless people. They are mothers, fathers, sisters, brothers, children, and friends. Too many of us experience the very personal pain of such a loss and we at NHTSA are dedicated to reducing these preventable tragedies.

David L. Strickland

**National Highway Traffic Safety Administration**  
**FY 2013 Budget Request**

**Overview**



The Nation has seen a continuous and steady decline in highway traffic fatalities. In 2010, overall traffic fatalities reached the lowest level since 1949. This translates to a 2.9 percent decrease in fatalities from 2009 to 2010. However, given that 32,885 people still died in roadway crashes in 2010, much work remains to be done to improve highway safety on our Nation’s roadways. In order for the National Highway Traffic Safety Administration (NHTSA) to effectively continue its mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes, the agency is requesting \$981 million in FY 2013.

Our FY 2013 budget request will allow NHTSA to conduct rulemaking, enforcement, and vehicle research, as well as to develop and implement data-driven, workable, and self-sustaining highway safety programs that reduce highway injuries and fatalities. NHTSA provides grants to states and local communities, and supports research, demonstration projects, and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs. The hard work and dedication of NHTSA’s staff and the programs they administer directly translate to the prevention of senseless motor vehicle crashes, and lives saved on our Nation’s roadways.

**Priority Areas**

In 2010, the number of overall traffic fatalities reached the lowest level in recorded history (since 1949). In 2010, 32,885 people lost their lives on US roadways, a 2.9 percent decrease from 2009 (33,883). NHTSA’s success is attributed to the combined efforts of the various offices of the



Agency. Below are highlights of NHTSA's FY 2013 budget proposal, which is based on the Administrations Reauthorization Policy Proposal for Surface Transportation.

## **Vehicle Safety**

Safe vehicles are a vital component of preventing roadway fatalities, and NHTSA has a long history of ensuring that the vehicles on our nation's roadways are the safest they can be to protect occupants. We will concentrate our vehicle safety research on the entire spectrum of advanced pre-crash, crash, and post-crash vehicle safety issues and technologies. Specific research areas include: vehicle structure and restraints research, human biomechanics research, crash avoidance and human factors research, heavy vehicle safety, alternative fuel vehicle safety, and intelligent transportation research. These programs help to improve vehicle crashworthiness, understand benefits of crash avoidance technologies, decrease alcohol involvement in crashes, decrease the number of rollover crashes, improve vehicle-to-vehicle crash compatibility, and improve data systems.

In recent years, more and more electronic control systems are being introduced into vehicles, controlling such safety-critical functions as steering, braking, and throttle, and in alternative fuel vehicles, a range of system features. Many emerging vehicle technologies present enormous life-saving potential, but we must ensure that they don't pose unintended safety consequences, or distract vehicle operators from their primary task: driving safely. The FY 2013 budget request supports necessary research, rulemaking and enforcement activities concerning the effectiveness, reliability, interoperability, privacy and security of these systems and their associated effects on safety.

Testing emerging technologies for research and standards development purposes as well as testing vehicles for NHTSA's New Car Assessment Program (NCAP), and its enforcement and defect investigations are vital to NHTSA's continuing efforts to reduce fatalities and injuries. With alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, we need to expand our ability and capacity to test, monitor and troubleshoot new technologies as expeditiously and efficiently as possible. For example, in support of the President's goal to have 1 million electric vehicles on the road by 2015, we must ensure that the new technologies used to make this possible do not compromise vehicle safety. Time lost translates into lives lost. With many new crash avoidance technologies under development, greatly expanding our capability to test human interactions with these systems is also imperative. We will further define the requirements to enable NHTSA to address these new challenges across the spectrum of our vehicle safety program responsibilities. Advanced Federal testing facilities similar to government facilities in other countries will improve our capacity to address these issues in a cost effective way and help ensure that we remain at the forefront of vehicle safety.

Another emerging issue in the area of vehicle safety is the significant increase of imported motor vehicles and motor vehicle equipment from new entrant manufacturers with little or no experience with U.S. safety standards. In FY 2013, we propose a risk-based approach for managing import safety in concert with intervention by U.S. Customs and Border Protection personnel at the ports of entry. Requested funding will allow the Agency to meet the additional challenges this will pose to the Agency's compliance and defects investigations programs as they strive to continue to protect public safety.

In support of Secretary LaHood's strategic objective of Environmental Sustainability, we will support ongoing rulemakings under the Corporate Average Fuel Economy (CAFE) program. This will include implementation of the President's directive for the first-ever National Environmental Policy Act to increase fuel efficiency and decrease greenhouse gas pollution from medium- and heavy-duty trucks for Model Years 2014-2018 and the extension of the passenger cars and light trucks rule beyond model year 2016. To address new and unique safety concerns involving alternative fuel vehicles such as electric, hydrogen, and natural gas that will likely increase in the U.S. automotive fleet as a result of CAFE standards the Agency seeks increased funding in 2013. Increased funding will also enable changes in crashworthiness test methods and standards for a vehicle fleet likely to become smaller, lighter, and stiffer as manufacturers modify their fleets to meet revised CAFE standards.

### **Highway Safety**

While strengthening NHTSA's long-term focus on impaired driving and occupant protection, the FY 2013 budget includes a number of new approaches to address emerging safety concerns and to use resources more efficiently. Educating roadway users and community leaders to adopt safe behaviors, in conjunction with effective law enforcement have helped to reduce fatalities to the lowest levels in reported history. Our FY 2013 request will establish a Driver Licensing and Medical Fitness to Drive Clearinghouse that will serve as an electronic clearinghouse and technical assistance center to provide states with information on driver-licensing medical review and medical fitness to drive.

With requested funds, we will greatly enhance the engagement of law enforcement, officers, prosecutors and judges in priority agency behavioral programs. Active participation of criminal justice professionals is crucial to the success of the Agency's key programs, especially occupant protection, impaired driving initiatives and driving while distracted, primarily through texting and cell phone usage. This initiative would mobilize and enable a network of peer outreach law enforcement liaisons to advance NHTSA programs and provide ongoing technical assistance to law enforcement at the state and local level, and increase support for Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) program, conducted in partnership with the Department of

Justice. Additionally, with the requested funds, we can contribute fully to the National Drug Control Strategy promulgated by the Office of National Drug Control Policy. NHTSA's contributions will be in implementing a new streamlined training program for law enforcement officers, development of new educational materials for prosecutors and judges, and expansion and synthesis of data collection on drugged driving cases. Additionally, we propose increasing our annual *Click It or Ticket* (CIOT) mobilization, to twice per year in an effort to increase seatbelt use, and advance our Labor Day and December anti-distracted driving campaigns by examining the effectiveness of a combined emphasis safety campaign (focusing on multiple programmatic areas, e.g. impaired driving, occupant protection and speed).

We must remember that our roadways are shared by pedestrians. Pedestrian crashes, which particularly affect children, older adults, and Hispanics, can be reduced through behavioral initiatives including education and law enforcement. In FY 2013, we plan to release an updated child pedestrian safety video called *Walking with Your Eyes*, and conduct demonstration programs that support law enforcement agencies implementing the *Pedestrian Crosswalk Enforcement Guidelines*.

Finally, NHTSA will also create a Integrated Highway Safety Program Office, with Federal Motor Carrier Safety Administration (FMCSA), to maximize the overall quality of safety data and analysis based on state traffic records at DOT. NHTSA and FMCSA will establish a standard approach to collect, report and analyze highway safety data and consolidate data.

### **Traffic Safety Grants**

States are a vital partner in improving safety on our nation's roadways. We propose an increase to the Section 402 State and Community Highway formula to help support the implementation of a comprehensive statewide traffic safety enforcement program to ensure continued traffic enforcement in resource challenged states and communities, and to pool funding across jurisdictions for joint highway safety programs.

We also propose two draw downs from the Section 402 grant program to establish important initiatives to improve the ability of states to manage traffic safety. Highway safety professionals at the federal, state and community level need specific knowledge, skills and abilities to develop, manage, oversee, and evaluate effective highway safety programs. NHTSA develops and offers tailored training courses to Agency employees and state and local professionals engaged in the highway safety profession through the Transportation Safety Institute (TSI), a component of the Department's Research and Innovative Technology Administration (RITA). We propose a dedicated funding source to develop a cadre of professional highway safety program managers for years to come. Secondly, we propose a new cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States.

In FY 2013, we will establish a \$50 million incentive grant program to encourage states to enact laws that prevent distracted driving, such as laws restricting cellular phone use and texting while driving. Finally, we will increase our support of continued and new activities in Section 405 and Section 3010 (formally Sec. 2009). The new Section 405 grants consolidate the former Occupant Protection Incentive Grants and Child Safety and Child Booster Seat Safety Incentive program to provide flexibility to states. Additional funding for Section 3010 High Visibility Enforcement grants will increase funding for NHTSA media campaigns, including the addition of a second CIOT campaign in the fall.

### **ADMINISTRATIVE SAVINGS**

In support of the Administration's "Cloud First" strategy, contributing toward overall future DOT operational cost savings, NHTSA requests \$3 million for the Federal Data Center Consolidation Initiative to start the consolidation of NHTSA's multiple data processing locations.

### **CONGRESSIONAL REPORTING/FOLLOW-UP TO ACTION PLANS**

NHTSA will report to Congress at the end of 2013, as requested, on the data element review, the expanded data collection scope, and the status of the National Automotive Sampling Systems (NASS)/Data Modernization effort.

In FY 2013, NHTSA will continue its efforts to develop and implement regulations aimed at improving motorcoach safety in accordance with the Department's 2009 Motorcoach Safety Action Plan as well as related recommendations from the National Transportation Safety Board. Specifically, our current resources allow us to focus on electronic stability control and rollover structural integrity for these high occupancy vehicles.

### **CONCLUSION**

In conclusion, NHTSA's FY 2013 budget request of \$981 million will continue to support the Agency's traditional safety programs and activities, while ensuring that we keep pace with emerging roadway safety trends, such as distraction, vehicle electronics, and fuel economy. Funding at the requested level will allow the Agency to continue to work toward its important mission to save lives and reduce injuries on our Nation's roadways.

**EXHIBIT II-2**

**FY 2013 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
Appropriations, Obligation Limitations, and Exempt Obligations  
(\$000)**

<u>ACCOUNT NAME</u>	<u>FY 2011 ACTUAL</u>	<u>FY 2012 ENACTED</u>	<u>FY 2013 REQUEST</u>
<b>VEHICLE SAFETY RESEARCH (Rebased - GF Appropriation)</b>	<b>\$ 140,146</b>	<b>\$ 140,146</b>	<b>\$ -</b>
Safety Performance (Rulemaking)	21,645	21,700	-
Safety Assurance (Enforcement)	18,043	19,395	-
Research and Analysis	35,472	34,065	-
Administrative Expenses*	64,987	64,987	-
<b>VEHICLE SAFETY RESEARCH (TF)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 188,000</b>
Safety Performance (Rulemaking)	-	-	32,767
Safety Assurance (Enforcement)	-	-	21,427
Research and Analysis	-	-	58,543
Administrative Expenses*	-	-	75,263
<b>HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF)</b>	<b>\$ 105,500</b>	<b>\$ 109,500</b>	<b>\$ 150,000</b>
Highway Safety Programs **	44,609	47,109	77,639
Research and Analysis -NCSA ***	26,908	26,908	40,801
Administrative Expenses*	33,983	35,483	31,560
<b>TOTAL OPERATIONS AND RESEARCH</b>	<b>\$ 245,646</b>	<b>\$ 249,646</b>	<b>\$ 338,000</b>
<b>NATIONAL DRIVER REGISTER ****</b>			
Program Expenses (TF)	2,500	-	-
Modernization Program Expenses (GF)	3,343	-	-
Administrative Expenses (TF)	1,500	-	-
<b>TOTAL NATIONAL DRIVER REGISTER</b>	<b>\$ 7,343</b>	<b>\$ -</b>	<b>\$ -</b>
<b>HIGHWAY TRAFFIC SAFETY GRANTS *****</b>			
Section 402 Formula Grants	235,000	235,000	317,500
Section 405 Combined Occupant Protection Grants	25,000	25,000	40,000
Section 406 Safety Belt Performance Grant Program	124,500	23,500	-
Section 408 State Traffic Safety Info. System Improvements	34,500	34,500	34,500
Section 410 Impaired Driving Countermeasures Grants	139,000	139,000	139,000
Section 411 Distracted Driving Prevention Grant	-	-	50,000
Section 2011 Child Safety and Booster Seat Grants	7,000	7,000	-
Section 3010 High Visibility Enforcement	29,000	29,000	37,000
Section 3011 Motorcyclist Safety Grants	7,000	7,000	7,000
Sec.406 Repurposed Safety Belt Performance Grants - for Data	-	25,000	-
Modernization (NASS)	-	-	-
Administrative Expenses*	18,500	25,328	18,000
<b>TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)</b>	<b>\$ 619,500</b>	<b>\$ 550,328</b>	<b>\$ 643,000</b>
<b>TOTAL</b>	<b>\$ 872,489</b>	<b>\$ 799,974</b>	<b>\$ 981,000</b>

Note: Totals may not add due to rounding.

Note: In FY 2013, the Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.

\*Administrative expenses and Administrative FTEs within the Agency have been realigned in 2012 across funds based on Direct FTE primarily, where applicable.

\*\* HSP in 2011 and 2012 does not include \$4,967K in Highway Safety Research that was funded through Grants Administrative Expenses.

\*\*\*Research and Analysis -NCSA in 2011 and 2012 does not include NOPUS (\$1,656K) that were funded through Grants Administrative Expenses and Program Evaluation (\$579K) that was previously funded through Highway Safety Administrative Expenses.

\*\*\*\*Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

\*\*\*\*\* Highway Traffic Safety Grants reflect updated section numbers and titles as proposed in the Administration's policy proposal on reauthorization.

### **Explanation of Major Funding Changes from FY 2012 – FY 2013**

NHTSA's request of \$981,000,000 in FY 2013 generally represents the Administration's Policy proposal to support vehicle and behavioral safety programs and activities to reduce serious injuries and fatalities on the nation's roadways. The proposal will do the following:

- Increase attention to state enforcement of highway traffic safety laws.
- Streamline grant applications for states.
- Embrace a comprehensive, data driven approach to safety.

The FY 2013 request is \$181.0 million greater than NHTSA's FY 2012 enacted funding level. The request will allow the Agency to increase funding for ongoing primary enforcement, safety and rulemaking activities, as well as NHTSA behavioral and state grant-making activities.

In FY 2013, \$188.0 million is requested for Vehicle Safety Research activities, an increase of \$47.9 million over FY 2012 enacted funding levels. The increase consists of a \$37.6 million increase in program funding, and a \$10.3 million increase in administrative expenses. It will support continued and new activities in the areas of Safety Performance (Rulemaking), Safety Assurance (Enforcement), and Research and Analysis.

New Car Assessment Program - Safety Performance (Rulemaking):

- \$17.4 million - The increase of \$6.0 million in the New Car Assessment Program is to conduct new tests and increase ratings coverage of the new vehicles in order to reach 85 percent of the new fleet, improve consumer awareness of the enhanced program, child safety information, and implement a new Vehicle- Child Restraint System (CRS) Fit program.

Corporate Average Fuel Economy Program - Safety Performance (Rulemaking):

- \$10.9 million – The increase of \$3.0 million in the Corporate Average Fuel Economy (CAFE) program will provide support for future rulemaking programs, including the 2019 and beyond Medium - and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, comprehensive rulemaking activity for the CAFE program for 2022 and beyond, and analyses under the National Environmental Policy Act to support these programs. The increase will also support fuel economy regulations required by the Energy Independence and Security Act of 2007 (EISA) and propose fuel economy standards for heavy-duty truck trailers.

Office of Vehicle Safety Compliance - Safety Assurance (Enforcement):

- \$11.1 million – The \$2.5 million increase will allow the Office of Vehicle Safety Compliance (OVSC) to implement a new risk management strategy that addresses the safety problems associated with the significant increase of imported motor vehicle and motor vehicle equipment. OVSC is proposing to move to a risk-based approach for managing import safety in concert with intervention by U.S. Customs and Border Protection (CBP) personnel at the ports of entry. The office also plans to fully integrate the compliance data into Advanced Retrieval Tire, Equipment, Motor Vehicle Information System (ARTEMIS) and utilize existing functionality, such as workflow, document management and a common data dictionary.

#### Vehicle Electronics and Emerging Technology - Research and Analysis:

- \$10.0 million - Vehicle Electronics and Emerging Technology is a new initiative proposed in FY 2013. These funds will provide NHTSA expertise in vehicle electronics and engineering to address the emerging electronics and software technologies and their implications to the safety of the vehicle's occupants. We will conduct rulemaking ready research to establish electronic requirements for vehicle control systems including security of these systems and their intra and inter-vehicle communications.

#### Biomechanics - Research and Analysis:

- \$16.6 million – The increase of \$5.6 million in Biomechanics will support new areas of vulnerable occupant injury research (children and elderly) and associated needs for test dummies and injury criteria that are currently lacking or not completely adequate. Development of advanced head/brain, thoracic and abdominal injury response and criteria require additional funds to better predict injury that still occurs with high frequency in vehicle crashes. Other focus areas will include rollover, pedestrian protection and rear impact. Also, expansion 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.

#### Alternative Fuel Vehicle Safety - Research and Analysis:

- \$7.5 million – The increase of \$6.0 million in Alternative Fuel Vehicle Safety will enable NHTSA to focus more research efforts on the safety of emerging battery and stored gas technologies used in electric, hybrid, fuel cell and internal combustion engine vehicles. It will support:

- Research and determine safety concerns of high voltage battery power electronics and associated electronic control systems including charging, discharging, and vehicle to electric grid interface through electric power supply equipment.
- Research of battery electronic management and control systems safety performance; and develop system level performance and measurement criteria necessary to safely manage the lithium ion battery cells from potential thermal runaway conditions.
- Research of safety related battery handling and discharge processes for damaged and end of life vehicles, and battery recycling environments.
- Department's Environmental Sustainability goals.

#### Vehicle Research and Test Facility:

- \$1.0 million (Up to \$2.0 million) - With the requested funds for this new effort, NHTSA will define the requirements and scope for providing the capability of advanced testing of emergent technologies. It will enable NHTSA to establish necessary facility requirements, conduct exploratory legal assessment, and environmental and site analysis. Subsequent fiscal year Full Time Equivalent (FTE) and operational funding would be needed to purchase equipment and cover the cost of leasing the facilities.

In FY 2013, \$150.0 million is requested for Highway Safety Research and Development, an increase of \$40.5 million over FY 2012 enacted funding levels. The increase consists of a \$44.4 million increase in program funding, and offset by a \$3.9 million decrease in administrative expenses. The funds will mainly support continued and new activities in the area of Highway Safety Programs (Driver Inattention and Distraction, Drug Impaired Driving, and Enforcement and Justice Services) and National Center for Statistics and Analysis (Crash Data Collection).

#### Driver Inattention and Distraction:

- \$8.0 million - With the requested funds for this new effort, NHTSA will advance its anti-distracted driving campaign and examine the effectiveness of a combined emphasis safety campaign (focusing on multiple programmatic areas, e.g. impaired driving, occupant protection and speed).

#### Drug Impaired Driving:

- \$4.0 million – The increase of \$2.5M (a net increase of \$1.3M when considering the Sec. 2013 funds that have been discontinued) will permit NHTSA to contribute fully to the National Drug Control Strategy promulgated by the Office of National Drug Control Policy. NHTSA's contributions will be in implementing a new streamlined training program for law enforcement officers, development of new educational materials for



prosecutors and judges, and expansion and synthesis of data collection on drugged driving cases.

#### Enforcement and Justice Services:

- \$6.5 million – The increase of \$3.0 million will greatly enhance the engagement of law enforcement officers, prosecutors and judges in priority agency behavioral programs. Active participation of criminal justice professionals is crucial to the success of the Agency’s key programs, especially occupant protection, impaired driving initiatives and driving distracted, primarily through texting and cell phone usage. This initiative would mobilize and enable a network of peer outreach law enforcement liaisons (LELs) to advance NHTSA programs and provide ongoing technical assistance to law enforcement at the state and local level.

#### Integrated Highway Safety Program Office:

- \$5.1M - Integrated Highway Safety Program Office is a new initiative that will maximize the overall quality of safety data and analysis based on state traffic records at DOT. NHTSA and FMCSA will form an Integrated Highway Safety Program Office, specifically to establish a standard approach to collect, report and analyze highway safety data and consolidate data.

#### Crash Data Collection:

- \$30.2 million – The increase of \$5.0 will support the National Center Statistics and Analysis (NCSA) to maintain the continuity in operations of the Fatality Analysis Reporting System (FARS), NASS, State Data Systems (SDS), and Special Crash Investigations (SCI) to enhance efficiencies, streamline processes and strengthen analysis into a Crash Data Collection (CDC) program. Costs of operations for all these efforts continue to rise, eroding the sampling base. These funds will enable all program areas to be fully supported at historical levels.

In FY 2013, \$643.0 million is proposed for NHTSA’s Highway Traffic Safety Grants, an increase of \$92.7 million above the FY 2012 enacted funding level. The increase consists of a \$100.0 million increase in program funding, and offset by a \$7.3 million decrease in administrative expenses. The net increase will support continued and new activities in the following grants:

#### Section 402 State and Community Highway Formula Grant:

- \$317.5 million - The increase of \$82.5 million represents 83 percent of the total increase in Highway Traffic Safety Grant funding and will help support the implementation of a

comprehensive statewide traffic safety enforcement program to ensure continued traffic enforcement in resource challenged states and communities, pool funding across jurisdictions for joint highway safety programs, a proposed drawdown to fund a cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States, and also fund a national highway safety training program to develop and nurture program expertise of both State and Federal practitioners (See Highway Safety Programs for more information).

#### Section 405 Combined Occupant Protection Grant:

- \$40.0 million - The net increase of \$8 million consolidates the Occupant Protection Incentive Grants and Child Safety and Child Booster Seat Safety Incentive program (former Section 2011) and will help support a number of revised eligibility criteria, including encouraging development of comprehensive statewide occupant protection strategic plans and of countermeasures focusing on rural and nighttime belt use, two particularly significant occupant protection issues.

#### Section 411 Distracted Driving Grant:

- \$50.0 million – The new incentive grant program will increase its focus on the emerging safety issue of distracted driving to encourage states to enact and enforce laws that prevent distracted driving, such as laws restricting cellular phone use and texting while driving.

Also, all surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to the Pay-As-You-Go Act of 2010 (PAYGO). Outlays flowing from contract authority, prior obligations of the TTF, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as discretionary. Additionally, FY's 2011 and FY 2012 enacted discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

### **NHTSA Administrative Expenses Overview**

The FY 2013 budget request includes a total budget of \$981,000,000 and 651 FTE. NHTSA requests \$124,823,000 for Administrative Expenses. This is a decrease of \$974,766 below the FY 2012 enacted Administrative Expenses level of \$125,797,766. The decrease in administrative expenses is mainly due to a net decrease in Other Services of \$8,417,573 offset by an increase in Salaries and Benefits of \$7,103,591 and minor increases in Rent and Travel. The areas in Other Services that reflect significant changes include: realignment of \$7.2M Highway

Safety Research, NOPUS, and regulatory analysis support into the Highway Safety program accounts instead of showing as administrative expenses, and a \$1.4M decrease in CIO Operations.

NHTSA requests 651 FTE, an increase of 45 FTE from the FY 2012 affordable level. This level of FTE will support the Agency's ability to identify unsafe vehicles that should be recalled, develop vital safety and fuel economy standards, address the emerging safety issues related to distraction, electronic control systems and new vehicle propulsion systems, and oversee and enhance the effectiveness of programs designed to encourage safe driving.

**Administrative Expenses Overview Schedule**

<b>ACTIVITY</b>	<b>2011 Actual</b>	<b>2012 Enacted</b>	<b>2013 Request*</b>	<b>Variance FY 2012 vs FY 2013</b>
<b><u>PERSONNEL RESOURCES</u></b>				
FTE - DIRECT	599	606	651	45
FTE - REIMBURSABLE	0	4	4	0
<b>Total FTE</b>	<b>599</b>	<b>610</b>	<b>655</b>	<b>45</b>

**Administrative Expenses**

Salaries and Benefits (11 & 12)	\$84,300,116	\$85,800,116	\$92,903,708	\$7,103,592
Travel (21)	1,419,903	1,419,903	1,490,898	70,995
Transportation of Things (22)	70,184	70,184	70,184	0
Rent, Communications & Utilities (23)	11,997,864	11,997,864	12,266,084	268,220
Printing (24)	356,927	356,927	356,927	0
Other Services (25)	18,719,272	24,047,272	15,629,699	(8,417,573)
Supplies (26)	1,080,375	1,080,375	1,080,375	0
Equipment (31)	1,025,125	1,025,125	1,025,125	0
<b>Administrative Expenses Total</b>	<b>\$118,969,766</b>	<b>\$125,797,766</b>	<b>\$124,823,000</b>	<b>(\$974,766)</b>

*Note: In FY 2012, a \$1.5 million adjustment to Salaries and Benefits allows the addition of 11 FTEs for an adjusted enacted level of 617 Direct FTEs.*

*\*FY 2013 excludes \$4,967,000 and \$1,656,000 for Highway Safety Research and NOPUS, respectively, and \$579,000 for Regulatory Analysis, which were previously included in Highway Safety Grant Administrative Expenses.*

**Salaries and Benefits - \$92,903,708 (increases by \$7,103,592)**

NHTSA is increasing its FTE request overall from FY 2012 enacted by 45 FTE to provide enhanced attention to the critical safety programs administered by the Agency.

**Other Services:**

**Highway Safety Research - \$0 (decreases by \$4,967,000)**

In FY 2013, Highway Safety Research funding is realigned from Grant administrative expenses to the Highway Safety Research and Development program to accurately reflect where these funds are executed.

**NOPUS - \$0 (decreases by \$1,656,000)**

In FY 2013, NOPUS funding is realigned from Grant administrative expenses to the Highway Safety Research and Development program to accurately reflect where these funds are executed.

**Regulatory Analysis - \$0 (decreases by \$579,000)**

In FY 2013, Regulatory Analysis funding is realigned from Highway Safety administrative expenses to the Highway Safety Research and Development program to accurately reflect where these funds are executed.

**CIO Operations - \$6,210,427 (decreases by \$1,403,742)**

The FY 2013 request will support the Federal Data Center Consolidation Initiative (FDCCI). NHTSA is mandated to participate in several unfunded mandates that will significantly impact our Data Center presence. Of these, the FDCCI is the most problematic for NHTSA. Our present Data Center model is distributed over several geographical locations, none of which are included in the Department's FDCCI Magnet Data Center approved list. This means NHTSA must transition out of its existing venues into approved space. At the same time, the Administration is mandating a "Cloud First" strategy that requires Agencies to transition into Cloud Computing as a cost saving measure. This funding will support the initial migration costs of a few of NHTSA's applications to a DOT approved data center including maximizing the use of a Cloud environment.

Account	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes +/- FY 2013-2011	Changes +/- FY 2013-2012
Vehicle Safety	\$140.146	\$140.146	\$188.000	\$47.854	\$47.854
Highway Safety	\$105.500	\$109.500	\$150.000	\$44.500	\$40.500
NDR*	\$7.343	\$0.000	\$0.000	(\$7.343)	\$0.000
Safety Grants	\$619.500	\$550.328	\$643.000	\$23.500	\$92.672
<b>TOTAL</b>	<b>\$872.489</b>	<b>\$799.974</b>	<b>\$981.000</b>	<b>\$108.511</b>	<b>\$181.026</b>

Vehicle Safety	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes +/- FY 2013-2011	Changes +/- FY 2013-2012	COMMENTS
Vehicle Research and Test Facility	0.000	0.000	1.000	1.000	1.000	Define the requirements and scope for providing the capability of advanced testing of emergent technologies - New initiative.
Vehicle Electronics and Emerging Technology	0.000	0.000	10.000	10.000	10.000	Research to establish electronic requirements for vehicle control systems - New initiative.
NCAP	10.372	11.409	17.393	7.021	5.984	Increase provides consumer safety rating information on approximately 85% of the new vehicle fleet, the number of new tests planned will increase by 23% from FY 2012 levels.
Vehicle Compliance	8.080	8.630	11.096	3.016	2.466	Funding will support implementation of a new risk management strategy that addresses the safety problems associated with the significant increase of motor vehicle and motor vehicle equipment.
CAFE	8.882	7.900	10.900	2.018	3.000	Provide support to future rulemaking programs - Medium and Heavy Duty Commercial Vehicles and Work Truck Fuel Efficiency programs.
Safety Systems	8.210	9.010	11.226	3.016	2.216	Additional funding will support new areas of research, and to accelerate research towards significant safety objectives.
Crash Avoidance	8.088	8.788	9.854	1.766	1.066	Funding is necessary to research crash avoidance technology while addressing the emerging area of autonomous and semi-autonomous vehicle operations.
Biomechanics	10.978	10.978	16.600	5.622	5.622	Funding is required to support new areas of vulnerable occupant injury research and associated needs for test dummies and injury criteria that are currently lacking or not completely adequate.
Safety Standards Support	2.295	2.295	4.454	2.159	2.159	Increase will focus on child protection and motorcoach safety issues and the upgrade of the event data recorder requirements.
Safety Defects Investigations	9.809	10.611	10.079	0.270	-0.532	Funding will provide more transparency for its data and to reduce time for identifying new defects that occur involving the deployment of new technology.
Heavy Vehicles	2.111	2.111	2.365	0.254	0.254	Additional funding will support new heavy vehicle crash avoidance research.
Odometer fraud	0.154	0.154	0.252	0.098	0.098	Continue maintaining and improving electronic case management system.
Alternative Fuel Vehicle Safety	4.489	1.500	7.498	3.009	5.998	Focuses more research efforts into the safety of emerging battery and stored gas technologies used in electric, hybrid, fuel cell and internal combustion engine vehicles.
Climate Control	0.020	0.020	0.020	0.000	0.000	Continue support Department's Climate Change Center as part of commitment to Environmental Sustainability.
Theft Control	0.075	0.075	0.000	-0.075	-0.075	No longer supports this program per OMB instructions. Function to be maintained by the Dept. of Justice.
National Automotive Sampling System	0.299	0.382	0.000	-0.299	-0.382	Realigned to HSP in FY 2012.
Fatality Analysis Reporting System	1.297	1.297	0.000	-1.297	-1.297	Realigned to HSP in FY 2012.
Salaries and Benefits	51.343	49.011	52.379	1.036	3.368	Requesting 62 FTPs.
Other Administrative Expenses	13.644	15.975	22.884	9.240	6.909	Increase due to Data Center Consolidation and administrative expenses realignment.
<b>Vehicle Safety Total</b>	<b>140.146</b>	<b>140.146</b>	<b>188.000</b>	<b>47.854</b>	<b>47.854</b>	

<b>Highway Safety and Research and Development</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Enacted</b>	<b>FY 2013 Request</b>	<b>Changes +/- FY 2013-2011</b>	<b>Changes +/- FY 2013-2012</b>	<b>COMMENTS</b>
Crash Data Collection (new combined category)	0.000	0.000	30.192	30.192	30.192	Funding will support the detailed data required for countermeasure development and evaluation. FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection.
Driver Inattention and Distraction	0.000	0.000	8.000	8.000	8.000	Funds will support initiative to help States and communities to address the emerging problem of driver distraction and overcome the challenges of constrained resources.
Highway Safety Research	7.541	7.541	12.508	4.967	4.967	In FYs 2011 and 2012, Highway Safety Research was included in Highway Safety Grant Administrative Expenses.
National Driver Register	0.000	2.500	3.850	3.850	1.350	Additional funding will allow NDR to transition to a new service provider. Without funding response time would result in prolonged wait time for the State driver license applicants.
National Occupant Protection	10.282	10.282	13.782	3.500	3.500	Additional funding will support the development and institutionalize a second annual wave of the Click It or Ticket law enforcement mobilization.
Enforcement and Justice Services	3.501	3.501	6.501	3.000	3.000	Funding will support an expansion in the number of Data Driven Approaches to Crime and Traffic sites by 10% and develop continuing education training on NHTSA initiatives of the nationwide network of law enforcement liaisons.
Drug Impaired Driving	1.488	1.488	3.988	2.500	2.500	To contribute fully to the National Drug Control Strategy promulgated by the Office of National Drug Control Policy, while implementing a new streamlined training program for law enforcement officers.
Impaired Driving	11.456	11.456	13.956	2.500	2.500	Additional funding will capitalize on recent investments in establishment of Judicial Outreach Liaisons, mobilizing these professionals to promote the use of ignition interlocks, DWI Courts and other evidence-based court, sentencing and supervision practices.
Driver Licensing and Medical Fitness to Drive Clearinghouse	0.000	0.000	2.000	2.000	2.000	Funding will provide State driving licensing agencies with the most current scientific research, analysis and best practices related to determining a driver's medical fitness to drive.
NOPUS and Other Surveys	0.000	0.000	1.656	1.656	1.656	In FYs 2011 and 2012, the program was included in Highway Safety Grant Administrative Expenses.
National 9-1-1 Program	1.250	1.250	2.750	1.500	1.500	Additional funding will allow NHTSA to complete a cost study for the national deployment of Next Generation 911. Study is recommended by the Federal Communication Commission in the National Broadband Plan.
EMS	2.144	2.144	2.844	0.700	0.700	Will support critical improvements in the national EMS system.
Reg. Analysis/Program Eval.	0.000	0.000	0.579	0.579	0.579	To support Executive Order 12866 requiring Federal agencies to evaluate the costs and benefits of proposed and final rules in Regulatory Impact Analyses. This program was previously funded from administrative expenses.
NEMSIS	1.500	1.500	2.013	0.513	0.513	Increase will support nationwide standardization and acquisition of critical EMS patient care data through NEMSIS. (Expansion to 40 states)
Cooperative Research & Evaluation Program**	0.000	0.000	0.000	0.000	0.000	\$2.5M is a draw-down from the Section 402 Grants and are not reflected in the Highway Safety Research & Development total.
Traffic Safety Core Competency Training**	0.000	0.000	0.000	0.000	0.000	\$3.0M is a draw-down from the Section 402 Grants and are not reflected in the Highway Safety Research & Development total.
Traffic Records	1.650	1.650	1.650	0.000	0.000	No change. Funding will enable the Traffic Records program to help the State improve the traffic records system.
Behavioral International Programs	0.100	0.100	0.100	0.000	0.000	No change. Funds will contribute to the overall Departmental and Agency fatality reduction goals by providing opportunities for exchanging information with other nations concerning emerging traffic problems, countermeasure strategies, and program evaluations.
Driver Licensing	1.002	1.002	1.002	0.000	0.000	No change. Funds will provide national leadership and assistance to States in implementing coordinated licensing systems and in ensuring that drivers are properly trained, periodically evaluated, and have a single valid license and driving record.
Safety Counter Measures	4.345	4.345	4.345	0.000	0.000	No change. Funds will address a range of behavioral problems that focus largely on livability issues including pedestrians, motorcyclists, pupil transport, bicyclists and older driver safety.
Data Analysis	1.666	1.666	1.666	0.000	0.000	No change. Funding is required to produce critical annual traffic safety publications, conduct research on specific highway safety topics and reports on those investigations, and provide data and statistical analysis to external
Special Crash Investigations	1.700	1.700	0.000	-1.700	-1.700	Reduction represents consolidation with Crash Data Collection.
State Data Systems	2.490	2.490	0.000	-2.490	-2.490	Reduction represents consolidation with Crash Data Collection.
Integrated Highway Safety Program Office	0.000	0.000	5.058	5.058	5.058	NHTSA and FMCSA will form an Integrated Highway Safety Program Office, specifically to establish a standard approach to collect, report and analyze highway safety data and consolidate data.
FARS/FastFARS	7.172	7.172	0.000	-7.172	-7.172	Reduction represents consolidation with Crash Data Collection.
NASS	12.230	12.230	0.000	-12.230	-12.230	Reduction represents consolidation with Crash Data Collection.
Salaries and Benefits	21.392	25.773	28.275	6.883	2.502	Requesting 14 New FTP & absorbing 9 FTPs within NDR. Increase also due to realignment with Vehicle Safety.
Other Administrative Expenses	12.591	9.710	3.285	-9.306	-6.425	Reduction represents the realignment with Vehicle Safety.
<b>HSP Total</b>	<b>105.500</b>	<b>109.500</b>	<b>150.000</b>	<b>44.500</b>	<b>40.500</b>	

<b>Highway Safety Grants***</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Enacted</b>	<b>FY 2013 Request</b>	<b>Changes +/- FY 2013-2011</b>	<b>Changes +/- FY 2013-2012</b>	<b>COMMENTS</b>
Sec 402 Formula Grants	235.000	235.000	317.500	82.500	82.500	Increase will support the development of a statewide traffic enforcement plan.
Sec 411 Distracted Driving Grants	0.000	0.000	50.000	50.000	50.000	Sec 411 Distracted Driving Grants-New initiative - Provides adequate incentive to encourage States to pass and enforce laws to prevent distracted driving and to ban texting while driving.
Sec 405 Combined Occupant Protection Grants	25.000	25.000	40.000	15.000	15.000	Sec 405 Combined Occupant Protection Grants-Combines Sec 2011. With observed national seat belt usage now at 85%, States are working to use countermeasures focused on high risk populations.
Sec 410 Alcohol Incentive Grants	139.000	139.000	139.000	0.000	0.000	Allows the States to increase the deployment of ignition interlocks, establish DWI Courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and DRE training for law enforcement.
Sec 3010 High Visibility Enforcement	29.000	29.000	37.000	8.000	8.000	Increase will support national and state efforts to increase safety belt use by adding an additional media buy in November for Click It or Ticket media campaign. Will support 4 media buys: Memorial Day, Labor Day, November and December.
Sec 408 State Traffic Safety Information System Improvement	34.500	34.500	34.500	0.000	0.000	No change. Continue support of state traffic safety information system improvements.
Sec 3011 Motorcyclist Safety	7.000	7.000	7.000	0.000	0.000	No change. Continue efforts to reduce motorcycle crashes. Motorcycle crashes have risen 103% from 1997-2008.
Sec 2011 Child Safety and Booster Seat	7.000	7.000	0.000	-7.000	-7.000	Sec 2011 Child Safety and Booster Seat - Combined with Section 405.
Sec 406 Safety Belt Performance Grants	124.500	23.500	0.000	-124.500	-23.500	Sec 406 Safety Belt Performance Grants-Program Goal Accomplished.
Sec.406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)	0.000	25.000	0.000	0.000	-25.000	Sec.406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)
Salaries and Benefits	10.412	11.016	12.250	1.838	1.234	Requesting new 14 FTPs.
Other Admin Expenses	8.088	14.312	5.750	-2.338	-8.562	Decrease due to movement of Highway Safety Research and NOPUS to Highway Safety Program and realignment.
<b>Grants Subtotal</b>	<b>619.500</b>	<b>550.328</b>	<b>643.000</b>	<b>23.500</b>	<b>92.672</b>	

<b>National Driver Register</b>	<b>FY 2011 Actual</b>	<b>FY 2012 Enacted</b>	<b>FY 2013 Request</b>	<b>Changes +/- FY 2013-2011</b>	<b>Changes +/- FY 2013-2012</b>	<b>COMMENTS</b>
NDR	2.500	0.000	0.000	-2.500	0.000	NDR-realign program operations to HS.
NDR	1.500	0.000	0.000	-1.500	0.000	NDR-realign administrative expenses to HS.
Modernization Program	3.343	0.000	0.000	-3.343	0.000	System implemented - March 2011.
<b>NDR Total</b>	<b>7.343</b>	<b>0.000</b>	<b>0.000</b>	<b>-7.343</b>	<b>0.000</b>	

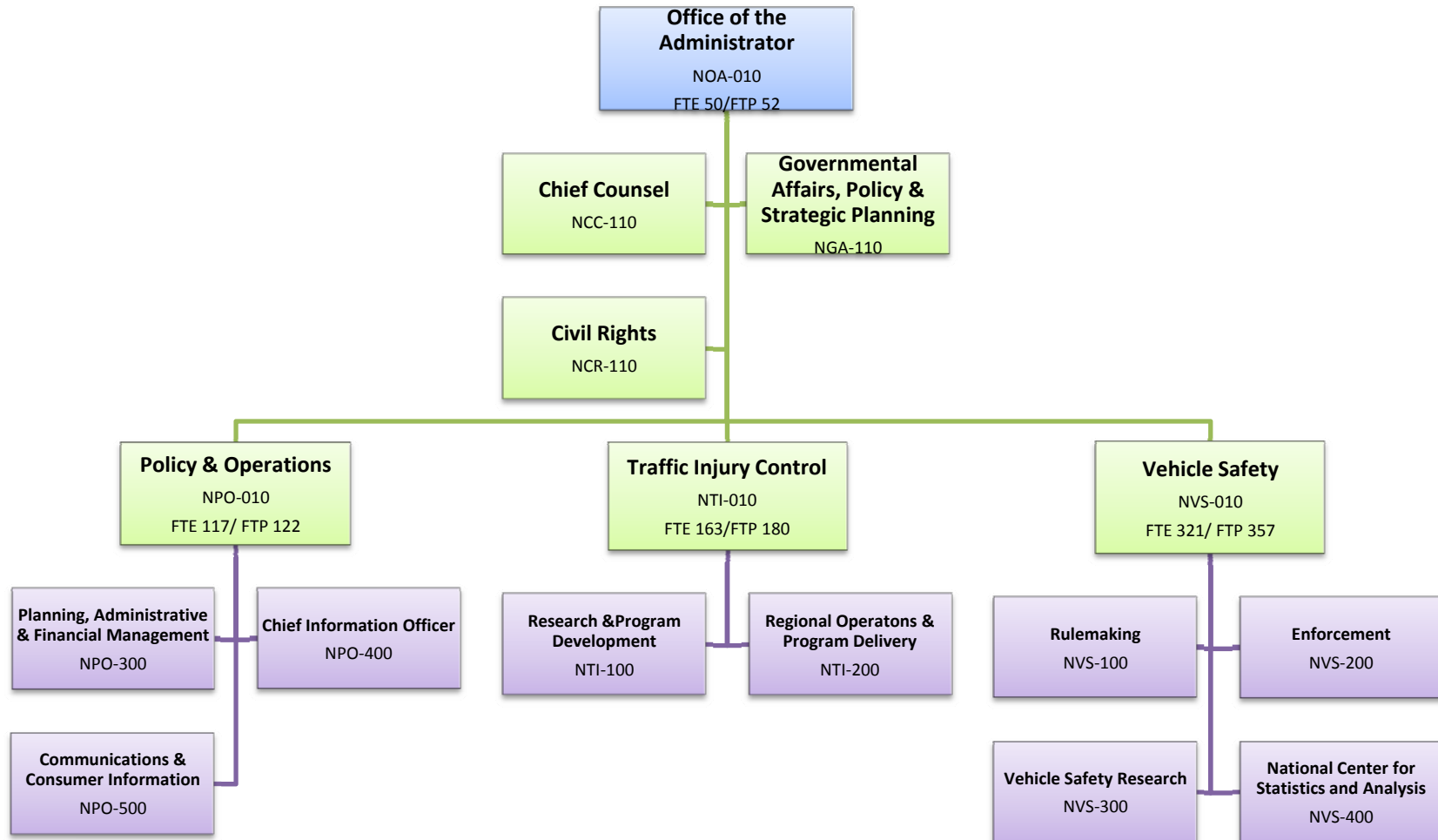
<b>GRAND TOTAL</b>	<b>872.489</b>	<b>799.974</b>	<b>981.000</b>	<b>108.511</b>	<b>181.026</b>
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\*As of FY 2012, National Driver Register was eliminated as a separate account and moves to the Highway Safety Research and Development Account.

\*\* Cooperative Research and Evaluation (\$2,500,000) and Traffic Safety Core Competencies Training (\$3,000,000) are draw-downs from the Section 402 Grants and are not reflected in the Highway Safety Research & Development total.

\*\*\* All amounts are consistent with technical assistance recently submitted to Congress.

**FY 2013 REQUESTED FTE  
National Highway Traffic Safety Administration  
(Total 651 FTE/711 FTP)**



NOTE: Total does not include 4 Reimbursable FTEs.



**EXHIBIT II-8**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
PERSONNEL RESOURCE - SUMMARY  
TOTAL FULL-TIME EQUIVALENTS**

	<b>FY 2011 ACTUAL</b>	<b>FY 2012 ENACTED</b>	<b>FY 2013 REQUEST</b>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
<b><u>Operations and Research</u></b>	<b>518</b>	<b>526</b>	<b>564</b>
Vehicle Safety Research (Rebased - GF)	389	340	-
Vehicle Safety Research (TF)	-	-	366
Highway Safety Research and Development (TF)	129	186	198
<b>National Driver Register (TF)*</b>	-	-	-
<b>Highway Traffic Safety Grants (TF)</b>	<b>79</b>	<b>80</b>	<b>87</b>
<b>Consumer Assistance to Recycle and Save (CARS)(GF)</b>	<b>2</b>	<b>N/A</b>	<b>N/A</b>
<b>SUBTOTAL, DIRECT FUNDED</b>	<b>599</b>	<b>606</b>	<b>651</b>
<b><u>REIMBURSEMENTS/ALLOCATIONS/OTHER**</u></b>			
Highway Safety Research and Development (TF)	-	4	4
<b>SUBTOTAL, REIMBURSE./ALLOC./OTH.</b>	<b>-</b>	<b>4</b>	<b>4</b>
<b>TOTAL FTEs***</b>	<b>599</b>	<b>610</b>	<b>655</b>

Note: In FY 2013, the Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2013 and re-based from the General Fund in 2012.

Note: In FY 2012, a \$1.5 million adjustment to Salaries and Benefits allows the addition of 11 FTEs for an adjusted enacted level of 617 Direct FTEs.

\*Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

\*\*Reimbursable FTE's are in addition to NHTSA's Affordable FTE's. The 4 FTEs are reimbursed to NHTSA by RITA for Intelligent Transportation Systems work.

\*\*\*In FY 2012 and FY 2013, Administrative FTEs within the Agency have been realigned across all funds based primarily on Direct FTE allocation, where applicable. For FY 2011, due to funding constraints the actual FTE level was 599.

**EXHIBIT II-9**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
RESOURCE SUMMARY - STAFFING  
FULL-TIME PERMANENT POSITIONS**

	<u>FY 2011 ACTUAL</u>	<u>FY 2012 ENACTED</u>	<u>FY 2013 REQUEST</u>
<b><u>DIRECT FUNDED BY APPROPRIATION</u></b>			
<b><u>Operations and Research</u></b>	<b><u>540</u></b>	<b><u>541</u></b>	<b><u>617</u></b>
Vehicle Safety Research (Rebased - GF)	352	350	-
Vehicle Safety Research (TF)	-	-	402
Highway Safety Research and Development (TF)	188	191 <sup>▼</sup>	215 <sup>▼</sup>
<b>National Driver Register (TF)*</b>	<b>9</b>	<b>-</b>	<b>-</b>
<b>Highway Traffic Safety Grants (TF)</b>	<b>83</b>	<b>80</b>	<b>94</b>
<b>SUBTOTAL, DIRECT FUNDED</b>	<b><u>632</u></b>	<b><u>621</u></b>	<b><u>711</u></b>
<b><u>REIMBURSEMENTS/ALLOCATIONS/OTHER**</u></b>			
Highway Safety Research and Development (TF)	-	4	4
<b>SUBTOTAL, REIMBURSE./ALLOC./OTH.</b>	<b><u>-</u></b>	<b><u>4</u></b>	<b><u>4</u></b>
<b>TOTAL POSITIONS***</b>	<b><u>632</u></b>	<b><u>625</u></b>	<b><u>715</u></b>

Note: In FY 2012, a \$1.5 million adjustment to Salaries and Benefits allows the addition of 11 FTPs for an adjusted enacted level of 632 Direct FTPs.

\*Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

\*\*Reimbursable FTE's are in addition to NHTSA's Affordable FTE's. The 4 FTEs are reimbursed to NHTSA by RITA for Intelligent Transportation Systems work.

\*\*\*In FY 2012 and FY 2013, Administrative FTEs within the Agency have been realigned across all funds based primarily on Direct FTE allocation, where applicable. For FY 2011, due to funding constraints the actual FTP level was 614.

FUND/PROGRAM	FULL TIME EQUIVALENTS - FTEs			FULL TIME POSITIONS - FTPs		
	FY 2012 Enacted	FY 2013 Request	Variance from	FY 2012 Enacted	FY 2013 Request	Variance from FY
			FY 2013-FY 2012 Enacted			2013-FY 2012 Enacted
<b>Vehicle Safety</b>						
<b>Oversight/Admin Support *</b>	<b>92</b>	<b>92</b>	<b>0</b>	<b>95</b>	<b>95</b>	<b>0</b>
NCSA	37	37	0	36	36	0
<b>Safety Performance/Rulemaking</b>						
Safety Standards Support	31	38	7	33	47	14
New Car Assessment Program	4	6	2	4	8	4
Fuel Economy (CAFE)	9	11	2	9	13	4
Theft Control and Other Program	3	3	0	3	3	0
<b>Total</b>	<b>47</b>	<b>58</b>	<b>11</b>	<b>49</b>	<b>71</b>	<b>22</b>
<b>Safety Assurance / Enforcement</b>						
Vehicle Safety Compliance	31	38	7	32	46	14
Safety Defects Investigation	58	59	1	60	62	2
Odometer Fraud	5	5	0	5	5	0
<b>Total</b>	<b>94</b>	<b>102</b>	<b>8</b>	<b>97</b>	<b>113</b>	<b>16</b>
<b>Research &amp; Analysis</b>						
Research & Analysis	3	8	5	4	14	10
Vehicle Research and Test Center	30	30	0	32	32	0
Applied Research	17	19	2	17	21	4
Human Factors	20	20	0	20	20	0
<b>Total</b>	<b>70</b>	<b>77</b>	<b>7</b>	<b>73</b>	<b>87</b>	<b>14</b>
Programmatic Base	211	237	26	219	271	52
<b>Vehicle Safety Total</b>	<b>340</b>	<b>366</b>	<b>26</b>	<b>350</b>	<b>402</b>	<b>52</b>
<b>Highway Safety</b>						
<b>Oversight/Admin Support</b>	<b>75</b>	<b>75</b>	<b>0</b>	<b>78</b>	<b>78</b>	<b>0</b>
NCSA	42	47	5	44	54	10
Highway Safety Programs	69	76	7	69	83	14
<b>Highway Safety Total</b>	<b>186</b>	<b>198</b>	<b>12</b>	<b>191</b>	<b>215</b>	<b>24</b>
<b>Highway Traffic Safety Grants</b>						
Grants Support	80	87	7	80	94	14
<b>Highway Traffic Safety Grants Total</b>	<b>80</b>	<b>87</b>	<b>7</b>	<b>80</b>	<b>94</b>	<b>14</b>
<b>NHTSA TOTAL</b>	<b>606</b>	<b>651</b>	<b>45</b>	<b>621</b>	<b>711</b>	<b>90</b>

\*Administrative expenses and Administrative FTEs within the Agency have been realigned in 2012 and 2013 across funds based on Direct FTE primarily, where applicable.

Note: In FY 2012, a \$1.5 million adjustment to Salaries and Benefits allows the addition of 11 FTEs for an adjusted enacted level of 617 Direct FTEs.

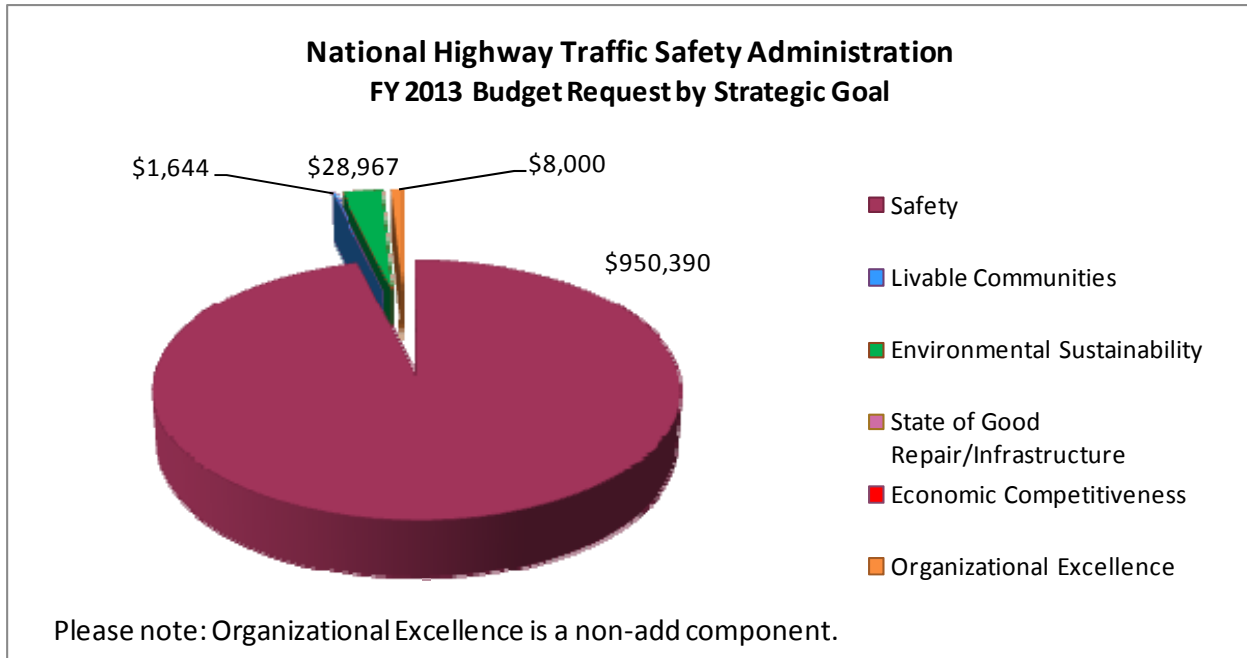
**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
FY 2013 REQUEST- NHTSA HIRING PRIORITIES  
TOTAL FULL-TIME EQUIVALENTS / POSITIONS**

	<b>Office</b>	<b>FTEs</b>	<b>FTPs</b>	<b>Positions</b>
<b>Rulemaking</b>	Safety Standards Support	1	2	Electrical/Electronics Engineers
		2	4	Mechanical Engineers
		4	8	Electrical/Electronics Engineers
		1	2	General Safety Engineers
	New Car Assessment Program	1	2	Electrical/Electronics Engineers
		1	2	General Safety Engineers
	CAFE	1	2	Program Analysts
			<b>11</b>	<b>22</b>
<b>Enforcement</b>	Vehicle Safety Compliance	3	6	Electrical/Electronics Engineers
		1	2	Importation Program Specialists
		2	4	Program Managers
		1	2	General Safety Engineers
	Defects Investigation	1	2	Mechanical Engineers
		<b>8</b>	<b>16</b>	
<b>Research &amp; Analysis</b>	Safety System	1	2	Program Analysts
	Biomechanics	1	2	Biomechanical Engineers
	Heavy Vehicles	1	2	General Safety/Human Factors Engineers
	Crash Avoidance	1	2	General Safety Engineers
	Alternative Fuel Vehicle Safety	1	2	Electrical Engineers
	Vehicle Electronics & Emerging Technology	2	4	Electrical Engineers
		<b>7</b>	<b>14</b>	
<b>NCSA</b>	Crash Data Collection	1	2	Program Analysts
		1	2	Mathematical Statisticians
		1	2	General Safety Engineers
	Regulatory Analysis & Evaluation	1	2	Economists for Electronics Analysis
		1	2	Economists for CAFE Support
	<b>5</b>	<b>10</b>		
<b>Highway Safety R&amp;D</b>		<b>7</b>	<b>14</b>	Scientists, Admin Support
<b>Highway Safety Grants</b>		<b>7</b>	<b>14</b>	Highway Safety Specialists (regional program managers)
<b>Total</b>		<b>45</b>	<b>90</b>	

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## Performance Plan

### Exhibit V-1



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

**Strategic Objective:** Safety

Subtitle: Roadway Safety

**Why is this effort necessary?** In the first decade of the 21st century, more than 400,000 people died and over 25,000,000 were injured on the nation's roadways. Roadway crashes are the leading cause of death for Americans age 4 through 34. Our goal is to reduce roadway fatalities by the end of calendar year (CY) 2013 to 1.03 per 100 million vehicle miles traveled. In FY 2013, NHTSA is proposing a budget of \$981 million to address roadway safety.

- *This Objective is shared with FHWA and FMCSA*

**Strategic Outcome and Supporting Performance Measures**

- Strategic Outcome: Reduction in transportation related fatalities.

**Performance Measures and Targets:**

*Roadway Safety*

**DOT Shared Performance Measures**

<b>Reduce the Roadway Fatality Rate per 100 million VMT.</b> (High Priority Performance Goal.) <i>Shared Calendar Year Measure with NHTSA, FHWA, and FMCSA.</i>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Target</b>	1.35	1.30	1.10	1.05	1.03
<b>Actual</b>	1.15	1.10			

<b>Reduce Roadway Fatalities Involving Large Trucks and Buses per 100 million VMT.</b> <i>Shared Calendar Year Supporting Measure with NHTSA and FMCSA.</i>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Target</b>	0.167	0.164	0.121	0.117	0.114
<b>Actual</b>	0.121	0.121*			

<b>Reduce Passenger Vehicle Occupant Fatalities per 100 million PVMT.</b> <i>Shared Calendar Year Supporting Measure with NHTSA, FHWA and FMCSA.</i>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Target</b>	1.02	0.99	0.85	0.85	0.82
<b>Actual</b>	0.89	0.87*			

<b>Reduce Motorcycle Rider Fatalities per 100,000 Motorcycle Registrations.</b> <i>Shared Calendar Year Supporting Measure with NHTSA and FHWA.</i>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Target</b>	77	78	63	63	63
<b>Actual</b>	56.27	65*			

<b>Reduce Non-occupant (pedestrian and bicycle) Fatalities.</b> <i>Shared Calendar Year Supporting Measure with NHTSA and FHWA.</i>					
	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Target</b>	0.19	0.16	0.16	0.16	0.16
<b>Actual</b>	0.17	0.17			

\*Projection pending the availability of official VMT from FHWA.

## NHTSA Safety Intermediate Outcome Measures

<b>Rate of .08+ BAC impaired driving fatalities per 100 M VMT.</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Target <sup>1</sup>	-	-	0.36	0.36	0.36
Actual	0.36	0.34			

<b>Percentage of front seat occupants using shoulder harness seat belts.</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Target	85	86	86	86	86
Actual	84	85	84		

<b>Percentage of restraint use among 0 through 7 year olds.</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Target	90	91	90	90	90
Actual	88	89	NA**		

\*\* NA (Not Available): Actual CY 2011 fatality rates estimated to be available March 2013.

<sup>1</sup> Re-baselined starting in 2011 to focus attention concerning the seriousness of impaired drivers (vehicle operators and motorcycle riders) at this BAC level despite the existence of “per se” legislation in every State. In recent years, NHTSA’s reports include all alcohol-related fatalities (fatalities involving non-occupants (such as pedestrians and bicyclists), as well as impaired drivers and non-occupants). NHTSA will continue to track other alcohol-related fatalities involving non-occupants.

## NHTSA FY 2012 – 2013 Budget Summary

Item	FY 2012 ENACTED				FY 2013 CONGRESSIONAL JUSTIFICATION				FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED			
	Highway Safety Research & Development			FY 2012 ENACTED	Highway Safety Research & Development			FY 2013 CONGRESSIONAL JUSTIFICATION	Highway Safety Research & Development			FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED
	Vehicle Safety	Safety Grants			Vehicle Safety	Safety Grants			Vehicle Safety	Safety Grants		
FTP Positions	350	191	80	621	402	215	94	711	52	24	14	90
Full-time Equivalent Workyears (FTE's)	340	186	80	606	366	198	87	651	26	12	7	45
Full-time Permanent (FTP) Salaries	37,528,109	19,254,475	8,516,439	65,299,023	39,246,573	20,910,765	9,380,746	69,538,084	1,718,464	1,656,290	864,307	4,239,061
Within-grade Increases	579,644	249,133	119,434	948,211	787,193	300,382	154,051	1,241,626	207,549	51,249	34,617	293,415
Other than FTP Salaries/Temporary Appointments	292,568	773,976	58,081	1,124,625	262,398	932,639	74,914	1,269,951	(30,170)	158,663	16,833	145,326
Overtime & Holiday	56,675	25,404	11,413	93,492	52,480	30,351	14,722	97,553	(4,195)	4,947	3,309	4,061
Differentials (Sunday, Night, Hardship, etc.)	6,297	2,823	1,268	10,388	5,248	3,372	1,635	10,255	(1,049)	549	367	(133)
Terminal Leave Payments	31,487	14,114	6,341	51,942	31,488	16,862	8,179	56,529	1	2,748	1,838	4,587
SES Awards	99,094	62,099	27,899	189,092	74,191	35,985	271,334	62,064	12,092	8,086	82,242	
Performance Awards	325,266	217,784	107,794	650,844	424,795	258,470	139,037	822,302	99,529	40,686	31,243	171,458
Other (CSRS Annuitants, etc.)	73,841	-	-	73,841	95,250	-	-	95,250	21,409	-	-	21,409
<b>Total, Salaries</b>	<b>38,992,982</b>	<b>20,599,808</b>	<b>8,848,669</b>	<b>68,441,459</b>	<b>41,066,583</b>	<b>22,527,032</b>	<b>9,809,269</b>	<b>73,402,884</b>	<b>2,073,601</b>	<b>1,927,224</b>	<b>960,600</b>	<b>4,961,425</b>
Regular Benefits	9,327,357	4,948,993	2,137,153	16,413,503	10,462,750	5,466,846	2,401,756	18,331,352	1,135,393	517,853	264,603	1,917,849
Benefits Associated with Within Grade Increases (25.3%)	146,650	63,030	30,217	239,897	184,613	78,838	38,975	302,426	37,963	15,808	8,758	62,529
Transit Benefits	511,256	-	-	511,256	658,336	-	-	658,336	147,080	-	-	147,080
Employees Compensation Fund	32,831	161,169	-	194,000	6,425	202,285	-	208,710	(26,406)	41,116	-	14,710
<b>Total, Benefits</b>	<b>10,018,094</b>	<b>5,173,192</b>	<b>2,167,370</b>	<b>17,358,656</b>	<b>11,312,124</b>	<b>5,747,969</b>	<b>2,440,731</b>	<b>19,500,824</b>	<b>1,294,030</b>	<b>574,777</b>	<b>273,361</b>	<b>2,142,168</b>
<b>Total, Salaries and Benefits</b>	<b>49,011,076</b>	<b>25,773,000</b>	<b>11,016,040</b>	<b>85,800,115</b>	<b>52,378,707</b>	<b>28,275,001</b>	<b>12,250,000</b>	<b>92,903,708</b>	<b>3,367,631</b>	<b>2,502,001</b>	<b>1,233,960</b>	<b>7,103,591</b>
<b>Travel</b>	<b>537,513</b>	<b>505,515</b>	<b>376,875</b>	<b>1,419,903</b>	<b>564,390</b>	<b>530,790</b>	<b>395,718</b>	<b>1,490,898</b>	<b>26,877</b>	<b>25,275</b>	<b>18,843</b>	<b>70,995</b>
<b>Transportation of Things</b>	<b>70,184</b>	<b>-</b>	<b>-</b>	<b>70,184</b>	<b>70,184</b>	<b>-</b>	<b>-</b>	<b>70,184</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
WCF	70,184	-	-	70,184	70,184	-	-	70,184	-	-	-	-
<b>Rent, Communications, &amp; Utilities</b>	<b>3,612,803</b>	<b>7,305,476</b>	<b>1,079,585</b>	<b>11,997,864</b>	<b>10,482,575</b>	<b>1,673,509</b>	<b>110,000</b>	<b>12,266,084</b>	<b>6,869,772</b>	<b>(5,631,967)</b>	<b>(969,585)</b>	<b>268,220</b>
GSA Rent	1,521,559	6,236,025	183,892	7,941,476	7,418,399	656,729	110,000	8,185,128	5,896,840	(5,579,296)	(73,892)	243,652
WCF	1,025,066	105,734	895,693	2,026,493	1,997,998	53,063	-	2,051,061	972,932	(52,671)	(895,693)	24,568
Hotline	1,066,178	963,717	-	2,029,895	1,066,178	963,717	-	2,029,895	-	-	-	-
<b>Printing and Reproduction</b>	<b>356,927</b>	<b>-</b>	<b>-</b>	<b>356,927</b>	<b>356,927</b>	<b>-</b>	<b>-</b>	<b>356,927</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
WCF	356,927	-	-	356,927	356,927	-	-	356,927	-	-	-	-
<b>Other Services</b>	<b>10,373,139</b>	<b>818,634</b>	<b>12,855,500</b>	<b>24,047,273</b>	<b>10,385,417</b>	<b>5,244,282</b>	<b>15,629,699</b>	<b>12,279</b>	<b>(818,634)</b>	<b>(7,611,218)</b>	<b>(8,417,573)</b>	
WCF	3,811,506	-	575,000	4,386,506	4,172,990	-	452,932	4,625,922	361,484	(122,068)	-	239,416
NOPUS	-	-	1,656,000	1,656,000	-	-	-	-	-	(1,656,000)	-	(1,656,000)
VRTC	1,015,026	-	-	1,015,026	1,073,255	-	-	1,073,255	58,229	-	-	58,229
Safety Research	-	-	4,967,000	4,967,000	-	-	-	-	-	-	(4,967,000)	(4,967,000)
Administrative Services	3,090,375	-	584,000	3,674,375	1,413,340	-	1,887,267	3,300,607	(1,677,035)	-	1,303,267	(373,768)
Training	275,822	-	-	275,822	289,613	-	-	289,613	13,791	-	-	13,791
CIO Operations	2,180,410	239,634	4,169,000	6,589,044	3,186,219	-	1,999,083	5,185,302	1,005,809	(239,634)	(2,169,917)	(1,403,742)
Field Operations	-	-	904,500	904,500	-	-	905,000	905,000	-	-	500	500
Program Assessments and Strategic Planning	-	579,000	-	579,000	250,000	-	-	250,000	250,000	(579,000)	-	(329,000)
<b>Supplies and Materials</b>	<b>-</b>	<b>1,080,375</b>	<b>-</b>	<b>1,080,375</b>	<b>-</b>	<b>1,080,375</b>	<b>-</b>	<b>1,080,375</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Administrative Services	-	1,080,375	-	1,080,375	-	1,080,375	-	1,080,375	-	-	-	-
<b>Equipment</b>	<b>1,025,125</b>	<b>-</b>	<b>-</b>	<b>1,025,125</b>	<b>1,025,125</b>	<b>-</b>	<b>-</b>	<b>1,025,125</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
CIO Operations	1,025,125	-	-	1,025,125	1,025,125	-	-	1,025,125	-	-	-	-
<b>Total Other Objects (Including Travel)</b>	<b>15,975,690</b>	<b>9,710,000</b>	<b>14,311,960</b>	<b>39,997,650</b>	<b>22,884,618</b>	<b>3,284,674</b>	<b>5,750,000</b>	<b>31,919,292</b>	<b>6,908,928</b>	<b>(6,425,326)</b>	<b>(8,561,960)</b>	<b>(8,078,358)</b>
<b>Total, Administrative Expenses</b>	<b>64,986,766</b>	<b>35,483,000</b>	<b>25,328,000</b>	<b>125,797,766</b>	<b>75,263,325</b>	<b>31,559,675</b>	<b>18,000,000</b>	<b>124,823,000</b>	<b>10,276,559</b>	<b>(3,923,325)</b>	<b>(7,328,000)</b>	<b>(974,766)</b>
<b>Total Program Funding: Contracts/Grants</b>	<b>75,159,234</b>	<b>74,017,000</b>	<b>525,000,000</b>	<b>674,176,234</b>	<b>112,736,675</b>	<b>118,440,325</b>	<b>625,000,000</b>	<b>856,177,000</b>	<b>37,577,441</b>	<b>44,423,325</b>	<b>100,000,000</b>	<b>182,000,766</b>
<b>Grand Total</b>	<b>140,146,000</b>	<b>109,500,000</b>	<b>550,328,000</b>	<b>799,974,000</b>	<b>188,000,000</b>	<b>150,000,000</b>	<b>643,000,000</b>	<b>981,000,000</b>	<b>47,854,000</b>	<b>40,500,000</b>	<b>92,672,000</b>	<b>181,026,000</b>



Item	FY 2012 ENACTED			FY 2013 CONGRESSIONAL JUSTIFICATION				FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED					
	Highway Safety Research & Development		Safety Grants	FY 2012 ENACTED	Highway Safety Research & Development		Safety Grants	FY 2013 CONGRESSIONAL JUSTIFICATION	Highway Safety Research & Development		Safety Grants	FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED	
	Vehicle Safety				Vehicle Safety				Vehicle Safety			Vehicle Safety	
<b>Highway Safety Research Development and Vehicle Safety Programs</b>	<b>75,159,234</b>	<b>74,017,000</b>	<b>-</b>	<b>149,176,234</b>	<b>112,736,675</b>	<b>118,440,325</b>	<b>-</b>	<b>231,177,000</b>	<b>37,577,441</b>	<b>44,423,325</b>	<b>-</b>	<b>82,000,766</b>	
<b>Safety Performance (Rulemaking)</b>	<b>21,699,645</b>			<b>21,699,645</b>	<b>32,766,675</b>			<b>32,766,675</b>	<b>11,067,030</b>			<b>11,067,030</b>	
1. Safety Standards Support	2,295,400			2,295,400	2,295,400			2,295,400	2,158,275			2,158,275	
2. New Car Assessment	11,409,435			11,409,435	17,393,000			17,393,000	5,983,565			5,983,565	
3. Fuel Economy (CAFE)	7,900,000			7,900,000	10,900,000			10,900,000	3,000,000			3,000,000	
4. Climate Control	19,960			19,960	20,000			20,000	40			40	
5. Theft Control and Other Programs	74,850			74,850	-			-	(74,850)			(74,850)	
<b>Safety Assurance (Enforcement)</b>	<b>19,394,500</b>			<b>19,394,500</b>	<b>21,427,000</b>			<b>21,427,000</b>	<b>2,032,500</b>			<b>2,032,500</b>	
1. Vehicle Safety Compliance	8,629,808			8,629,808	11,096,000			11,096,000	2,466,192			2,466,192	
2. Safety Defects Investigations	10,611,000			10,611,000	10,079,000			10,079,000	(532,000)			(532,000)	
3. Odometer Fraud Investigations	153,692			153,692	252,000			252,000	98,308			98,308	
<b>Highway Safety Program</b>		<b>47,109,000</b>		<b>47,109,000</b>		<b>77,639,000</b>		<b>77,639,000</b>		<b>30,530,000</b>		<b>30,530,000</b>	
1. Impaired Driving		11,456,000		11,456,000		13,956,000		13,956,000		2,500,000		2,500,000	
2. Drug Impaired Driving		1,488,000		1,488,000		3,988,000		3,988,000		2,500,000		2,500,000	
3. Safety Counter Measures		4,345,000		4,345,000		4,345,000		4,345,000		-		-	
4. Older Driver Safety		-		-		-		-		-		-	
5. Motorcycle Safety		-		-		-		-		-		-	
6. National Occupant Protection		10,282,000		10,282,000		13,782,000		13,782,000		3,500,000		3,500,000	
7. Enforcement and Justice Service		3,001,000		3,001,000		6,501,000		6,501,000		3,500,000		3,500,000	
8. Section 2017(b) Law Enforcement Trng.		500,000		500,000		-		-		(500,000)		(500,000)	
9. Emergency Medical Services		2,144,000		2,144,000		2,844,000		2,844,000		700,000		700,000	
10. Enhance 911		1,250,000		1,250,000		2,750,000		2,750,000		1,500,000		1,500,000	
a. National EMS Info System (NEMIS)		1,500,000		1,500,000		2,013,000		2,013,000		513,000		513,000	
11. Driver Licensing		1,002,000		1,002,000		1,002,000		1,002,000		-		-	
12. Highway Safety Research		<b>7,541,000</b>		<b>7,541,000</b>		<b>12,508,000</b>		<b>12,508,000</b>		<b>4,967,000</b>		<b>4,967,000</b>	
a. Regular Highway Safety Research		5,091,000		5,091,000		12,508,000		12,508,000		7,417,000		7,417,000	
b. Section 2013 Drug Impaired Driving		1,200,000		1,200,000		-		-		(1,200,000)		(1,200,000)	
c. ACTS alcohol interlock initiative		1,250,000		1,250,000		-		-		(1,250,000)		(1,250,000)	
13. Behavioral International Program		100,000		100,000		100,000		100,000		-		-	
14. Driver Inattention and Distraction		-		-		8,000,000		8,000,000		8,000,000		8,000,000	
15. Driver Licensing and Medical Fitness to Drive Clearinghouse		-		-		2,000,000		2,000,000		2,000,000		2,000,000	
16. National Driver Register - TF		2,500,000		2,500,000		3,850,000		3,850,000		1,350,000		1,350,000	
<b>Total, Research and Analysis</b>	<b>34,065,089</b>	<b>26,908,000</b>		<b>60,973,089</b>	<b>58,543,000</b>	<b>40,801,325</b>		<b>99,344,325</b>	<b>24,477,911</b>	<b>13,893,325</b>		<b>38,371,236</b>	
<b>Research and Analysis</b>	<b>32,386,110</b>			<b>32,386,110</b>	<b>58,543,000</b>	<b>5,058,325</b>		<b>63,601,325</b>	<b>26,156,890</b>	<b>5,058,325</b>		<b>31,215,215</b>	
1. Safety Systems	9,009,548			9,009,548	11,226,000			11,226,000	2,216,452			2,216,452	
2. Biomechanics	10,978,000			10,978,000	16,600,000			16,600,000	5,622,000			5,622,000	
3. Heavy Vehicles	<b>2,110,770</b>			<b>2,110,770</b>	<b>2,365,000</b>			<b>2,365,000</b>	<b>254,230</b>			<b>254,230</b>	
a. Regular program	2,110,770			2,110,770	2,365,000			2,365,000	254,230			254,230	
b. Commercial vehicle rollover													
4. Crash Avoidance and Pneumatic Tire Res.	8,787,792			8,787,792	9,854,000			9,854,000	1,066,208			1,066,208	
5. Plastic and composite vehicles													
6. Alternative Fuel Vehicle Safety	1,500,000			1,500,000	7,498,000			7,498,000	5,998,000			5,998,000	
7. Vehicle Electronics and Emerging Technology					10,000,000			10,000,000	10,000,000			10,000,000	
8. Vehicle Test Center - Ohio					1,000,000			1,000,000	1,000,000			1,000,000	
<b>Integrated Highway Safety Program Office</b>						<b>5,058,325</b>		<b>5,058,325</b>		<b>5,058,325</b>		<b>5,058,325</b>	
<b>National Ctr. For Statistics and Analysis</b>	<b>1,678,979</b>	<b>26,908,000</b>		<b>28,586,979</b>		<b>35,743,000</b>		<b>35,743,000</b>	<b>(1,678,979)</b>	<b>8,835,000</b>		<b>7,156,021</b>	
1. Traffic Records		1,650,000		1,650,000		1,650,000		1,650,000		-		-	
2. Crash Data Collection		235,000,000		235,000,000		317,500,000		317,500,000		82,500,000		82,500,000	
3. Nat'l. Motor Veh. Crash Causation Survey		25,000,000		25,000,000		25,000,000		25,000,000		15,000,000		15,000,000	
4. Fatality Analysis Reporting System - FAST FARS	1,297,400	7,172,000		8,469,400		-		-	(1,297,400)	(7,172,000)		(8,469,400)	
5. Early Fatality Analysis Reporting System		-		-		-		-		-		-	
6. National Automotive Sampling System	381,579	12,230,000		12,611,579		-		-	(381,579)	(12,230,000)		(12,611,579)	
7. State Data Systems		2,490,000		2,490,000		-		-		(2,490,000)		(2,490,000)	
8. Special Crash Investigations		1,700,000		1,700,000		-		-		(1,700,000)		(1,700,000)	
9. Data Analysis Program		1,666,000		1,666,000		1,666,000		1,666,000		-		-	
10. NOPUS and Other Surveys		-		-		1,656,000		1,656,000		1,656,000		1,656,000	
11. Regulatory Analysis (Program Evaluation)		-		-		579,000		579,000		579,000		579,000	
12. Data Modernization Initiative		-		-		-		-		-		-	
<b>HIGHWAY TRAFFIC SAFETY GRANTS - (TF OB LIM)</b>			<b>- 525,000,000</b>	<b>525,000,000</b>		<b>- 625,000,000</b>		<b>625,000,000</b>			<b>- 100,000,000</b>	<b>100,000,000</b>	
1. Sec. 402 Formula Grants			235,000,000	235,000,000		317,500,000		317,500,000			82,500,000	82,500,000	
2. Sec. 405 Combined Occupant Protection Grants			25,000,000	25,000,000		40,000,000		40,000,000			15,000,000	15,000,000	
3. Sec. 406 Safety Belt Performance Grants			23,500,000	23,500,000		-		-			(23,500,000)	(23,500,000)	
4. Sec.408 State Traffic Safety Info. Sys.Improvement			34,500,000	34,500,000		34,500,000		34,500,000				34,500,000	
5. Sec.410 Impaired Driving Countermeasures Grants			139,000,000	139,000,000		139,000,000		139,000,000				139,000,000	
6. Sec. 411 Distracted Driving Grants			-	-		50,000,000		50,000,000			50,000,000	50,000,000	
7. Sec.2011 Child Safety and Child Booster Safety Incentive Grants			7,000,000	7,000,000		-		-		50,000,000		50,000,000	
8. Sec.2009 High Visibility Enforcement (Becomes Sec. 3010 in FY 2013)			29,000,000	29,000,000		-		-		8,000,000		8,000,000	
9. Sec.2010 Motorcyclist Safety Grants (Becomes Sec 3011 in FY 2013)			7,000,000	7,000,000		7,000,000		7,000,000		-		-	
10. Sec.406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)			25,000,000	25,000,000		-		-		(25,000,000)		(25,000,000)	
<b>Excess Contract Authority</b>		<b>2,860,000</b>		<b>2,860,000</b>									
<b>Total with Contract Authority</b>	<b>140,146,000</b>	<b>112,360,000</b>	<b>550,328,000</b>	<b>802,834,000</b>									

\*In 2013, Section 402 Formula Grants includes two drawdowns totaling \$5.5M: Traffic Safety Core Competencies and Training (\$3.0M) and Cooperative Research and Evaluation (\$2.5M).

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH GENERAL FUND - APPROPRIATIONS

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$127,000,000
2010	\$129,774,000	2010	\$140,427,000
2011	\$132,837,000	2011	\$140,146,146
2012	\$170,708,723	2012	\$140,146,146
2013***		2013	\$0

\* Requested as contract authority from the Trust Fund.

\*\* Enacted from the Trust Fund.

\*\*\* In FY 2013, the Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH TRUST FUND - CONTRACT AUTHORITY

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2002	\$0	2002	\$0
2003	\$0	2003	\$0
2004	\$0	2004	\$0
2005	\$0	2005	\$0
2006	\$135,367,000	2006**	\$0
2007	\$122,000,000	2007**	\$0
2008	\$122,000,000	2008***	\$0
2009	\$127,000,000	2009***	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013*	\$188,000,000	2013	\$0

### Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2002	\$0	2002	\$0
2003	\$0	2003	\$0
2004	\$0	2004	\$0
2005	\$0	2005	\$0
2006	\$135,367,000	2006**	\$0
2007	\$122,000,000	2007**	\$0
2008	\$122,000,000	2008***	\$0
2009	\$127,000,000	2009***	\$0
2010	\$0	2010	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013*	\$188,000,000	2013	\$0

\* In FY 2013, the Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.

\*\* For FY 2006 and 2007, Vehicle funds were provided as transfers.

\*\*\*For FY 2008 and 2009, Vehicle funds were provided as general funds.

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH TRUST FUND - TRANSFERS FROM FHWA

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013	\$0	2013	\$0

\* Funds for FY 2004 were provided via an allocation, not a transfer.

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### OPERATIONS AND RESEARCH HIGHWAY SAFETY RESEARCH AND DEVELOPMENT TRUST FUND - CONTRACT AUTHORITY

#### Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$92,000,000	2006	\$108,900,000
2007	\$105,250,000	2007	\$107,750,000
2008	\$107,750,000	2008	\$107,750,000
2009	\$105,500,000	2009	\$105,500,000
2010	\$107,329,000	2010	\$105,500,000
2011	\$117,376,000	2011*	\$105,500,000
2012**	\$133,191,276	2012**	\$109,500,000
2013**	\$150,000,000	2013**	\$0

#### Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$92,000,000	2006	\$108,900,000
2007	\$105,250,000	2007	\$107,750,000
2008	\$107,750,000	2008	\$107,750,000
2009	\$105,500,000	2009	\$105,500,000
2010	\$107,329,000	2010	\$105,500,000
2011*	\$117,376,000	2011*	\$105,500,000
2012**	\$133,191,276	2012**	\$109,500,000
2013**	\$150,000,000	2013**	\$0

\* Under Public Law 112-30, thru March 31, 2012, NHTSA is operating at 50 percent of the FY 2012 enacted level.

\*\* For FY's 2012 and 2013, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund (\$4M in FY 2012 and \$4.8M in FY 2013).

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### NATIONAL DRIVER REGISTER TRUST FUND - CONTRACT AUTHORITY

#### Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$4,000,000
2010	\$4,078,000	2010	\$4,000,000
2011	\$4,170,000	2011	\$4,000,000
2012*	\$0	2012*	\$0
2013*	\$0	2013*	\$0

#### Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$4,000,000
2010	\$4,078,000	2010	\$4,000,000
2011	\$4,170,000	2011	\$4,000,000
2012*	\$0	2012*	\$0
2013*	\$0	2013*	\$0

\* For FY's 2012 and 2013, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund (\$4M in FY 2012 and \$4.8M in FY 2013).

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### NATIONAL DRIVER REGISTER GENERAL FUND - APPROPRIATIONS

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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
2010	\$0	2010	\$3,350,000
2011	\$2,530,000	2011	\$3,350,000
2012	\$0	2012	\$0
2013	\$0	2013	\$0

# NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## APPROPRIATIONS HISTORY

### HIGHWAY TRAFFIC SAFETY GRANTS TRUST FUND - CONTRACT AUTHORITY

<b>Limitation on Obligations</b>			
<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$619,500,000
2010	\$626,047,000	2010	\$619,500,000
2011	\$620,697,000	2011	\$619,500,000
2012*	\$556,100,000	2012*	\$550,328,000
2013	\$643,000,000	2013	\$0

<b>Liquidation of Contract Authorization</b>			
<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
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	\$619,500,000
2010	\$626,047,000	2009	\$619,500,000
2011	\$620,697,000	2011	\$619,500,000
2012*	\$556,100,000	2012*	\$550,328,000
2013	\$643,000,000	2013	\$0

\* Under Public Law 112-30, thru March 31, 2012, NHTSA is operating at 50 percent of the FY 2012 enacted level.



**National Highway Traffic Safety Administration**  
**Authorization Levels**  
(\$ in Millions)

<u>Account/Program</u>	<u>FY 2012 1/</u>	<u>FY 2013 2/</u>	<u>FY 2013 PB</u>	<u>FY 2014 2/</u>	<u>FY 2015 2/</u>	<u>FY 2016 2/</u>	<u>FY 2017 2/</u>	<u>FY 2018 2/</u>	<u>FY 2013-18</u>
Vehicle Safety	140.146	170.708	188.000	202.620	222.882	245.170	269.687	296.656	1,425.015
Highway Safety/403	105.500	128.368	145.176	146.054	160.659	176.725	194.398	213.838	1,036.850
NDR	<u>4.000</u>	<u>4.824</u>	<u>4.824</u>	<u>5.306</u>	<u>5.837</u>	<u>6.420</u>	<u>7.062</u>	<u>7.769</u>	<u>37.218</u>
<b>Subtotal-Operations &amp; Research</b>	<b>249.646</b>	<b>303.900</b>	<b>338.000</b>	<b>353.980</b>	<b>389.378</b>	<b>428.315</b>	<b>471.147</b>	<b>518.263</b>	<b>2,499.083</b>
Highway Safety Grants:									
-Section 402-Formula	235.000	235.000	317.500	370.010	406.417	452.210	497.631	556.193	2,599.961
-Section 405 -Combined	25.000	35.000	40.000	44.000	48.400	53.240	58.564	64.420	308.624
-Section 406-Seat Belts	23.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
-Section 406-Repurposed for Data	25.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
-Section 408-Data Systems	34.500	34.500	34.500	37.950	41.745	45.920	51.011	56.113	267.239
-Section 410-Impaired Driving	139.000	139.000	139.000	152.900	168.190	185.009	203.510	223.861	1,072.470
-Section 411-Distraction	0.000	50.000	50.000	50.000	55.000	55.000	60.000	60.000	330.000
-Section 3010-HVE	29.000	37.000	37.000	40.700	44.770	49.247	54.172	59.589	285.478
-Section 3011-Motorcycles	7.000	7.000	7.000	7.000	8.000	8.000	8.000	8.000	46.000
-Section 2011-Child Safety Seats	7.000						0.000	0.000	0.000
-Administrative Expenses	<u>25.328</u>	<u>18.600</u>	<u>18.000</u>	<u>20.460</u>	<u>22.100</u>	<u>24.059</u>	<u>25.965</u>	<u>26.561</u>	<u>137.145</u>
<b>Subtotal-Highway Safety Grants</b>	<b>550.328</b>	<b>556.100</b>	<b>643.000</b>	<b>723.020</b>	<b>794.622</b>	<b>872.685</b>	<b>958.853</b>	<b>1,054.737</b>	<b>5,046.917</b>
<b>TOTAL NHTSA</b>	<b>799.974</b>	<b>860.000</b>	<b>981.000</b>	<b>1,077.000</b>	<b>1,184.000</b>	<b>1,301.000</b>	<b>1,430.000</b>	<b>1,573.000</b>	<b>7,546.000</b>

1/ Levels as contained in SAFETEA-LU (FY 2009) extended through 3/31/12, adjusted for actual appropriation action in FY 12.

2/ Levels as proposed in Administration proposal, but shifted one year, e.g. FY 13 =prior FY 12

Note: FY 2013 PB represents the levels being requested in the 2013 President's Budget.

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