U.S. Department of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2013

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF THE COMMITTEES ON APPROPRIATIONS

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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

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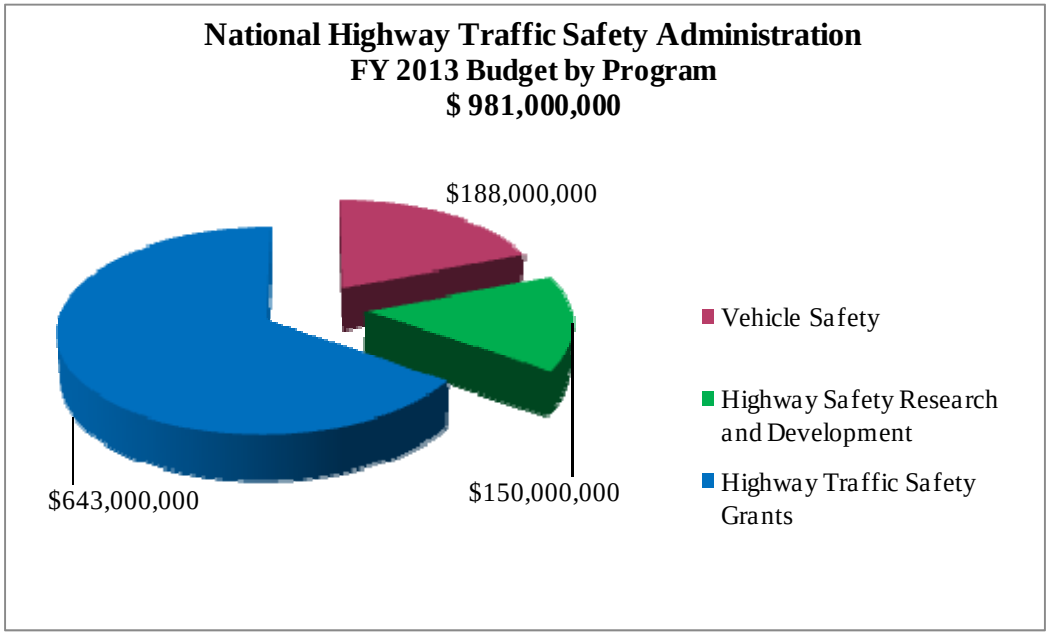
National Highway Traffic Safety Administration

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 trouble-shoot 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 an 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.

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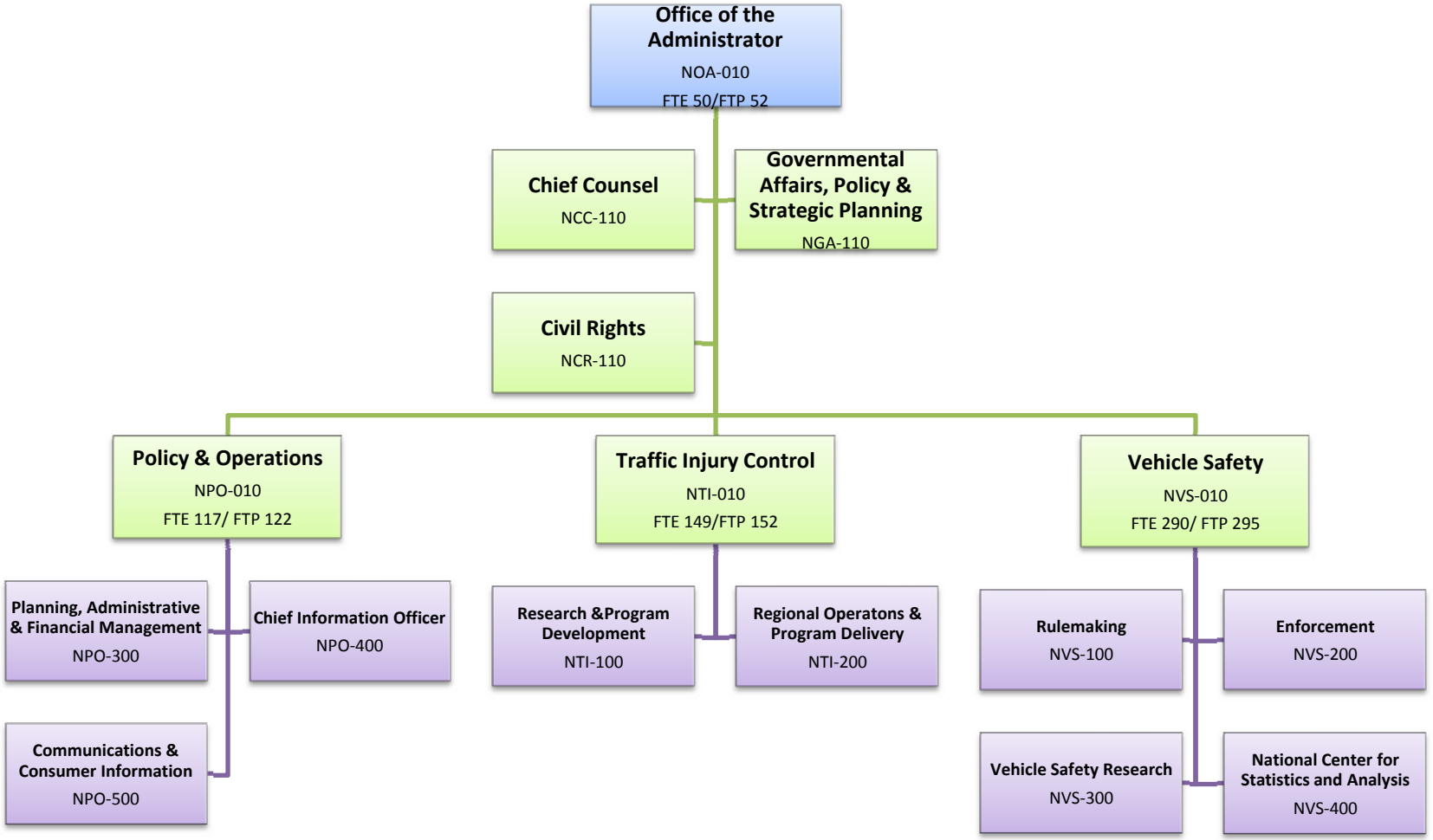
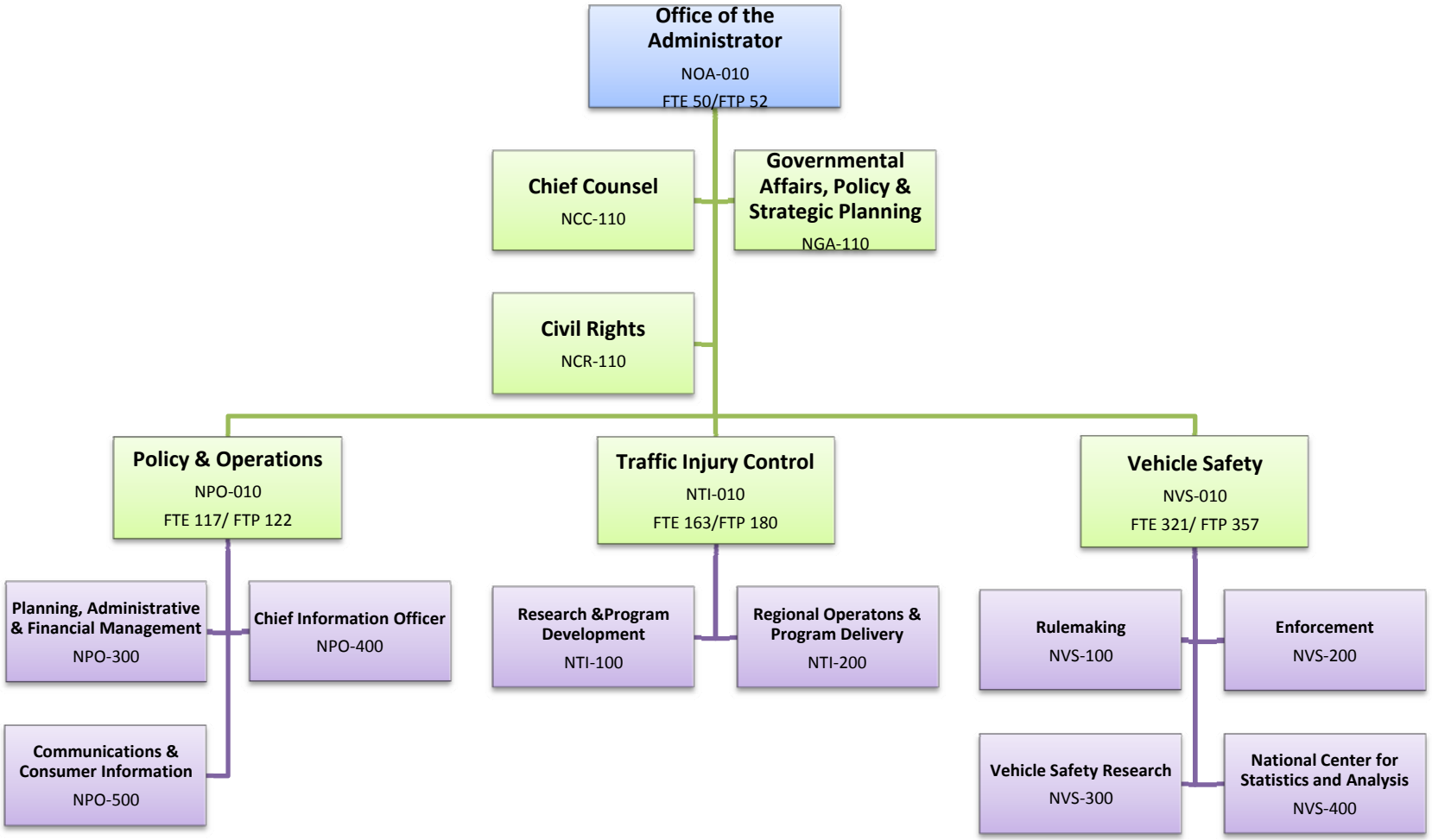
FY 2012 AFFORDABLE FTE
National Highway Traffic Safety Administration
(Total 606 FTE/621 FTP)



NOTE: FY 2012 Approved FTE level is 617.
NOTE: Total does not include 4 Reimbursable FTEs.

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



NOTE: Total does not include 4 Reimbursable FTEs.

EXHIBIT II - 1

FY 2013 REQUEST

COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

($000)

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Operations and Research	**$ 248,390**	**$ 249,646**	**$ 338,000**
Vehicle Safety Research (Rebased from General Fund - Appropriation)*	140,146	140,146	
Vehicle Safety Research (TF)			188,000
Highway Safety Research & Development (TF)	108,244	112,360	150,000
Rescission/cancellation of unobligated balances			
Hwy. Safety Research & Develop. (TF) (Baseline Adj)		(2,860)	
National Driver Register**	**$ 7,459**	**$ -**	**$ -**
National Driver Register (TF)	4,116	-	-
National Driver Register Modernization (GF)	3,343	-	-
Highway Traffic Safety Grants (TF)	**550,328**	**550,328**	**643,000**
Highway Traffic Safety Grants (TF)	626,328	550,328	643,000
Rescission/cancellation of unobligated balances	(76,000)		
TOTAL	**$ 806,177**	**$ 799,974**	**$ 981,000**

Note: Totals may not add due to rounding.

Note: Amounts reflect authorized Contract Authority.

Note: FY 2013 request is consistent with technical assistance on reauthorization provided to the Congress.

* 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.

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

EXHIBIT II-2

FY 2013 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Appropriations, Obligation Limitations, and Exempt Obligations

($000)

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
VEHICLE SAFETY RESEARCH (Rebased - GF Appropriation)	**$ 140,146**	**$ 140,146**	**$ -**
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	-
VEHICLE SAFETY RESEARCH (TF)	**$ -**	**$ -**	**$ 188,000**
Safety Performance (Rulemaking)	-	-	32,767
Safety Assurance (Enforcement)	-	-	21,427
Research and Analysis	-	-	58,543
Administrative Expenses*	-	-	75,263
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF)	**$ 105,500**	**$ 109,500**	**$ 150,000**
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
TOTAL OPERATIONS AND RESEARCH	**$ 245,646**	**$ 249,646**	**$ 338,000**
NATIONAL DRIVER REGISTER ****			
Program Expenses (TF)	2,500	-	-
Modernization Program Expenses (GF)	3,343	-	-
Administrative Expenses (TF)	1,500	-	-
TOTAL NATIONAL DRIVER REGISTER	**$ 7,343**	**$ -**	**$ -**
HIGHWAY TRAFFIC SAFETY GRANTS *****			
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 Modernization (NASS)	-	25,000	-
Administrative Expenses*	18,500	25,328	18,000
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**$ 619,500**	**$ 550,328**	**$ 643,000**
TOTAL	**$ 872,489**	**$ 799,974**	**$ 981,000**

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.

EXHIBIT II-3

FY 2013 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS

Appropriations, Obligation Limitations, and Exempt Obligations

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	Safety	Environmental Sustainability	State of Good Repair/ Infrastructure	Livable Communities	Economic Competitiveness	Organizational Excellence	Total
VEHICLE SAFETY RESEARCH	**158,669**	**29,331**	**0**	**0**	**0**	**800**	**188,000**
Safety Performance (Rulemaking)	**21,847**	**10,920**	**0**	**0**	**0**	**0**	**32,767**
Safety Standards Support	4,454						**4,454**
New Car Assessment Program	17,393						**17,393**
Fuel Economy Program		10,900					**10,900**
Climate Control		20					**20**
Safety Assurance (Enforcement)	**21,427**	**0**	**0**	**0**	**0**	**0**	**21,427**
Vehicle Safety Compliance	11,096						**11,096**
Safety Defects Investigation	10,079						**10,079**
Odometer Fraud	252						**252**
Research And Analysis	**51,045**	**7,498**	**0**	**0**	**0**	**0**	**58,543**
Safety Systems	11,226						**11,226**
Biomechanics	16,600						**16,600**
Heavy Vehicles	2,365						**2,365**
Crash Avoidance and Pneumatic Tire Research	9,854						**9,854**
Alternative Fuel Vehicle Safety		7,498					**7,498**
Vehicle Electronic and Emerging Technology	10,000						**10,000**
Vehicle Research and Test Facility	1,000						**1,000**
Administrative Expenses	**64,350**	**10,913**	**0**	**0**	**0**	**800**	**75,263**

Note: Organizational Excellence is a non-add column.

*The Vehicle Research and Test Facility may be funded up to $2.0M. NHTSA is requesting $1.0M for the requirements analysis.

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

***FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection.

****Highway Safety Research and Development organizational excellence reflects $3M for Data Center Consolidation.

	Safety	Environmental Sustainability	State of Good Repair/ Infrastructure	Livable Communities	Economic Competitiveness	Organizational Excellence	Total
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	**148,381**	**0**	**0**	**1,619**	**0**	**3,700**	**150,000**
Highway Safety Programs	**76,336**	**0**	**0**	**1,303**	**0**	**0**	**77,639**
Impaired Driving	13,956						**13,956**
Drug Impaired Driving	3,988						**3,988**
Safety Countermeasures	3,042			1,303			**4,345**
National Occupant Protection	13,782						**13,782**
Enforcement and Justice Services	6,501						**6,501**
Emergency Medical Services	2,844						**2,844**
Enhanced 9-1-1/ National 9-1-1 Office	2,750						**2,750**
National Emergency Medical Services Information System	2,013						**2,013**
Driver Licensing	1,002						**1,002**
Highway Safety Research	12,508						**12,508**
Behavioral International Program	100						**100**
Driver Inattention and Distraction	8,000						**8,000**
Driver Licensing and Medical Fitness to Drive Clearinghouse	2,000						**2,000**
National Driver Register**	3,850						**3,850**
Integrated Highway Safety Program Office	**5,058**	**0**	**0**	**0**	**0**	**0**	**5,058**
National Center for Statistics and Analysis	**35,743**	**0**	**0**	**0**	**0**	**0**	**35,743**
Traffic Records	1,650						**1,650**
Crash Data Collection***	30,192						**30,192**
Data Analysis	1,666						**1,666**
NOPUS and Other Surveys	1,656						**1,656**
Regulatory Analysis/Program Evaluation	579						**579**
Administrative Expenses**	**31,244**	**0**	**0**	**316**	**0**	**3,700**	**31,560**

Note: Organizational Excellence is a non-add column.

*The Vehicle Research and Test Facility may be funded up to $2.0M. NHTSA is requesting $1.0M for the requirements analysis.

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

***FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection.

****Highway Safety Research and Development organizational excellence reflects $3M for Data Center Consolidation.

	Safety	Environmental Sustainability	State of Good Repair/ Infrastructure	Livable Communities	Economic Competitiveness	Organizational Excellence	Total
Highway Traffic Safety Grants	**643,000**	**0**	**0**	**0**	**0**	**3,500**	**643,000**
Sec. 402 Formula Grant	317,500						**317,500**
Sec. 405 Combined Occupant Protection Grants	40,000						**40,000**
Sec. 408 Safety Information Systems Improve. Grants	34,500						**34,500**
Sec. 410 Impaired Driving Countermeasures Grants	139,000						**139,000**
Sec. 411 Distracted Driving Grants	50,000						**50,000**
Sec. 3010 High Visibility Enforcement	37,000						**37,000**
Sec. 3011 Motorcycle Safety Grants	7,000						**7,000**
Administrative Expenses	**18,000**	**0**	**0**	**0**	**0**	**3,500**	**18,000**
NHTSA TOTAL	**950,050**	**29,331**	**0**	**1,619**	**0**	**8,000**	**981,000**

Note: Organizational Excellence is a non-add column.

*The Vehicle Research and Test Facility may be funded up to $2.0M. NHTSA is requesting $1.0M for the requirements analysis.

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

***FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection.

****Highway Safety Research and Development organizational excellence reflects $3M for Data Center Consolidation.

EXHIBIT II-3(a)

FY2013 BUDGET REQUEST BY DOT OUTCOMES
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

($000)

DOT Outcome	Program	FY 2013 Request
SAFETY		$950,050
Reduction in injuries and fatalities	Safety Performance (Rulemaking)	$21,847
	Safety Assurance (Enforcement)	$21,427
	Vehicle Safety Research and Analysis	$51,045
	Highway Safety	$76,336
	Integrated Highway Safety Program Office	$5,058
	National Center for Statistics and Analysis (Highway Safety Research and Analysis)	$35,743
	Highway Traffic Safety Grants	$625,000
Other	Administrative Expenses	$113,594
ENVIRONMENTAL SUSTAINABILITY		$29,331
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Safety Performance (Rulemaking)	$10,920
Reduced pollution impacts on ecosystems: Environmentally sustainable practices and materials in transportation Environmentally sustainable practices in DOT services and facilities	Vehicle Safety Research and Analysis	$7,498
Other	Administrative Expenses	$10,913
GOOD REPAIR AND LIVABLE COMMUNITIES		$1,619
Convenient and affordable choices Improved public transit experience Improved networks that accommodate pedestrians and bicycles Improved access for special needs populations	Highway Safety	$1,303
Other	Administrative Expenses	$316
ECONOMIC COMPETITIVENESS		$0
Maximize economic returns Competitive transportation system Advance U.S. transportation interests abroad Expanded opportunities for businesses		
Other		
ORGANIZATIONAL EXCELLENCE (Non-Add)		$8,000
TOTAL		$981,000

EXHIBIT II-4
FY 2013 BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

ACCOUNT NAME	Mandatory/ Discretionary	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Vehicle Safety Research (Rebased-GF)	**M**	**$ 140,146**	**$ 140,146**	**$ -**
Vehicle Safety Research (TF)	**M**	**$ -**	**$ -**	**$ 188,000**
Hwy. Safety Research & Develop. (TF)	**M**	**$ 108,244**	**$ 109,500**	**$ 150,000**
Hwy. Safety Research & Develop. (TF)		108,244	112,360	150,000
Hwy. Safety Research & Develop. (TF) (Baseline Adj)		-	(2,860)	-
National Driver Register *		**$ 7,459**	**$ -**	**$ -**
National Driver Register (TF)	**M**	4,116	-	-
National Driver Register - Modernization (GF)	**D**	3,343	-	-
Highway Traffic Safety Grants (TF)	**M**	**$ 550,328**	**$ 550,328**	**$ 643,000**
Highway Traffic Safety Grants (TF)		626,328	550,328	643,000
Rescission/cancellation of unobligated balances	**M**	(76,000)	-	-
TOTAL:		**$ 806,177**	**$ 799,974**	**$ 981,000**
	M	802,834	799,974	981,000
	D	3,343	-	-

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

EXHIBIT II-5

FY 2013 OUTLAYS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	M/D	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Vehicle Safety Research (Rebased)	M	135,533	139,202	38,500
Vehicle Safety Research (TF)	D	-	22,000	-
Highway Safety Research & Development (TF)(Rebased)	M	103,734	111,325	247,484
National Driver Register (TF)	M	2,983	1,697	599
National Driver Register Modernization	D	3,345	1,832	547
Highway Traffic Safety Grants (TF) (Rebased)	M	576,063	653,480	658,971
Consumer Assistance to Recycle and Save (CARS) (GF)	D	103	19,500	2,000
TOTAL OUTLAYS		**821,761**	**949,036**	**948,101**
Mandatory Outlays (M)		**$ 818,313**	**$ 905,704**	**$ 945,554**
Discretionary Outlays (D)		**$ 3,448**	**$ 43,332**	**$ 2,547**

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.

Note: All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2011 enacted budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

Note: In FY 2012, National Driver Register (TF) is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

EXHIBIT II-6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

SUMMARY TABLE

Program Category	2012 Enacted	Baseline Changes: Annualization of 2012 Pay Raise	Annualization of 2012 FTE	FY 2013 Pay Raise	One Additional Compensable Day	GSA Rent	WCF Increase / Decrease	Inflation / Deflation	FY 2013 Baseline Estimate	Program Increases / Decreases	FY 2013 Request
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	606		-						606	45	651
Reimbursable FTE	4		-						4	-	4
Total Direct and Indirect FTE	610		-						610	45	655
FINANCIAL RESOURCES											
Salaries and Benefits (11 & 12)	85,800	-	-	316	362	-	147	-	86,625	6,279	92,904
Travel (21)*	1,420	-	-	-	-	-	-	8	1,428	62	1,491
Transportation of Things (22)	70	-	-	-	-	-	-	-	70	-	70
GSA Rent (23)	7,942	-	-	-	-	244	-	40	8,226	(40)	8,186
Rent, Communications & Utilities (23)	4,056	-	-	-	-	-	24	19	4,099	(19)	4,081
Printing (24)	357	-	-	-	-	-	-	2	359	(2)	357
Other Services (25)	24,048	-	-	-	-	-	240	128	24,416	(8,786)	15,630
Supplies (26)	1,080	-	-	-	-	-	-	5	1,085	(5)	1,080
Equipment (31)	1,025	-	-	-	-	-	-	5	1,030	(5)	1,025
Subtotal, Administrative**	**125,798**	-	-	**316**	**362**	**244**	**411**	**207**	**127,338**	**(2,515)**	**124,823**
VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS	**149,176**							-	**149,176**	**82,001**	**231,177**
VS - Safety Performance (Rulemaking)	21,700	-	-	-	-	-	-	-	21,700	11,068	32,768
VS - Safety Assurance (Enforcement)	19,394	-	-	-	-	-	-	-	19,394	2,032	21,426
VS - Research and Analysis	34,065	-	-	-	-	-	-	-	34,065	24,478	58,543
HS - Highway Safety Programs***	47,109	-	-	-	-	-	-	-	47,109	30,530	77,639
HS - Research and Analysis	26,908	-	-	-	-	-	-	-	26,908	13,893	40,801
HIGHWAY TRAFFIC SAFETY GRANTS	**525,000**	-	-	-	-	-	-	-	**525,000**	**100,000**	**625,000**
1. Sec.402 Formula Grants	235,000	-	-	-	-	-	-	-	235,000	82,500	317,500
2. Sec. 405 Combined Occupant Protection Grants	25,000	-	-	-	-	-	-	-	25,000	15,000	40,000
3. Sec. 406 Safety Belt Perf. Grants	48,500	-	-	-	-	-	-	-	48,500	(48,500)	-
4. Sec. 408 State Traf. Safe. Info. Sys Impr.	34,500	-	-	-	-	-	-	-	34,500	-	34,500
5. Sec 410 Impaired Driving Countermeasures Grants	139,000	-	-	-	-	-	-	-	139,000	-	139,000
6. Sec. 411 Distracted Driving Grants	-	-	-	-	-	-	-	-	-	50,000	50,000
7. Sec.2011 Child Saf. and Booster Seat	7,000	-	-	-	-	-	-	-	7,000	(7,000)	-
7. Sec.3010 High Visibility Enforcement	29,000	-	-	-	-	-	-	-	29,000	8,000	37,000
8. Sec. 3011 Motorcyclist Safety	7,000	-	-	-	-	-	-	-	7,000	-	7,000
Subtotal, Programs**	**674,176**	-	-	-	-	-	-	-	**674,176**	**182,001**	**856,177**
GRAND TOTAL	**799,974**	-	-	**316**	**362**	**244**	**411**	**207**	**801,514**	**179,486**	**981,000**

NOTE: Totals may not add due to rounding.
*Travel funding does not include TSI Travel, which is funded through program funds.
**FY 2013 includes 0.5 percent inflation for Administrative. Salaries and Benefits includes 0.5 percent for 3/4 of the year only.
***Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

EXHIBIT II - 6

SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH

		Baseline Changes									
Program Category	**2012 Enacted**	**Annualization of 2012 Pay Raise**	**Annualization of 2012 FTE**	**FY 2013 Pay Raise**	**One Additional Compensable Day**	**GSA Rent**	**WCF Increase / Decrease**	**Inflation / Deflation**	**FY 2013 Baseline Estimate**	**Program Increases / Decreases**	**FY 2013 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	340								340	26	366
Reimbursable FTE	-								-	-	-
Total Direct and Indirect FTE	340								340	26	366
FINANCIAL RESOURCES											
Salaries and Benefits (11 & 12)	49,011	-	-	178	204	-	147	-	49,540	2,839	52,379
Travel (21)*	538	-	-	-	-	-	-	3	541	23	564
Transportation of Things (22)	70	-	-	-	-	-	-	-	70	-	70
GSA Rent (23)	1,522	-	-	-	-	5,897	-	8	7,427	(8)	7,419
Rent, Communications & Utilities (23)	2,091	-	-	-	-	-	973	10	3,074	(10)	3,064
Printing (24)	357	-	-	-	-	-	-	2	359	(2)	357
Other Services (25)	10,373	-	-	-	-	-	361	59	10,793	(408)	10,385
Supplies (26)	-	-	-	-	-	-	-	-	-	-	-
Equipment- (31)	1,025	-	-	-	-	-	-	5	1,030	(5)	1,025
Subtotal, Administrative**	**64,987**	**-**	**-**	**178**	**204**	**5,897**	**1,481**	**87**	**72,834**	**2,429**	**75,263**
PROGRAMS											
Safety Performance (Rulemaking)	21,700	-	-	-	-	-	-	-	21,700	11,068	32,768
Safety Assurance (Enforcement)	19,394	-	-	-	-	-	-	-	19,394	2,032	21,426
Research and Analysis	34,065	-	-	-	-	-	-	-	34,065	24,478	58,543
Subtotal, Programs**	**75,159**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**75,159**	**37,578**	**112,737**
TOTAL, VEHICLE SAFETY RESEARCH	**140,146**	**-**	**-**	**178**	**204**	**5,897**	**1,481**	**87**	**147,993**	**40,007**	**188,000**

NOTE: Totals may not add due to rounding.
*Travel funding does not include TSI Travel, which is funded through program funds.
**FY 2013 includes 0.5 percent inflation for Administrative. Salaries and Benefits includes 0.5 percent for 3/4 of the year only.

EXHIBIT II - 6

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

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

OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH & DEVELOPMENT

		Baseline Changes									
Program Category	**2012 Enacted**	**Annualization of 2012 Pay Raise**	**Annualization of 2012 FTE**	**FY 2013 Pay Raise**	**One Additional Compensable Day**	**GSA Rent**	**WCF Increase / Decrease**	**Inflation / Deflation**	**FY 2013 Baseline Estimate**	**Program Increases / Decreases**	**FY 2013 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	186								186	12	198
Reimbursable FTE	4								4	-	4
Total Direct and Indirect FTE	190		-						190	12	202
FINANCIAL RESOURCES											
Salaries and Benefits (11 & 12)	25,773	-		97	105	-	-	-	25,975	2,300	28,275
Travel (21)*	506	-		-	-	-	-	3	509	22	531
Transportation of Things (22)	-	-		-	-	-	-	-	-	-	-
GSA Rent (23)	6,236	-		-	-	(5,579)	-	31	688	(31)	657
Rent, Communications & Utilities (23)	1,069	-		-	-	-	(53)	5	1,021	(5)	1,016
Printing (24)	-	-		-	-	-	-	-	-	-	-
Other Services (25)	819	-		-	-	-	1	5	825	(825)	0
Supplies (26)	1,080	-		-	-	-	-	5	1,085	(5)	1,080
Equipment- (31)	-	-		-	-	-	-	-	-	-	-
Subtotal, Administrative**	**35,483**	**-**	**-**	**97**	**105**	**(5,579)**	**(52)**	**49**	**30,103**	**1,457**	**31,560**
PROGRAMS											
Highway Safety Programs***	47,109	-		-	-	-	-	-	47,109	30,530	77,639
Research and Analysis - NCSA	26,908	-		-	-	-	-	-	26,908	13,893	40,801
Subtotal, Programs**	**74,017**	**-**		**-**	**-**	**-**	**-**	**-**	**74,017**	**44,423**	**118,440**
TOTAL, HIGHWAY SAFETY RESEARCH & DEVELOPMENT	**109,500**	**-**	**-**	**97**	**105**	**(5,579)**	**(52)**	**49**	**104,120**	**45,880**	**150,000**

NOTE: Totals may not add due to rounding.
*Travel funding does not include TSI Travel, which is funded through program funds.
**FY 2013 includes 0.5 percent inflation for Administrative. Salaries and Benefits includes 0.5 percent for 3/4 of the year only.
***Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

EXHIBIT II - 6

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

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

HIGHWAY TRAFFIC SAFETY GRANTS

		Baseline Changes									
Program Category	**2012 Enacted**	**Annualization of 2012 Pay Raise**	**Annualization of 2012 FTE**	**FY 2013 Pay Raise**	**One Additional Compensable Day**	**GSA Rent**	**WCF Increase / Decrease**	**Inflation / Deflation**	**FY 2013 Baseline Estimate**	**Program Increases / Decreases**	**FY 2013 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	80								80	7	87
Reimbursable FTE	-									-	-
Total Direct and Indirect FTE	80								80	7	87
FINANCIAL RESOURCES											
Salaries and Benefits (11 & 12)	11,016			41	53	-	-	-	11,109	1,141	12,250
Travel (21)*	377			-	-	-	-	2	379	17	396
Transportation of Things (22)	-			-	-	-	-	-	-	-	-
GSA Rent (23)	184			-	-	(74)	-	1	111	(1)	110
Rent, Communications & Utilities (23)	896			-	-	-	(896)	4	4	(4)	-
Printing (24)	-			-	-	-	-	-	-	-	-
Other Services (25)	12,856			-	-	-	(122)	64	12,797	(7,553)	5,244
Supplies (26)	-			-	-	-	-	-	-	-	-
Equipment- (31)	-			-	-	-	-	-	-	-	-
Subtotal, Administrative**	**25,328**	-	-	**41**	**53**	**(74)**	**(1,018)**	**71**	**24,401**	**(6,401)**	**18,000**
PROGRAMS											
Section 402 Highway Traffic Safety Grants	235,000							-	235,000	82,500	317,500
Section 405 Combined Occupant Protection Grants	25,000							-	25,000	15,000	40,000
Section 406 Safety Belt Performance Grant	48,500							-	48,500	(48,500)	-
Section 408 State Traffic Safety Info. Sys. Improvements Grants	34,500							-	34,500	-	34,500
Section 410 Impaired Driving Countermeasures Grants	139,000							-	139,000	-	139,000
Section 411 Distracted Driving Grants	-							-	-	50,000	50,000
Section 2011 Child Safety and Booster Seat	7,000							-	7,000	(7,000)	-
Section 3010 High Visibility Enforcement	29,000							-	29,000	8,000	37,000
Section 3011 Motorcyclist Safety Grants	7,000							-	7,000	-	7,000
Subtotal, Programs**	**525,000**	-	-	-	-	-	-	-	**525,000**	**100,000**	**625,000**
TOTAL, HIGHWAY TRAFFIC SAFETY GRANTS	**550,328**	-	-	**41**	**53**	**(74)**	**(1,018)**	**71**	**549,401**	**93,599**	**643,000**

NOTE: Totals may not add due to rounding.
* In FY 2012 and FY 2013, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.
**Reimburseable FTE's are in addition to NHTSA's Affordable FTE's.
***Travel funding does not include TSI Travel, which is funded through program funds.
****FY 2013 includes 0.5 percent inflation for Administrative and Program Expenses. Salaries and Benefits includes 0.5 percent for 3/4 of the year only.

EXHIBIT II-7

WORKING CAPITAL FUND
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	FY 2012 ENACTED	FY 2013 REQUEST	CHANGE
DIRECT:	**$ 11,351**	**$ 11,762**	**$ 411**
SUBTOTAL	11,351	11,762	411
TOTAL	**$ 11,351**	**$ 11,762**	**$ 411**

Note: $4M is funded through direct chargebacks to program funds.

EXHIBIT II-8

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

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

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.

**Reimburseable 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

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

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.

**Reimburseable 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.

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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

ACTIVITY	2011 Actual	2012 Enacted	2013 Request*	Variance FY 2012 vs FY 2013
PERSONNEL RESOURCES				
FTE - DIRECT	599	606	651	45
FTE - REIMBURSABLE	0	4	4	0
Total FTE	**599**	**610**	**655**	**45**
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
Administrative Expenses Total	**$118,969,766**	**$125,797,766**	**$124,823,000**	**($974,766)**

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 Analyis, 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.

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OPERATIONS AND RESEARCH
VEHICLE SAFETY
(Policy proposal, not subject to PAYGO)
(liquidation of contract authorization)
(limitation on obligations)
(transportation trust fund)

In addition, contingent upon enactment of multi-year surface transportation authorization legislation, $188,000,000 to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended, for payment of obligations incurred in carrying out the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, as amended by such authorization: Provided, That none of the funds in this Act shall be available for the planning or execution of functions of the Secretary with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, the total obligations for which shall not exceed $188,000,000 in fiscal year 2013: Provided further, That within the $188,000,000 obligation limitation for operations and research, $20,000,000 shall remain available until September 30, 2014 and shall be in addition to the amount of any limitation imposed on obligations for future years.

[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 and chapter 301 and part C of subtitle VI of title 49, United States Code, $140,146,000, of which $20,000,000 shall remain available through September 30, 2013.]

Sec. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws [for multiple years] but only to the extent that the obligation authority has not lapsed or been used.

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
PROGRAM AND FINANCING SCHEDULE

Description	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Obligations by Program Activity			
Research and Analysis	37,326,694	35,502,310	
Rulemaking	20,662,424	20,662,424	
Enforcement	18,844,500	18,844,500	
Administrative Expenses	64,986,766	64,986,766	
Total Direct Obligations	141,820,384	139,996,000	
Reimbursable Program	800,301	1,150,000	
Total direct obligations	**142,620,685**	**141,146,000**	-
Budgetary Resources			
Unobligated balance brought forward, Oct 1	3,961,435	2,484,794	
Resources available from recoveries of-		109,196	
Anticip Recov prior year unpaid obligations unexpired	248,977	890,804	
Unobligated balance available (total)	**4,210,412**	**3,484,794**	-
Budget Authority			
Appropriation (disc.)	140,427,000	140,146,001	
Appropriations transferred from other accts (disc)	38,184		
Appropriations permanently reduced (disc.)	(280,854)		
Appropriation (total)	**140,184,330**	**140,146,001**	-
Spending authority from offsetting collections (disc.)			
Collected	1,106,892		
Spending authority from offsetting collections (disc.) (total)	**1,106,892**	-	-
Total budgetary resources (disc and mand)	**145,501,634**	**143,630,795**	-
Change in Obligated Balance			
Unpaid obligations, brought forward, October 1 (gross)	75,164,505	79,996,373	60,025,792
Obligations incurred (gross) - Unexpired accounts	142,733,781	141,146,000	
Obligations incurred (gross) - Outlays (gross)	(136,645,008)	(160,702,210)	(38,000,000)
Recoveries of prior year unpaid obligations, unexpired accts (-)	(248,977)	(109,196)	
Recoveries of prior year unpaid obligations, expired accts (-)	(1,007,928)	(305,175)	
Unpaid obligated balance, end of year (gross)	**79,996,373**	**60,025,792**	**22,025,792**
Outlays (disc) (gross)			
Outlays from new discretionary authority	82,719,997	81,864,680	
Outlays from discretionary balances	52,813,003	79,337,320	38,500,000
Total outlays (gross)	**135,533,000**	**161,202,000**	**38,500,000**

NOTE: Vehicle Safety Research is funded from the Trust Fund in 2013 and re-based from the General Fund in FY 2011 and 2012

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
OBJECT CLASS SCHEDULE

Description	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	40,981,288	39,973,753	
Other than full-time permanent	654,367	324,055	
Other personnel compensation	1,269,047	561,173	
Total personnel compensation	**42,904,702**	**40,858,981**	**-**
Civilian personnel benefits	8,934,504	10,484,095	
Travel and Transportation of Persons	518,630	537,513	
Transportation of things	938	70,184	
Rental payments to GSA	3,068,036	1,521,559	
Communications, utilities, and miscellaneous charges	2,986,937	2,986,937	
Printing and reproduction	356,927	356,927	
Other services	44,697,891	46,652,369	
Research and development contracts	37,326,694	35,502,310	
Supplies and materials			
Equipment	1,025,125	1,025,125	
Grants and subsidies			
Reimbursable obligations: Research & Development	800,301	1,150,000	
Total new obligations	**142,620,685**	**141,146,000**	**-**

NOTE: Vehicle Safety Research is funded from the Trust Fund in 2013 and re-based from the General Fund in FY 2011 and 2012

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST	CHANGE FY 2012-2013
Safety Performance (Rulemaking)	$ 21,645	$ 21,700	$ 32,767	$ 11,067
Safety Assurance (Enforcement)	18,043	19,394	21,427	2,033
Research and Analysis	35,472	34,065	58,543	24,478
Administrative Expenses *	64,987	64,987	75,263	10,276
TOTAL, VEHICLE SAFETY (TF)	**$ 140,146**	**$ 140,146**	**$ 188,000**	**$ 47,854**
FTE's:				
Direct Funded	342	340	366	26
Reimbursable, allocated, other	-	-	-	-

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

EXHIBIT III - 1a

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013

Appropriations, Obligation Limitations, and Exempt Obligations

OPERATIONS AND RESEARCH

VEHICLE SAFETY RESEARCH

($000)

ITEM	Change from FY 2012 to FY 2013	Change from FY 2012 to FY 2013 FTEs by Program
Vehicle Safety Base	**140,146**	**340**
Adjustments to Base		
FY 2013 #FTE Per Program Change	-	26
Annualization of FY 2012 Pay Raise	-	
Annualization of FY 2012 FTE	-	
FY 2013 Pay Raise	178	
One Additional Compensable Day	204	
GSA Rent	5,897	
WCF	1,481	
Inflation	87	
Subtotal, Adjustment to Base	**7,847**	**26**
Program Increases/Decreases	**40,007**	**-**
Total Net Increases/Decreases	**47,854**	**26**
Total FY 2013 Request	**188,000**	**366**

Note: In FY 2012 and FY 2013, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.

VEHICLE SAFETY

Program and Performance Statement

The FY 2013 budget request includes $188,000,000 for Vehicle Safety (NVS) activities to reduce highway fatalities, prevent injuries, improve fuel economy, and significantly reduce the societal costs related to motor vehicles and equipment through: the issuance and enforcement of Federal Motor Vehicle Safety Standards (FMVSS); dissemination of consumer information; research involving electronics, crash avoidance and mitigation technologies, crashworthiness, and alternative fuels; defining the requirements and scope for providing the capability of advanced testing of emergent technologies; and issuance and enforcement of fuel economy (CAFE) standards. In FY 2013, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

FY 2013 – Vehicle Safety

$188,000,000

Program Activity	FY 2011 Actual	FY 2012 Enacted**	FY 2013 Request	Changes FY 2012 - 2013
Safety Performance (Rulemaking)	$21,644,624	$21,699,645	$32,766,675	$11,067,030
Safety Assurance (Enforcement)	$18,042,842	$19,394,500	$21,427,000	$2,032,500
Vehicle Safety Research and Analysis*	$35,471,914	$34,065,089	$58,543,000	$24,477,911
Vehicle Safety Administrative Expenses	$64,986,766	$64,986,766	$75,263,325	$10,276,559
Total	**$140,146,146**	**$140,146,000**	**$188,000,000**	**$47,854,000**

* FY 2011 includes some funds for FARS and NASS, respectively, which are now shown in HSRD in FY 2012 and FY 2013.

**In FY 2011, the National Driver Register Modernization for $3.343 million was funded from the General Fund (not shown). Funding for NDR in FY 2012 and 2013 is included in the HSRD Account.

Rulemaking Programs: ($32,766,675)

The activities funded through the Rulemaking programs will support the Department's Safety goal through the issuance of Federal Motor Vehicle Safety Standards that govern newly-manufactured vehicles and related safety equipment. In FY 2013, Rulemaking programs will enhance safety by producing new standards in the areas of heavy vehicle electronic stability control systems, push-button ignition systems, accelerator controls, alerting sounds for hybrid and electric vehicles, child restraint systems in side impacts, light vehicle event data recorders, and motorcoach structural integrity, as well as a number of additional areas involving crash avoidance and alternative fuels. Rulemaking also supports the Safety goal by developing consumer information through testing the vehicle fleet, as part of the Agency's 5-Star Safety Ratings. Funding in FY 2013 will allow significant expansion of the NCAP program, providing consumers with relevant, timely safety information for new motor vehicles to inform their purchasing decisions. For child passenger safety, NHTSA provides ratings to consumers for child seat ease-of-use.

Additionally, Rulemaking programs issue automotive fuel economy standards, which support the Departmental goal of Environmental Sustainability. Funding also provides for the international harmonization of vehicle safety standards with other countries, which reduces manufacturing costs and regulatory burden on the automotive industry.

Enforcement Programs: ($21,427,000)

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. Funding in 2013 will support Enforcement initiatives to enhance import safety through oversight of new entrant manufacturers; improve the collection, storage, analysis and dissemination of defect and compliance data; increase CAFE-related enforcement and compliance activities and related civil penalty collections; and support the Agency's other cross-cutting initiatives. Funding will enable Enforcement to address concerns with the effectiveness, reliability, interoperability, privacy and security of electronic control systems being introduced into the vehicle fleet with increasing frequency.

Vehicle Safety Research and Analysis: ($58,543,000)

The Vehicle Safety Research and Analysis programs support DOT Safety goals through conducting motor vehicle safety research and development on advanced vehicle safety technology, ways of improving vehicle crashworthiness and crash avoidance, vehicle-based options for decreasing distracted driving and alcohol involvement in crashes, methods for decreasing the number of rollover crashes, ways of improving vehicle-to-vehicle crash

compatibility, and improving data systems. Funding in FY 2013 will support Vehicle Safety research into the reliability and security of complex safety-critical electronic control systems; studying the cybersecurity of vehicles; assessing new and emerging technologies that can help drivers avoid crashes; collecting observational and naturalistic driving data to inform agency work on driver distraction; developing enhanced computer modeling tools and expertise necessary to quickly and efficiently identify changes in the vehicle fleet in areas that could have ramifications for structural and occupant safety, particularly in areas related to alternative fuel vehicles and changes to the mass and stiffness of vehicles in response to changes in CAFE requirements; advanced battery control modeling and analysis, assessment of crash notification technology and emergency response; improving agency data accessibility and dissemination; defining the requirements and scope for providing the capability of advanced testing of emergent technologies; and supporting the Agency's other cross-cutting initiatives. We also propose the establishment of a new initiative for Vehicle Electronics Systems Safety. We have established a new division in close coordination with Enforcement, Rulemaking and the Data Center that would be closely tied to existing Intelligent Systems and Human Factors programs.

Vehicle Safety Administrative Expenses: ($75,263,325)

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the Agency's Vehicle Safety programs. Included are the costs associated with the salaries and benefits for NHTSA employees who directly work on and indirectly provide support to these programs together with other normal business expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. This amount includes a realignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development (HSRD) and Highway Safety Grant programs.

Detailed Justification for Safety Performance (Rulemaking) Programs

What Do I Need To Know Before Reading This Justification?

In support of DOT safety goals in FY 2013, the Agency will be pursuing several broad initiatives that cut across the Vehicle Safety organization. Such initiatives will require NVS to implement an integrated research/data/rulemaking/enforcement approach, and include initiatives in Electronics Reliability and Security, Crash Avoidance, Crashworthiness, Alternative Fuels, and fuel efficiency. Effective pursuit of these important initiatives for the benefit of the American public will require investment in the necessary human resources and programs.

What Is The Request And What Will We Get For The Funds?

FY 2013 – SAFETY PERFORMANCE (RULEMAKING)

$32,766,675

Program Activity	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Safety Standards Support	$2,295,400	$2,295,400	$4,453,675	$2,158,275
New Car Assessment Program	$10,372,214	$11,409,435	$17,393,000	$5,983,565
Fuel Economy Program	$8,882,200	$7,900,000	$10,900,000	$3,000,000
Transportation/Climate Change Center	$19,960	$19,960	$20,000	$40
Theft Program*	$74,850	$74,850	$0	($74,850)
Total	**$21,644,624**	**$21,699,645**	**$32,766,675**	**$11,067,030**

**NHTSA will be working with the Department of Justice on the Theft Program.*

In FY 2013, we are requesting $32,766,675 for Rulemaking programs, which is an increase of $11,067,030 over the FY 2012 enacted funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives, such as:

- Expand our ability to assess and address emerging safety needs to more expeditiously protect the public from safety risks, particularly in the areas of crash avoidance technologies and vehicles using alternative fuels.
- Initiate rulemakings dealing with the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program and complete analyses under the National Environmental Policy Act that support these rulemakings.
- Implement the enhanced NCAP program by providing consumers with comparative safety information for 85 percent of the new vehicle fleet for Model Year 2014.

Without the additional funding requested for Rulemaking in FY 2013, including the additional Full Time Equivalents (FTEs), we will not be able to (1) initiate safety standards for alternative fuel vehicle safety, (2) meet the need for regulatory or consumer protection information activities concerning crash avoidance technologies, or (3) conduct the additional testing to bring our NCAP safety ratings up to their historical average of about 85 percent of new cars and light trucks.

What is the program?

RULEMAKING **Safety Standards Support**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$2,295,400	$2,295,400	$4,453,675	$2,158,275

NHTSA's Safety Standards Support program provides the technical support needed to develop Federal Motor Vehicle Safety Standards (FMVSS) in the key areas of Crash Avoidance, Crashworthiness and Consumer Information. This support includes test method development to upgrade existing standards or promulgate new ones, determination of 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.

Why Is This Particular Program Necessary?

The activities funded through the Safety Standards Support programs will support the Department's Safety goal through the promulgation of FMVSSs. Crash avoidance, crashworthiness and consumer information activities are necessary to address safety problems that are emerging, but are not currently addressed by safety requirements, by developing and finalizing standards or developing consumer information activities that cross-cut several of the agency's vehicle safety programs.

How Do You Know The Program Works?

Motor vehicle safety has improved over the years due to improved vehicle designs, many of which were a result of FMVSS. In 1998, there were 1.58 fatalities per 100 million vehicle miles travelled (VMT) while in 2009, that number decreased to 1.13 fatalities per 100 million VMT. For passenger vehicles, occupant fatalities fell by 8.2 percent between 2008 and 2009, while those for heavy truck occupants reduced by 26 percent in the same time frame. We gauge the success of our programs by analyzing the projected benefits from each regulation we undertake. Similar analytical efforts allow us to gauge when to revise current standards to improve their effectiveness.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, we request $4,453,675 for Safety Standards Support, which is a $2,158,275 increase over the FY 2012 enacted funding level. Funding at this level will allow us to carry out planned agency programs and initiate new ones, such as conducting cost and weight studies of lane departure warning and lane keeping systems for heavy trucks, forward collision warning and crash imminent braking for heavy trucks, and a review of selected regulations to make sure they are keeping pace with new technologies and addressing potential safety issues that could arise

with vehicle electronics including battery safety and crashworthiness standard development. At the increased level and as part of the President's goal to reduce U.S. dependence on foreign oil, improve vehicle efficiency, reduce vehicle emissions, and make electric and alternative fuel vehicles a practical, cost-effective, and safe choice for a large number of Americans, NHTSA will continue to develop test procedures and performance requirements for alternative fuel vehicles (Compressed Natural Gas, Liquid Propane Gas, hydrogen, battery electric vehicles).

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.

FY 2013 funding will enable the agency to accomplish the following initiatives, if deemed necessary for safety:

- Review our braking standards and their potential to address non-mechanical failures.
- Develop a final rule for heavy vehicle electronic stability control systems.
- Develop a final rule for vehicles that use push-button ignition systems.
- Develop a final rule updating the accelerator control standard.
- Develop a final rule for an alert sound for hybrid and electric vehicles.
- Issue our feasibility study on a performance focused lighting standard.
- Continue to evaluate restraints for wheelchair-seated drivers.
- Issue our evaluation and characterization for wheelchair-seated occupants that we have completed to date.
- Complete a feasibility study that will evaluate the variety of automatic transmission shift patterns and the potential for driver confusion.
- Develop a final rule for evaluating motorcoach rollover structural integrity.
- Develop a final rule for evaluating child restraint systems in side impacts.
- Develop a final rule to incorporate a new child side impact dummy into Part 572, "Anthropomorphic test devices."
- Develop a final rule to require light vehicle Event Data Recorders.
- Develop a final rule to upgrade the seat belt anchorage test procedure.
- Develop battery testing and crashworthiness standards for inclusion in a final rule on electronic vehicle safety.
- NHTSA will also work with international partners in an effort to investigate alternative regulatory approaches, mitigate risks and set the stage for future harmonized standards.

Justification for Additional FTE:

We are also requesting seven FTEs for new rulemaking initiatives in the areas of alternative fuel and electric vehicle safety, motorcoach safety (motorcoach evacuation and flammability), pedestrian protection, heavy vehicle underride crash protection, new advanced technologies such as blind spot detection and lane keeping systems for commercial and light vehicles, stability control for medium duty vehicles, and more advanced vehicle lighting systems. Crashworthiness efforts in FY 2013 will focus on child protection and motorcoach safety issues, and the upgrade of event data recorder requirements, as well as new initiatives on truck underride crash protection and alternative fuel and electric vehicle safety. Our crash avoidance activities will include completion of rulemakings to address stability control for truck tractors and motorcoaches, safety issues associated with vehicles that do not use a traditional key, and finalizing new rules for equipping hybrid and electric vehicles with an alert sound and improving heavy vehicle tires. Without the additional FTEs, the Agency will not be able to implement guidelines and/or safety regulations to address critical areas, such as pedestrian and motorcoach safety, nor conduct regulatory performance evaluations, of technologies that are being deployed in the fleet.

RULEMAKING **New Car Assessment Program (NCAP)**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$10,372,214	$11,409,435	$17,393,000	$5,983,565

New Car Assessment Program (NCAP) helps consumers make informed purchasing decisions by providing safety ratings and safety performance on vehicles and child safety seats. This program informs consumers of the relative safety of vehicles based on frontal and side impact, as well as rollover resistance tests, using a 5-star safety rating system. Child safety seats are similarly rated for their ease of use. Leading advanced crash avoidance technologies are certified to NCAP's performance specifications. Vehicle safety ratings, advanced technology recommendations, and other safety information are provided on our www.safercar.gov website. Safety ratings are provided at the point of sale on the Monroney price sticker applied to new vehicles, and through trade shows and other outlets. Child seat Ease of Use ratings, child safety related information, and other consumer information are also available from www.safercar.gov.

NCAP recently developed a Vehicle-Child Restraint System (CRS) Fit program, which assesses the compatibility between the CRSs (also known as child safety seat) and passenger vehicles and published a request for public comment notice describing the details of the proposed program. The intent of this proposed program is to help parents and caregivers find a CRS that fits their vehicle. We anticipate publishing a final decision notice on the Vehicle-CRS Fit program in FY 2012 and implementing the program in FY 2013.

NCAP is also considering adding additional crash avoidance advanced technology to the current list of crash avoidance technologies. Currently, NCAP recommends Lane Departure Warning, Forward Collision Warning and Electronic Stability Control to consumers, when a manufacturer demonstrates the technology on its vehicle passes the NCAP performance specification. We plan to make a decision on the next advanced technology in FY 2012.

Why Is This Particular Program Necessary?

Title II of the Motor Vehicle Information and Cost Savings Act of 1972 required us to provide consumers with a measure of the relative crashworthiness of passenger motor vehicles. Accordingly, we created the NCAP program in 1978 to provide frontal impact ratings. The program later expanded to include side impact and rollover ratings. These activities inform consumers of vehicle safety features, which in turn encourage manufacturers to produce safer products. Congress also required that a child restraint safety rating consumer information program be established. In 2011, we published a notice requesting public comment on a new consumer information program that will be part of NCAP, to assist parents and caregivers in finding a child safety seat that fits in their vehicles.

How Do You Know The Program Works?

The success of the program can be measured in how consumers have used this information in making their purchasing decision, which encourages manufacturers to continually improve safety. For example, prior to the program enhancements, approximately 97 percent of new vehicles received 4- or 5-star ratings for the driver in frontal crashes, compared to approximately 30 new vehicles when the program was first implemented in 1978. Therefore, in 2010, the program raised the safety bar by implementing more stringent crash tests, making it harder for vehicles to achieve the top ratings of 5 stars. Manufacturers responded by making more safety improvements to their vehicles to earn top ratings and advanced technology recommendations.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, we request $17,393,000 for NCAP, which is a $5,983,565 increase over the FY 2012 enacted funding level. In FY 2010, NHTSA implemented the enhanced Government 5-Star Safety Rating program. Since this was the initiation of a new program, only a portion (or 62 percent) of the model year 2011 fleet was tested and rated. In our FY 2013 budget request, we expect 85 percent of the 2014 model year fleet to be covered within the NCAP. As shown in the table below, this will enable the return to our desired level of about 85 percent fleet coverage.

	FY 2011	FY 2012	FY 2013	Change
Budget Request Level	$10,372,214	$11,409,435	$17,393,000	$5,983,565
# Test Models	62	41	65	24
% Fleet Coverage*	80	76	85	9

**Testing on MY's occurs through March of the next FY, i.e. FY 2011 tests of MY 2012 vehicles go through March of FY 2012.*

Due to the program enhancements, frontal and side crash ratings from the old NCAP crash programs did not carry over from the previous model year. The advanced technology testing was newly introduced. Thus, the percentage of the vehicle fleet rated reduced from approximately 85 percent to zero when the program enhancements were implemented in FY 2010. Prior to the enhancements, the program relied heavily on carryover scores (ratings that remain unchanged from year to year) to provide consumers with safety ratings information on a substantial portion of the new vehicle fleet. In the first few years after the implementation of the program enhancements, we anticipate that a small percentage of the ratings of new vehicle fleet will carry over from year to year. This increase is to conduct new tests and increase ratings coverage of the new vehicles in order to reach 85 percent of the new fleet (assuming that 50 percent of the ratings from the previous model year vehicle fleet carry over to the following model year fleet), improve consumer awareness of the enhanced program, including information on advanced crash

avoidance technologies, as well as child safety information, and implement a new Vehicle-CRS Fit program. In FY 2013 we will:

- Conduct vehicle crash and rollover tests to provide consumers with new vehicle safety ratings on approximately 85 percent of the model year 2014 vehicle fleet, the same level sustained under the old NCAP.
- Promote the program enhancements, the Government 5-Star Safety Ratings, and increase consumer awareness of the enhanced program.
- Provide consumers with vehicle safety ratings and child restraint information through www.safercar.gov, in agency publications, and at the point of sale.
- Continue to educate consumers about the enhanced crash test and advanced technologies information programs through partnerships, www.safercar.gov website and other outlets.
- Provide consumers with child safety seat Ease of Use ratings.
- Implement a new consumer information program, Vehicle-CRS Fit program, to provide parents and caregivers with information about which child safety seats fit in their vehicles to improve their confidence in, and comfort with, using the child safety seats, and ultimately reduce installation mistakes.
- Implement updates to the Crash Avoidance program.
- Develop new web pages on www.safercar.gov to disseminate information developed under the Vehicle-CRS Fit program.
- Provide consumers with up-to-date information about unseen hazards, such as dangers to children, which will include information on the dangers of and how to prevent backovers, hyperthermia in vehicles, power window injuries, vehicle rollaways, seat belt entanglement, and trunk entrapment.
- Provide consumers with up-to-date information on vehicle safety information such as 15-passenger van safety and tire safety.

Justification for Additional FTEs

In FY 2013, in order to provide consumers safety ratings information on approximately 85 percent of the new vehicle fleet, an additional 72 crash tests beyond the FY 2012 levels will need to be conducted. To achieve this increase, NCAP requires an additional two FTEs to provide engineering support for the program. Furthermore, we plan on implementing the new Vehicle-CRS Fit program in the same fiscal year. Thus, these same two additional FTEs will support the new Vehicle-CRS Fit program, the additional tests planned for the NCAP and the growing crash avoidance advanced technology program. Without the additional FTEs, the resource constraint will not allow us to complete testing in time, implement the new Vehicle-CRS Fit program and keep up with industry growth of crash avoidance advanced technology.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$8,882,200	$7,900,000	$10,900,000	$3,000,000

The Department of Transportation has been setting Corporate Average Fuel Economy (CAFE) standards since the late 1970s under the guidance of the Energy Policy and Conservation Act of 1975 (EPCA), which mandated the doubling of fuel economy of light duty vehicles in 10 years. The Act was passed in response to the 1973-1974 oil embargo. CAFE standards are intended to reduce energy consumption by increasing the fuel economy of cars and light trucks. In 2007, Congress enacted the Energy Independence and Security Act, which amended EPCA. The Act reformed the CAFE structure by mandating an attribute- based structure as well as ratable and substantial increases in fuel economy. The overall light duty fleet must reach 35 mpg by 2020 and continue improving thereafter. In addition, the Act authorized and directed the Department to issue standards for medium and heavy duty vehicles for the first time. To ensure that consumers are better educated about fuel economy and to encourage the purchase of more fuel efficient vehicles, Congress also mandated improved labeling to provide information regarding how different vehicles perform with respect to fuel economy and greenhouse gas emissions.

The CAFE program directly supports the Department's Environmental Sustainability goals.

Why Is This Particular Program Necessary?

The CAFE program plays a key role in addressing the intertwined and critically important challenges of dependence on oil, energy security and climate change that our country faces. The program also fulfills the obligations imposed by the Energy Independence and Security Act of 2007 (EISA). DOT, is also working jointly with the Environmental Protection Agency (EPA) to establish standards that improve fuel economy of vehicles and reduce greenhouse gas emissions. By establishing harmonized standards, the automotive industry can build one single national fleet that meets the requirements of both EISA and the Clean Air Act. In addition, it will provide consumers with savings at the pump.

How Do You Know The Program Works?

The recently issued 2012 to 2016 CAFE regulations are projected to save 1.8 billion barrels of oil over the lifetime of model year (MY) 2012 to 2016 light-duty vehicles. The average MY 2016 vehicle is expected to have net lifetime savings of more than $3,000 for the vehicle owner.

Why Do We Want/Need To Fund The Program At the Requested Level?

The $10.9 million funding will be used to provide support for future rulemaking programs, including the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work

Truck Fuel Efficiency program, initiate rulemaking activities for the CAFE program for 2022 and beyond, and analyses under the National Environmental Policy Act to support the Medium- and Heavy-Duty Fuel Efficiency program. Funding will also allow the agency to propose fuel economy standards for heavy-duty truck trailers. The agency will continue to improve the fuel economy programs, conducting respective analyses and looking at potential refinements and enhanced analytical approaches. The FY 2013 budget request will support work continuing in the following areas of fuel economy regulation required by EISA:

- Complete significant work supporting the next phase of fuel efficiency regulations for medium- and heavy-duty vehicles and work trucks that would support issuing a Notice of Proposed Rulemaking and a Draft Environmental Impact Statement in early FY 2014.
- Issue a final rule for a new consumer information program on vehicle fuel efficiency.

Light Duty Vehicles

- Develop technical information in support of continuing development of fuel economy standards. This includes:
    - Conduct technical and economic studies assessing the potential to improve fuel economy for model year 2022 and beyond.
    - Continue a retrospective analysis of fuel economy rulemaking to assess the accuracy of projections, per the recommendation of the GAO.

Commercial Medium and Heavy on Highway Vehicles

- Complete significant work supporting the next phase of fuel efficiency regulations for medium- and heavy-duty vehicles and work trucks.
- Conduct studies to support issuing a proposal for truck trailer fuel efficiency and fuel efficiency standards for the next phase or regulations.
- Analyze standards under the National Environmental Policy Act.

Justification for Additional FTE:
Fuel Economy Rulemaking requires two FTEs to 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. These FTEs will support the consumer tire fuel efficiency rating program, consumer education programs related to fuel economy and alternative fuels, study of the effects of vehicle mass reduction and size on safety, studies on the effects of fuel economy standards on the types of vehicles consumers purchase, and enhancements to analytical approaches for establishing fuel economy standards, among others.

RULEMAKING **Transportation/Climate Change Center**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$19,960	$19,960	$20,000	$40

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 collaborates with other Departmental modes to fund these activities.

Why Is This Particular Program Necessary?

Within the United States, transportation is the largest source of greenhouse gas (GHG) emissions after electricity generation. With scientific recognition that GHG emissions are contributing to a long-term warming trend of the earth, there is an increasing realization that transportation, as a significant contributor of GHGs, plays an important role in climate change policy and program decisions. This initiative directly supports the Department's Environmental Sustainability goals.

How Do You Know The Program Works?

The Center-funded research publications, and documents, are published and distributed annually. They are also posted on the Center's website, http://climate.dot.gov/.

Why Do We Want/Need To Fund The Program At the Requested Level?

We request $20,000 to continue support of the Department's Climate Change Center as part of our commitment to Environmental Sustainability.

Detailed Justification for Safety Assurance (Enforcement) Programs

What Is The Request And What Will We Get For The Funds?

FY 2013 – SAFETY ASSURANCE (ENFORCEMENT)

$21,427,000

Program Activity	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Vehicle Safety Compliance	$8,079,808	$8,629,808	$11,096,000	$2,466,192
Safety Defects Investigation	$9,809,342	$10,611,000	$10,079,000	($532,000)
Odometer Fraud	$153,692	$153,692	$252,000	$98,308
Total	**$18,042,842**	**$19,394,500**	**$21,427,000**	**$2,032,500**

In FY 2013, we are requesting $21,427,000 for Enforcement programs, which is an increase of $2,032,500 over the FY 2012 enacted funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives, such as:

- Establish reliability of electronic control systems.
- Improve accessibility to Enforcement's defect and compliance data.
- Expand import and Corporate Average Fuel Economy (CAFE) enforcement.
- Address new and unique crash avoidance and alternative fuel vehicle safety concerns.

Without the additional funding requested for Enforcement in FY 2013, we will not be able to address safety concerns with emerging technologies or meet the heightened expectations that Congress and the public now have for the breadth and depth of NHTSA's enforcement programs.

What Is This Program?

ENFORCEMENT **Vehicle Safety Compliance**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$8,079,808	$8,629,808	$11,096,000	$2,466,192

The Office of Vehicle Safety Compliance (OVSC) conducts activities that contribute to the Department's goal of reducing highway fatalities. Failure of motor vehicles, and items of motor vehicle equipment (tires, child safety restraints, etc.), to comply with Federal Motor Vehicle Safety Standards (FMVSS) can lead to fatalities, injuries, and property damage. The FMVSS defines minimum levels of safety performance, including crash protection, crash survivability, crash avoidance, and other requirements for motor vehicles and equipment. The program works closely with Rulemaking on the development of new and amended FMVSS and develops objective and repeatable test procedures that the Agency uses to determine compliance. The program also 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, NHTSA must ensure that the manufacturer or importer recalls the vehicle or equipment and provides a remedy for 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 enforces the Corporate Average Fuel Economy (CAFE) regulations by ensuring proper vehicle classification, collecting civil penalties, tracking any available credits, and monitoring the transfer and trading of credits.

Why Is This Particular Program Necessary?

This program is essential to enforce compliance with FMVSS, which prevents fatalities, injuries, and property damage due to the failure of motor vehicles and items of motor vehicle equipment to comply with the FMVSS. In the absence of the program, the FMVSS would have no teeth and compliance would essentially be voluntary. This would likely lead to the vehicle and equipment markets being flooded with noncompliant vehicles and equipment, creating enormous safety risks.

How Do You Know The Program Works?

The Vehicle Safety Compliance program develops and implements the performance tests contained in the FMVSS. The auto industry's compliance with those standards, ensured by OVSC's testing of vehicles and equipment, has saved thousands of lives in recent years through crash protection (e.g., seat belts and airbags) and crash avoidance (e.g., electronic stability control).

From January 1, 2000 through December 31, 2010, there have been 1,060 safety recalls of motor vehicles involving over 2 million vehicles per year which failed to comply with the FMVSS. Of these, 30 percent were influenced by OVSC investigations involving over 5 million vehicles (27 percent). During the same period, an additional 196 safety recalls involving over 4 million items of motor vehicle equipment including motorcycle helmets and aftermarket lighting kits were initiated to correct noncompliance. OVSC investigations influenced nearly 80 percent of these (153 recalls) involving 67 percent of the equipment in question (2.8 million items). Consumers have benefited greatly from both the industry's generally successful attempts to comply with the Federal Motor Vehicle Safety Standards and from OVSC's compliance tests and investigations. These tests and investigations ensured that millions of consumers were protected from the risks posed by noncompliant vehicles and items of equipment. Also, since model year 2000, OVSC has collected on average about $26 million dollars each year in fines for CAFE violations.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, NHTSA is requesting $11,096,000 for the Vehicle Safety Compliance program, which is $2,466,192 above the FY 2012 enacted funding level. Funding at this level will allow us to complete critical testing of new vehicles for compliance with crashworthiness and crash avoidance standards, and critical equipment compliance testing by September 2013, as well as to continue enforcement of CAFE regulations for passenger vehicles and light trucks. The funding will also permit the Agency to greatly expand its efforts to detect and deter the importation of unsafe motor vehicle equipment through outreach to manufacturers and strong enforcement action, implement the tire efficiency rating program, and implement the motor coach occupant protection compliance test program. In addition, OVSC must prepare for needed programs in electronic reliability, crash avoidance, crashworthiness issues that arise from the new CAFE requirements, alternative fuels safety, establishment of new CAFE requirements, and enforcement of new CAFE requirements.

Also in FY 2013, OVSC will be implementing 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. By doing so, OVSC will be able to devote its limited resources to those potential safety problems that pose the highest risk to the public, and make use of other enforcement resources to carry out its safety mission. Vehicles and equipment that do not comply with the FMVSS can be denied entry to the U.S. While under current law we cannot ask CBP to bar the entry of products that contain safety-related defects or are subject to a recall remedy, agency personnel will monitor such importations for follow-up inquires to, or investigations of, the importers of such products. The Agency's enhanced efforts to ensure import safety will require additional funding. The funds are needed to retain contractors to analyze exports of motor vehicles and equipment to the U.S. at their source and collect and analyze data on the flow of those exports to the U.S. We anticipate a significant increase in our

coordination with CBP's port officials and those that manage commodity seizures and appeals to the seizures after we request targeting of products at the ports. We also anticipate an increase in the number of compliance tests that will be conducted.

As NHTSA assesses new and emerging technologies that can help drivers avoid crashes, OVSC will support the crash avoidance technologies safety programs through joint rulemaking, developing test procedures, monitoring and reviewing research testing, writing regulatory text related to test procedures, performing or participating in demonstration testing, and coordinating this activity with the electronic initiative.

Other emerging technologies, such as electronic controls require OVSC to increase its electronics expertise in order to assist in the development and implementation of potential safety standards for electronic systems performance, event data recorders, and vehicle safety system electronic security. In addition, OVSC will address the safety of alternative fuel systems, such as hybrid electric, electric, fuel cell, compressed natural gas (CNG), and other non-fossil fuel systems which will lead to the development of detailed test procedures, conducting compliance demonstrations and testing the reliability of these alternative fuel systems. The increase in FTEs will enable OVSC to develop and demonstrate testing procedures, conduct annual compliance testing programs and inspections, and conduct appropriate enforcement follow up activities.

The OVSC will support the expanding CAFE program, including the 2017-2025 light duty vehicle regulations, the 2014-2018 commercial medium and heavy duty truck regulations, and the increased enforcement responsibilities due to credit trading and expanded test procedures for CAFE attribute measurements.

In FY 2013, OVSC plans to fully integrate the compliance data into the Advanced Retrieval Tires, Equipment, Motor Vehicles Information System (ARTEMIS) and utilize existing functionality, such as workflow, document management and a common data dictionary. OVSC also plans to initiate a requirements analysis and an alternatives analysis to determine the most cost-effective future information technology environment for the importation data system.

The requested funding will enable NHTSA to accomplish these objectives in FY 2013:

- Complete of critical vehicle crashworthiness and crash avoidance compliance testing by September 2013, including testing for compliance with, and/or developing test procedures for, several new or substantially revised standards including tire efficiency, heavy vehicle tires, heavy vehicle Electronic Stability Control (ESC), roof crush, side impact, and ejection mitigation. Complete critical equipment compliance testing (including items such as child seats, seat belts, and brake hoses) by September 2013.
- Continue outreach to foreign vehicle and equipment manufacturers and focused enforcement of imported motor vehicle equipment.
- Ensure registered importer applications and vehicle importation eligibility petitions are processed in a timely manner.

- Continue enforcement of existing CAFE standards and regulations, including system for trading of compliance credits.
- Implement compliance testing program for motor coaches occupant protection.
- Implement tire efficiency rating program for replacement tires and relevant enforcement activities.
- Establish electronic reliability enforcement capability by obtaining expertise, working with the Rulemaking team, writing test procedures, monitoring and reviewing research testing, writing regulatory text, performing or participating in demonstration testing.
- Perform additional enforcement testing to ensure that vehicles designed for the new CAFE standards comply with the FMVSS and identify potential changes needed for the FMVSS due to possible unintended consequences of the redesigns.
- Work with Rulemaking team on alternative-fueled vehicles (hybrid electric, electric, fuel cell, CNG, etc.) will require working with the Rulemaking team, writing test procedures, monitoring and reviewing research testing, writing regulatory text, performing or participating in demonstration testing.
- Monitor, and where applicable test, new entrants into motor vehicle manufacturing both inside and outside the US and imported motor vehicle equipment will be monitored and where applicable will be tested to assure compliance with the FMVSS.
- Migrate certain enforcement testing to the enhanced test center (vehicle crashworthiness, crash avoidance, motor vehicle equipment testing, and validating CAFE footprint and vehicle classifications for OVSC and defects investigation testing for ODI).

Justification for Additional FTE:

Vehicle Safety compliance requires seven additional FTEs. Two FTEs will be needed to apply NHTSA's risk management model to the import flow data, identify targets for investigations, conduct the investigations, and coordinate with CBP on interdiction. Three FTEs are needed to support the crash avoidance technologies safety programs, and reliability of vehicle electronic control and alternative fuel systems. In addition, one FTE is needed to develop and demonstrate new test procedures, support inspections and measurements and provide program support to the CAFE program, and another FTE is needed to support fully integrating compliance data into the ARTEMIS and other analyses.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$9,809,342	$10,611,000	$10,079,000	($532,000)

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. 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. NHTSA developed and maintains a comprehensive and sophisticated data warehouse/system, Advanced Retrieval Tire, Equipment, Motor Vehicle Information System (ARTEMIS), to securely store and manage a voluminous amount of Early Warning Reporting (EWR) data submitted by manufacturers pursuant to the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act as well as complaints from vehicle owners regarding recalls and investigations. The Office of Defects Investigation (ODI) 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 and to determine the adequacy of recalls.

Why Is This Particular Program Necessary?

This program allows us to investigate motor vehicles and items of motor vehicle equipment for possible defect trends, and where appropriate, seek recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. When recalls are issued, this program monitors manufacturers and ensures that the manufacturer sufficiently and quickly correct the identified vehicle safety issues.

How Do You Know The Program Works?

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. Absent ODI's aggressive screening for defect trends and investigation of possible defects, millions of consumers each year would be subjected to unreasonable safety risks when operating their vehicles or equipment.

- On average, the ODI public website receives 10,000 unique visitors per day who are attempting to search for recalls and investigations, file complaints, or conduct research before purchasing a vehicle or for other purposes.

- The collection of EWR data has forced manufacturers to take a closer look at their fleet performance and, in some instances, has led to identification of defects and recalls much earlier in the vehicle's lifecycle.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, NHTSA is requesting $10,079,000 for Safety Defects Investigation activities, which is $532,000 less than the FY 2012 enacted funding level. The additional funding ODI received in 2012 was requested to improve its online complaint form, website usability, and improve outreach to consumers. ODI has made good progress in these areas. A new online form was deployed that is shorter and easier to complete. Plans are in development to improve the look, feel and utility of the consumer website. These plans also include the development of a mobile application to further ease consumer ability to submit complaints, stay abreast of recalls in real time, and increase general awareness of NHTSA and its programs. The FY 2013 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. In addition, funds will further the implementation and maintenance of an advanced data mining and analytical tool to complement ARTEMIS, including the incorporation of business intelligence to enhance usability by defect screeners and investigators.

ODI will need one additional FTE to address safety of alternative fuel systems, such as hybrid electric, electric, fuel cell and CNG. This FTE will enable ODI to closely monitor and analyze fuel systems and conduct any alleged defect investigation and related testing. This FTE also will be required to support the crash avoidance technologies safety programs through monitoring and reviewing research testing, supporting all defect investigative actions, and coordinating this activity with other NHTSA programs.

Enforcement is seeking to provide more transparency for its data and reduce time for identifying new defect trends that occur involving the deployment of new technology. As recommended by the Department's Office of Inspector General (OIG), ODI will need to deploy advanced full-text data mining and analytical capability. The tool will be designed to understand the natural tendencies of written complaints and identify potential areas for defect investigators to review. The tool's business intelligence capability will enable faster, more reliable results from data. In addition, plans are to fully integrate the compliance test data into Artemis and fully utilize existing functionality, such as workflow, document management and a common data dictionary.

Congress has made clear that ODI needs to expand its capabilities in the area of vehicle electronics. The funding of an additional FTE discussed above will support necessary defect

investigative actions concerning reliability and effectiveness of electronic control systems and their effects on safety.

In addition, this same FTE will also be responsible for improving ODI's data quality and consumer access to the vehicle safety data base. This improvement will expand ODI's audience and lead to more field inspections to aid the screening process; increase the number and depth of investigations related to all vehicle control issues (unintended acceleration, steering, braking, stalling, etc.), which increasingly involve electronics issues; increase the number and depth of investigations related to vehicle integrity involving issues such as failed structural components, air bags, child seats, etc.; and increase the number and depth of investigations concerning types of trucks, buses (including school buses and motor coaches), RVs, and motorcycles. Absent the increased staffing, ODI will not be able to address the entire breadth of safety risks expected by Congress and the public.

The requested funding will enable NHTSA to accomplish these objectives in FY 2013:

- Enhance accessibility to data and expanded awareness of the program on the part of consumers.
- Continue screening consumer reports of safety-related problems with motor vehicles or motor vehicle equipment, including child safety seats and tires.
- Continue outreach to foreign vehicle and equipment manufacturers, consumers, organizations, businesses and federal, state and local government agencies to encourage the reporting of safety-related problems in motor vehicles and motor vehicle equipment.
- Resolve petitions requesting ODI to open investigations into alleged safety problems.
- Conduct investigations into allegations of safety-related problems, as well as recalls where the remedy or the scope of the vehicles included was allegedly inadequate.
- Review all manufacturer technical service bulletins to ensure that consumers receive appropriate notification of safety-related problems.
- Review all manufacturer input to the EWR system.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$153,692	$153,692	$252,000	$98,308

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. 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.

NHTSA's criminal investigators conduct investigations of large-scale odometer fraud schemes and work closely with Department of Justice Office of Consumer Litigation prosecutors to ensure that worthy cases are effectively prosecuted. The Agency also 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.

In FY 2013, NHTSA is requesting $252,000 for the Odometer Fraud Investigation program. The FY 2013 request will allow NHTSA 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. The funding will also allow the Office of Odometer Fraud to maintain and improve its electronic case management system and address specialized criminal law enforcement needs to ensure officer safety and efficient investigative practices.

Why Is This Particular Program Necessary?

The cooperative agreements to multiple state enforcement agencies will assist our efforts to encourage states to start new odometer fraud activities or enhance existing programs that reduce the occurrence of odometer fraud in those states. Through these cooperative agreements, we plan 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.

Additionally, these funds will allow the Office of Odometer Fraud to upgrade its case management system, lease vehicles as necessary for its criminal investigators, and help ensure that it stays current in meeting its own specialized criminal enforcement needs.

How Do You Know The Program Works?

Since 1984, odometer fraud investigations have resulted in more than 259 criminal convictions in 36 States with prison sentences ranging from one month to ten years, criminal fines totaling more than $3 million, and court ordered restitution totaling more than $15 million.

Why Do We Want/Need To Fund The Program At the Requested Level?

Federal and State odometer enforcement personnel are dealing with an increase in odometer fraud related to vehicles exempt from required odometer statements. This is a result of vehicles lasting longer. These investigations require additional extensive investigative efforts to prove odometer tampering. This funding level supports:

- Enhanced officer safety by providing specialized training and updated equipment.
- Labor intensive investigations concerning America's aging fleet.
- Adequately addressing the use of electronic odometer tampering devices.

Detailed Justification for Vehicle Safety Research and Analysis Programs

What Is the Request and What Will We Get For The Funds?

FY 2013 – VEHICLE SAFETY RESEARCH AND ANALYSIS

$58,543,000

Program Activity	FY 2011 Actual*	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Safety Systems	$8,209,548	$9,009,548	$11,226,000	$2,216,452
Biomechanics	$10,978,000	$10,978,000	$16,600,000	$5,622,000
Heavy Vehicles	$2,110,770	$2,110,770	$2,365,000	$254,230
Crash Avoidance	$8,087,792	$8,787,792	$9,854,000	$1,066,208
Alternative Fuels Vehicle Safety	$4,489,004	$1,500,000	$7,498,000	$5,998,000
Vehicle Electronics and Emerging Technology	$0	$0	$10,000,000	$10,000,000
Vehicle Research and Test Facility*	$0	$0	$1,000,000	$1,000,000
Fatality Analysis Reporting System (FAST FARS)**	$1,297,400	$1,297,400	$0	($1,297,400)
National Automotive Sampling System (NASS)**	$299,400	$381,579	$0	($381,579)
Total	**$35,471,914**	**$34,065,089**	**$58,543,000**	**$24,477,911**

*The Vehicle Research and Test Facility may be funded up to $2.0M. NHTSA is requesting $1.0M for the requirements analysis.

** FY 2011 includes some funds for FARS and NASS, respectively, which are shown in total in HSRD in FY 2012 and FY 2013. In the FY 2012 Enacted Budget, NASS was provided funding of $25M from the Section 406 Grant (Repurposed funds for Data Modernization).

What Is This Program?

RESEARCH & ANALYSIS **Safety Systems**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$8,209,548	$9,009,548	$11,226,000	$2,216,452

Safety Systems conducts occupant protection research to reduce the number of fatal and serious injuries that occur in the United States each year. This research program is responsible for developing and upgrading test procedures for evaluating motor vehicle safety. Safety systems research examines new and improved vehicle design, safety countermeasures and equipment to enhance occupant safety.

Why Is This Particular Program Necessary?

Motor vehicle crashes claimed the lives of 32,885 people in the United States in 2010. Although much progress has been made in providing increased occupant protection, research is still needed to mitigate serious and fatal injuries in frontal, side, and rollover crashes since they account for most of the deaths and serious injuries in passenger cars and light trucks and vans (LTVs). Advanced technologies and innovative developments are researched for applications that can further enhance protection for occupants of all ages. Activities in NHTSA's Safety Systems program specifically address the Department's highway safety fatality goals.

How Do You Know The Program Works?

Research in vehicle crashworthiness has shown substantial benefits in several recent rules. Improved roof strength (FMVSS 216) and ejection mitigation technologies (FMVSS 226) have been shown to save several hundred lives per year after full implementation. NHTSA continually monitors the traffic safety databases to evaluate performance effectiveness of current and proposed safety performance requirements. In-depth crash investigations are conducted by the NASS investigators and reviewed by research personnel. The Crash Injury Research and Engineering Network (CIREN) program works with national trauma centers to conduct in-depth studies regarding the medical consequences of motor vehicle crashes. Emerging safety concerns and countermeasures are monitored through our Special Crash Investigation program and through review of our Early Warning Reporting database. Additionally, NHTSA generally conducts fleet evaluations to understand the performance and implications of new safety performance tests, prior to formulating standards. The analysis of crashes from all of these sources allows NHTSA to understand how vehicle crashworthiness has and may be further improved and to determine effectiveness of restraint systems to reduce the risk of death or injury of occupants involved in vehicle crashes.

Why Do We Want/Need To Fund The Program At the Requested Level?

This request will enable us to initiate research toward advanced occupant protection systems that use emerging vehicle-to-vehicle communication technologies to provide advanced warning of impending crashes. We will also initiate research on dynamic evaluation of head restraints and to initiate the testing of advanced underride guards for heavy trucks. We will also 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 adult and child restraint systems.

Funding is required to support new areas of research, and to accelerate research towards significant safety objectives. Specifically, the $2.2 million in additional funding will allow us to initiate the following activities:

- Accelerate research into a dynamic rollover test methodology, injury criteria, and assess the need for a rollover dummy. NHTSA is conducting basic research into occupant kinematics and injury mechanisms during rollover. Much more research will be needed to develop thorough test methods and performance requirements.
- Initiate a computer modeling and simulation program leveraging private/public partnerships to assess the effects of light-weighted vehicles as a result of increased fuel economy requirements. The introduction of lightweight vehicles will require additional research to accurately model crash behavior of advanced materials. Additional vehicle and occupant protection countermeasures for lightweight vehicles also need to be developed.
- Initiate testing of heavy vehicle rear underride guards.
- Continue research to support a final regulation for child restraints for side impact protection.
- Continue research to upgrade the frontal crash protection for child restraints.
- Continue research for improved occupant protection in frontal oblique and small overlap crashes.

Justification for Additional FTE:

It is anticipated that to accelerate the research in rollover, one additional FTE will be required. In addition to supporting all the continuing research, the FTE will be required to help initiate the modeling efforts as well as the rear underride guard testing.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$10,978,000	$10,978,000	$16,600,000	$5,622,000

Our continuous and long range biomechanical research activities allow us to develop critical scientific links between vehicle crash characteristics and the resulting human injuries. To accomplish this, the science of impact biomechanics is applied for developing injury criteria to predict injury risk in automobile crashes and provide the test devices, such as crash test dummies, that accurately mimic human response and assist in the prediction of injuries in a vehicle crash. Specific focus will continue on pediatric impact biomechanics; older occupant impact tolerance and response to advanced restraints; head, brain, thoracic and abdominal impact response and the effects of restraint type on the likelihood of such injuries; and pedestrian impact response. 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. Information on our biomechanics research and testing can be found at www.nhtsa.gov/Research/Biomechanics+&+Trauma.

Why Is This Particular Program Necessary?

NHTSA's Biomechanics programs support the Department's goals to reduce highway fatalities, its sub-metrics for non-occupant (pedestrian protection) and passenger vehicle fatality goals, as well as the agency's occupant protection and child restraint goals. In particular, the biomechanics research program provides critical information that improves agency's knowledge of injuries and their causes through detailed crash and medical investigation of real-world crashes. The biomechanics program also has historically and will continue to provide the research data and expertise necessary to support the Agency's needs for new and enhanced crash test dummies and associated response or design requirements and injury criteria. The products of this research are directly used in the safety standards developed by NHTSA.

How Do You Know The Program Works?

The Biomechanics research program has made significant contributions in support of NHTSA's rulemaking efforts and stock of tools, techniques and procedures that NHTSA and industry have and will continue to use to further vehicle safety. Listed below are some of the accomplishments over the past few years.

- Developed injury risk curves and criteria and associated enhanced dummy biofidelity and federalized dummies for new side impact requirements (FY 2007).
- Developed injury risk curves and combined rating scheme for New Car Assessment Program (FY 2008).

- Test tools for research and/or incorporation into regulation:
    - Enhancements to advanced frontal dummy (FY 2010).
    - Development of new neck for child side impact dummy.
    - Development of instruments to improve measurement of chest deflection.
- Software development:
    - Released new brain injury software (FY 2009).
    - Developed new dummy biofidelity rating system (BioRank).
    - Developed finite element models of crash dummies – advanced frontal crash test dummy (FY 2009);
    - 6-yr-old child dummy (FY 2007).
- Managed the Biomechanics Test Database of over 5,000 NHTSA-funded or acquired tests. It is used by NHTSA, academia and industry for injury assessment and criteria development.

Why Do We Want/Need To Fund The Program At the Requested Level?

Basic and applied biomechanics research provides NHTSA with state-of-the art test devices, injury criteria and performance limits for head, neck, torso, and lower extremities and allows the Agency to continue its leadership in this field. New advanced crash dummies for frontal, side impact, rear impact and rollover will be obtained and evaluated rigorously for biofidelity, durability and applicability to existing or newly developed standards for vehicle crashworthiness and occupant protection.

Funding is required to 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. Specifically, the requested funding will allow us to pursue the following activities:

- Accelerate advanced child crash test dummy research to include following activities:
    - Prepare size and shape requirements for infant, 3, 6 and 10 year old dummies.
    - Finalize biomechanical response requirements for infant, 3, 6, and 10 yr old dummies.
    - Initiate prototype fabrication of all 4 dummies.
- Implement a pilot study for the purpose of demonstrating the feasibility of real-time capture, transmission, storage, and interpretation of data from advanced automatic collision notification (AACN) systems in improving the speed of patient care and the accuracy of patient triage, thus reducing excess motor vehicle related morbidity and mortality. The pilot study will include the following activities:
    - Develop standardized crash data and injury prediction output from vehicles.

    - Assess data/injury prediction quality/utility.
    - Obtain feedback from end users (Public Safety Answering Points (PSAPs), Emergency Medical Services (EMS), hospitals).
- Identify requirements for a seamless, secure, and self-populating software architecture for receiving, storing, and transmitting AACN data and obtain feedback from data recipients/end users (PSAPs, EMS, hospitals) on the feasibility of the data transmission system.
- Expand research on injury mechanisms and tolerance of older occupants that includes assessment of injury criteria for older occupants, concepts for an "older occupant" dummy and/or "older occupant" human computer model.
- Expand computational modeling efforts to include evaluation of new and existing dummy and human body models; development of new human (e.g., parameterized adult) and dummy (e.g., THOR 50^{th} and 5^{th}) models; analysis of real-world injury conditions via crash reconstruction; and development of new injury assessment tools and injury criteria.
- Acquire additional World Side Impact Dummy (WorldSID) 5^{th} and THOR 5^{th} and 50^{th} percentile advanced dummies to complete pre-rulemaking evaluation requirements as well as ensuring repeatability and reproducibility of dummies.
- Modernize biomechanics database (8000+ entries) to improve access by public entities and external researchers.

Justification for Additional FTE:
It is anticipated that to accelerate the research in child dummy development and older occupant injury mechanism research one additional FTE will be required.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$2,110,770	$2,110,770	$2,365,000	$254,230

Large trucks are involved in 8 percent of fatal crashes, and 10 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 75 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 dissipate the crash energy in such collisions through crush of structures of the vehicles involved. The heavy vehicle research program supports our 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 research program directly supports the Department's large truck and bus fatality goals.

Why Is This Particular Program Necessary?

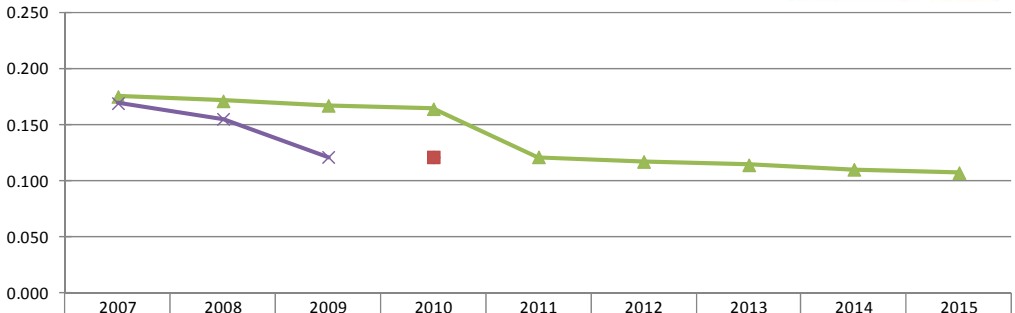
Heavy vehicles continue to be a significant factor in vehicle crashes. The transport of goods across the United States is dependent on this growing fleet of vehicles. Also, motorcoaches are becoming an increasingly attractive travel mode for Americans. Research must be done to ensure the performance of these vehicles in pre-crash conditions and ensure the safety of occupants and other vehicles during the crash phase. This research supports NHTSA's future efforts in heavy vehicle (tractor semi-trailer, single unit trucks, and buses (including motorcoach) safety.

How Do You Know The Program Works?

This research program has supported the development of revised braking performance requirements for truck-tractors, resulting in a recent regulatory proposal to amend to FMVSS 121 (heavy vehicle air brakes) estimated to save over 200 lives annually. Currently the program is performing research to support agency rulemaking decisions on stability control systems which are estimated to save over 100 lives annually. In addition to applied research that supports regulatory upgrades, the program supports research of next generation safety technologies such as crash warning and avoidance systems which will support future agency regulatory decisions.

DOT Strategic Goal: Safety

Large Truck and Bus Fatalities per 100 Million VMT



	2007	2008	2009	2010	2011	2012	2013	2014	2015
Projection Min				0.121					
Projection Max				0.121					
Target	0.175	0.171	0.167	0.164	0.121	0.117	0.114	0.110	0.107
Actual	0.169	0.155	0.121						

Why Do We Want/Need To Fund The Program At the Requested Level?

Funding is required to support new heavy vehicle crash avoidance research in key areas, including:

- Conduct research to address several recommendations from the National Transportation Safety Board (NTSB) regarding crash avoidance safety systems for trucks and motorcoaches.
- Heavy Vehicle Crash Avoidance Technology: The Agency has committed to an aggressive set of agency decisions on heavy vehicle crash avoidance systems and technologies over the next several years. These include truck tractor and motorcoach stability control, medium truck and bus stability control, heavy vehicle collision avoidance and mitigation, heavy vehicle tires, and speed limiters. In addition, the

Agency plans additional work to develop performance requirements to support agency decisions for lane departure warning systems. Additional research on crash warning systems will be performed to evaluate driver-vehicle interface issues and the integration of multiple safety systems for the purpose of optimizing overall effectiveness.

Justification for Additional FTE:

NHTSA requests one additional FTE to support the Heavy Vehicles program. The additional position will focus on applied research of crash avoidance systems to support agency regulatory decisions.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$8,087,792	$8,787,792	$9,854,000	$1,066,208

NHTSA's Research and Rulemaking Priority Plan and 10-Year Vision call out the need for an increased emphasis on crash avoidance technologies with significant potential to reduce fatalities and injuries by preventing the crash from occurring. NHTSA must conduct research and rulemaking on these technologies, as well as design and gather new data sources and implement new analysis tools. The rapid advance of crash avoidance safety systems 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 human factors, intelligent vehicle technologies for crash avoidance (light vehicle focus), and pneumatic tires. Within the human factors program, a continuing focus will be on driver distraction and inattention, impaired drivers (e.g. alcohol), controls and displays as well as issues associated with the interaction between the driver and the vehicle. For intelligent vehicle technologies research, areas include advanced technologies for driver assistance and warning, advanced vehicle control, driver monitoring, and vehicle communications. Pneumatic tire research will support agency rulemaking and consumer information programs to improve safety and fuel economy. Research tools include the National Advanced Driving Simulator (NADS), test tracks, and instrumented vehicles.

Why Is This Particular Program Necessary?

This research program is necessary to support the agency priority plan in the areas of light vehicle crash avoidance, human factors/engineering integration, and pneumatic tire research; and to also develop effective public and consumer education programs in areas such as alcohol, and driver distraction.

How Do You Know The Program Works?

This research program directly supports several critical areas of agency rulemaking and policy development related to light vehicle crash avoidance. For example, past successful research was completed on electronic stability control, which supported the agency's rulemaking effort of development and promulgation of FMVSS 126. Light vehicle stability control systems are estimated to save as many as 10,000 lives annually. In the human factors area, the program has completed a large body of research in the areas of:

- Driver distraction, including research to support visual-manual driver distraction guidelines development and naturalistic driving studies to evaluate in-vehicle tasks and associated crash risk.
- Driver assistance technologies (what is the best way to present safety warnings to drivers).
- Evaluating ways to modify unsafe driving behaviors (e.g. distraction and alcohol impairment).
- Performing research to enhance the safety of vulnerable and at-risk populations such as teen drivers, older drivers, and blind pedestrians.

In the area of pneumatic tires, the program has been successful in supporting the development and promulgation of a tire pressure monitoring standard and is currently supporting the development of additional tire safety requirements in the areas of tire aging and tire rolling resistance.

Why Do We Want/Need To Fund The Program At the Requested Level?

The FY 2013 program will support the following key program areas:

- Crash Avoidance Technology - The Agency has committed to an aggressive set of agency decisions on several crash avoidance systems and technologies over the next several years. These include collision avoidance and mitigation, vehicle-based alcohol detection, lane departure prevention, blind spot detection, and pedestrian detection systems. In addition, human factors research is fundamental to all of these systems to understand how drivers interact with them and based on this knowledge develop driver-vehicle interface approaches to optimize the effectiveness of these safety systems. In addition, the Agency is required to promulgate safety standards for quiet vehicles by 2015.
- Address the emerging area of autonomous and semi-autonomous vehicle operation. Vehicles that offer some level of autonomous or semi-autonomous driving are being developed and it is expected that initial applications may be offered within the next few years. Research supporting the evaluation of emerging technologies and applications, evaluation of performance requirements and assessment of standardization needs, and identification and evaluation of human factors issues associated with shared vehicle control will be performed.
- Distracted Driving: NHTSA is implementing its Distraction Plan and has identified significant funding needs in the FY 2013 timeframe. Specifically, NHTSA will continue to collect observational and naturalistic driving data as well as develop guidelines for nomadic devices and voice control systems to improve the Agency's understanding of distracted driving and other driver behaviors. The nomadic and voice control guidelines are critical to complete and are needed to augment initial agency guidelines for visual-manual distraction.

- Naturalistic Driving Data Analysis for Crash Avoidance: Naturalistic data presents a wholly new need and opportunity to inform technical understanding and decision making for crash avoidance technologies. Using new data analysis tools and methods, NHTSA will need to perform research and analysis of naturalistic data to calculate crash avoidance effectiveness. In addition, the Agency will develop advanced test methods and simulation tools, providing additional capabilities to assess the performance, effectiveness, and benefits of advanced safety systems.

Justification for Additional FTE:

It is anticipated that one additional FTE will be needed to implement the requested crash avoidance program. The FTE is needed to support crash avoidance technology research, including autonomous and semi autonomous vehicles and will be needed to develop and execute complex research studies that utilize naturalistic driving data.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$4,489,004	$1,500,000	$7,498,000	$5,998,000

Many manufacturers are heavily investing for near future production and marketing of hydrogen, other alternative fuel vehicles, and battery intense vehicles. As these vehicles are deployed in the fleet, their safety during refueling, recharging, and in crashes becomes an issue of paramount concern. Ensuring that alternative fuel 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. Additionally, the introduction of new battery technology, such as lithium ion, present new challenges previously not considered in the Federal motor vehicle safety standards. A failure to adequately address safety concerns could affect the future development of these promising technologies if a catastrophic failure were to occur.

The Alternative Fuels Vehicle Safety program supports the Department's Environmental Sustainability goals.

Why Is This Particular Program Necessary?

There is no doubt that future vehicles will have a variety of power and energy systems that do not rely on internal combustion technology for power. Battery Electric Vehicles (BEVs) and Hybrid Electric Vehicles (HEVs) and Plug-in Hybrid Electric Vehicles (PHEVs) that use lithium ion battery packs will be introduced in ever-greater numbers and have unique and specific risks for occupant and household safety. NHTSA must continue its research plan in FY 2013, and begin to consider and to develop regulatory approaches to mitigate these risks while providing for the safe acceptance of these vehicles. Additionally, Compressed Natural Gas (CNG) vehicles are being operated and are nearing the end of useful life of high-pressure storage cylinders; create a different set of hazards that must be addressed. These research and rulemaking efforts will also be applied to Hydrogen vehicles which use similar storage containers and have similar potential risks. NHTSA research must be at the forefront of the research involved in the safety and performance of these alternative fuel vehicles to develop safety performance requirements and to support potential future rulemaking.

How Do You Know The Program Works?

This program area is only in its early stages and NHTSA is gathering information from all sources regarding the impending battery, stored gas and fuel cell technologies that are emerging. This advanced knowledge is helping to focus the research projects. In addition, research is reaching out to other Government agencies and stakeholders to determine the future research directions to gain additional knowledge of their activities.

Why Do We Want/Need To Fund The Program At the Requested Level?

The level of funding requested, will enable NHTSA to focus more research efforts into the safety of emerging battery and stored gas technologies used in electric, hybrid, fuel cell and internal combustion engine vehicles. This funding will support the following specific activities:

- 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 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 safety related battery handling and discharge processes for damaged and end of life vehicles, and battery recycling environments.
- Continue battery abuse testing for hybrid and plug-in electric vehicle systems to establish acceptable component and vehicle level performance criteria and threshold limits for fault mechanisms of electrical, mechanical, and thermal origin.
- Continue review and testing of safety performance of compressed natural gas and hydrogen gas containers.
- Conduct full vehicle burn tests of alternative fuel vehicles.
- Conduct performance tests on pressure relief devices for CNG and hydrogen cylinders.
- Evaluate vehicle refueling interface/communications systems for CNG and hydrogen refueling systems.
- Initiate Liquid Propane Gas (LPG) vehicle system level safety performance research.

Justification for Additional FTE:

It is anticipated that to continue the aggressive pace of battery and other alternative fuels safety research, one additional FTE will be required. The industry is moving forward very quickly with their battery and other alternative fuel vehicle technology and NHTSA research needs to match that pace to ensure safety of those vehicles.

RESEARCH & ANALYSIS **Vehicle Electronics and Emerging Technologies**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$0	$0	$10,000,000	$10,000,000

In FY 2013, we propose the establishment of a new initiative for Vehicle Electronics Systems Safety. We have established a new division under Research, in close coordination with Enforcement, Rulemaking and the Data Center. This division would be closely tied to existing Intelligent Systems and Human Factors programs.

Why Is This Particular Program Necessary?

Today's vehicles are heavily reliant on complex electronic control systems. A comprehensive understanding of security and reliability for automotive safety-critical electronic systems, especially vehicle control systems, is essential in ensuring the safe operation of motor vehicles and the protection of vehicle occupants and other road users. Traditional electronic system design and evaluation may no longer be sufficient to properly evaluate the increased complexity of modern vehicle electronic systems or be sufficient in countering malicious actions that threaten the safety and security of motor vehicle operation. NHTSA, as well as other governmental entities such as White House Office of Science and Technology Policy (OSTP), has also identified the need to study cyber security of vehicles (due to the proliferation of control systems described above). Based on the unintended acceleration (UA) work completed with the National Aeronautics and Space Administration (NASA) and the work just completed by the National Academy of Sciences (NAS), we have identified the clear need to conduct research into the reliability and security of these safety-critical electronic control systems.

This initiative 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. In FY 2013, this initiative is expected to move forward with relevant and timely research into this growing area.

How Do You Know The Program Works?

The success of this effort will be to identify issues that may arise in emerging vehicle electronics before they are in production. Through advanced, proactive and collaborative research, these issues will be addressed in a timely manner. It may also be used to investigate potential defects in electronics and software and assist in recall or other consumer complaint issues. While this effort will only begin in FY 2013, it is anticipated that research results will be realized quickly by this activity. Current Agency efforts focused on vehicle software and electronics and recommendations from the National Academy of Sciences ***"Study of Electronic Vehicle***

Controls and Unintended Acceleration" will serve to identify initial research projects to be conducted beginning in FY 2013.

Why Do We Want/Need To Fund The Program At the Requested Level?

The request for FY 2013, in addition to adding staff, is necessary to stand up this effort. The funds will be used to:

- Improve electronic systems reliability, including five currently identified areas: functional safety design, fail safe strategies, software reliability, diagnostic and notification strategies, and Human-Machine Interface (HMI) considerations. In addition, a strategic roadmap will be developed to enable the Agency to systematically and comprehensively address the reliability of vehicle electronic systems over the next several years. Electronics reliability encompasses all fundamental control systems (steering, braking, throttle, motive power), as well as other safety critical systems such as restraints and crash avoidance systems.
- Provide hardware, software, electromagnetic interference testing, data acquisition, materials testing, etc and the development of other required processes. These capabilities are required to facilitate our efforts to understand the electronic and software reliability of an array of vehicle systems that could impact vehicle safety, including telematics systems and connected vehicle technologies.
- Address vehicle cybersecurity. NHTSA, as well as other governmental entities such as the White House Office of Science and Technology Policy (OSTP), has identified the need to study cybersecurity of vehicles (due to the proliferation of control systems described above). This need includes quantifying and assessing risks for single vehicle as well as connected vehicle systems, and will consider application of lessons learned from other industries. In addition, we will identify and evaluate potential solutions and countermeasures and evaluate the need for additional standards. This will involve collaboration with a variety of stakeholders including the National Institute of Standards and Technology (NIST), White House OSTP, the Department of Homeland Security (DHS), the Department of Defense (DOD), and many private industries. Initial efforts will include development of a strategic roadmap, enabling the Agency to systematically and comprehensively address vehicle cybersecurity issues over the next several years.

Justification for Additional FTE:

It is anticipated that two FTEs will be required to add to the new research division focused on Vehicle Electronics Systems Safety. The staff will be composed of a combination of electronic systems, software, hardware, and testing engineers, as well as cybersecurity experts and human factors engineers and psychologists.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$1,000,000	$1,000,000

In FY 2013, NHTSA will define the requirements and scope for providing the capability of advanced testing of emergent technologies.

Why Is This Particular Program Necessary?

Modern vehicles have evolved greatly over the last 35 years, and the advent of modern electronic controls, alternative fuels, and electric powertrains will drive that evolution even farther in the very near future. VRTC was state-of-the-art when it was established, but facility and equipment upgrades are now necessary to keep pace with numerous vehicle changes. While the existing equipment and road surface facilities are still, and will continue to be, of great use, NHTSA has identified the need for additional facilities and equipment.

Testing emerging technologies for research and standards development purposes as well as testing new vehicles for NHTSA's NCAP, 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, NHTSA needs to establish and maintain a well-equipped and dedicated center to test, monitor and trouble-shoot these and other new technologies. Since these technologies can be extremely complex and entail highly sensitive manufacturer's information, it is important that NHTSA assess the requirements of acquiring much greater capabilities in conducting its essential testing as expeditiously and efficiently as possible. Additionally, NHTSA has outgrown its existing leased space and requires significant additional space to house existing equipment.

How Do You Know The Program Works?

The requirement to evaluate the laboratory test facilities is necessary to maintain pace with the rapid emergence of electronics and advanced technologies. For example, in the recent study of the Toyota electronic throttle control system, due to a lack of Federal laboratory facilities to conduct some of the more highly sophisticated electronics assessments, it was necessary to contract with laboratories in the private sector for this sensitive and proprietary work. The proposed facility would allow the Agency to keep pace with emerging electronics control systems and other advanced technologies.

Why Do We Want/Need To Fund The Program At the Requested Level?

The level of funding requested will enable NHTSA to define necessary facility requirements, conduct exploratory legal assessment, conduct environmental and site analysis, and potentially prepare architectural drawings. Subsequent fiscal year FTE and funding would be needed to complete construction, equip and operate the facilities. Considerations for the facility requirements include the following:

- The facility would be adjacent to and leverage the existing road surfaces, test track, and crash facilities of the proving grounds now available at the VRTC.
- Alternative fuel test laboratory, including all-wheel chassis dynamometers, to test emerging battery technology safety and control systems used in hybrid/electric, fuel cell and internal combustion engines; hydrogen and CNG high-pressure storage cylinders; and propensity for fire instigation.
- Electronics laboratory capability to study electronics and software reliability, cyber security, and software control system assessment.
- Anechoic chamber equipped with a rotatable, all-wheel chassis dynamometer for hybrid/electric quiet car sound studies and electromagnetic interference testing.
- Human factors laboratory and simulator for distraction and other human-machine interface studies for crash warning systems.
- Crash avoidance and hardware-in-the-loop laboratory for advanced technology safety assessment and to support connected vehicle work.
- Crashworthiness laboratory space capable of comprehensive dynamic rollover occupant protection assessment of roof crush, ejection, and occupant restraint effectiveness.

Further, the Agency envisions that this facility may potentially accommodate an important portion of the NCAP and compliance testing for which the Agency now contracts at private facilities. Although detailed analysis would be needed to confirm, it is possible that use of the government facility could result in some savings over the continued exclusive use of contract facilities for the same testing. Moreover, the scheduling of this testing could possibly be handled more efficiently and expeditiously than using multiple private labs, where testing for other entities can sometimes cause delays in NHTSA's test schedule.

- Provide more unified and streamlined facilities to support ever expanding NCAP consumer safety information from crash tests, rollover, advanced technologies, child seats, tires, etc.
    - Capable of producing media quality video.
    - Expanded crash test dummy laboratory for calibration and coordination of the numerous dummies now utilized for consumer crash test safety information, and also include dummy development facility to design and produce prototype test tools.

- Assessment of defect investigation and compliance testing capabilities to address emergence of new entrant manufacturers with little or no experience with Federal motor vehicle safety standards requirements.
    - Need for rapid identification, testing and response for compliance enforcement.
    - Increased defect investigation capacity and added capabilities for material testing and electronics and software reliability evaluations.

NHTSA may use up to $2 million for the Vehicle Research and Test Facility, but is requesting $1 million for the requirements analysis.

Vehicle Safety Administrative Expenses

ADMINISTRATIVE EXPENSES

The FY 2013 Vehicle Safety budget request includes a total budget of $188,000,000 and 366 FTE. Of this amount $75,263,325 is for administrative expenses. Administrative expenses increase $10,276,559 above the FY 2012 enacted funding level.

Continued in the FY 2013 request, NHTSA distributes its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. NHTSA is increasing Salaries and Benefits by $3.4 million and Rent, Communication and Utilities by $6.9 million above the FY 2012 enacted level. The increases in Salaries and Benefits, and Rent, Communications and Utilities are attributed to an increase in resources needed to support an additional 26 FTEs and our need to continue to align non-program FTE with the programs they primarily support.

Program Activity	2011 ACTUAL	2012 ENACTED	FY 2013 REQUEST	FY 2012-2013 CHANGE
Salaries and Benefits	$51,343,077	$49,011,076	$52,378,707	$3,367,631
Travel	537,513	537,513	564,390	26,877
Transportation of Things	70,184	70,184	70,184	-
Rent, Communications & Utilities	4,508,496	3,612,803	10,482,575	6,869,772
Printing	356,927	356,927	356,927	-
Other Services	7,145,444	10,373,138	10,385,417	12,279
Supplies	-	-	-	-
Equipment	1,025,125	1,025,125	1,025,125	-
Total Administrative Expenses	**$64,986,766**	**$64,986,766**	**$75,263,325**	**$10,276,560**
FTE (includes indirect FTE)	342	340	366	26
FTP (includes indirect FTP)	352	350	402	52

Notes:
Travel funding does not include TSI Travel, which is funded through program funds.

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OPERATIONS AND RESEARCH
(Policy proposal, not subject to PAYGO)
(liquidation of contract authorization)
(limitation on obligations)
(transportation trust fund)
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, as amended by such authorization, $150,000,000 to be derived from the Transportation Trust Fund (Highway 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 2013, are in excess of $150,000,000, of which $145,176,356 shall be for programs authorized under 23 U.S.C. 403, and of which $4,823,644 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the $145,176,356 obligation limitation for operations and research, $20,000,000 shall remain available until September 30, 2014 and shall be in addition to the amount of any limitation imposed on obligations for future years.

[For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, $109,500,000, 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 2012, are in excess of $109,500,000, of which $105,500,000 shall be for programs authorized under 23 U.S.C. 403, and of which $4,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the $105,500,000 obligation limitation for operations and research, $20,000,000 shall remain available until September 30, 2013 and shall be in addition to the amount of any limitation imposed on obligations for future years.]

Sec. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws [for multiple years] but only to the extent that the obligation authority has not lapsed or been used.

OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT &
VEHICLE SAFETY (in FY 2013)
PROGRAM AND FINANCING SCHEDULE

Description	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Obligations by Program Activity			
Highway Safety Programs	44,377,034	44,609,000	79,819,000
Research and Analysis	27,835,588	26,908,000	35,743,000
Vehicle Safety Research			188,000,000
National Driver Register	3,976,160	4,000,000	
Administrative Expenses	34,231,549	33,983,000	34,438,000
Direct program activities, subtotal	**110,420,331**	**109,500,000**	**338,000,000**
Reimbursable Program	19,437,343	30,000,000	30,000,000
Total new obligations	**129,857,674**	**139,500,000**	**368,000,000**
Budgetary Resources Available for Obligation			
Unobligated balance available, start of year	3,973,156	18,374,998	17,948,941
Adjustment of unobligated bal brought forward, Oct 1			
Unobligated balance (total)	**3,973,156**	**18,374,998**	**17,948,941**
Contract authority	129,857,674	139,500,000	368,000,000
Unobligated balance of contract authority permanently reduced			
Contract authority - mandatory (total)	**129,857,674**	**139,500,000**	**368,000,000**
Recoveries of prior year unpaid obligations	11,514,286		
Collected	19,606,052		
Spending authority from offsetting collections, mandatory total	**20,385,010**		
Total Budgetary Resources Available	**148,232,672**	**157,874,998**	**380,948,941**
Total new obligations (-)	**(129,857,674)**	**(139,500,000)**	**(368,000,000)**
Unobligated balance available, end of year	**18,374,998**	**18,374,998**	**12,948,941**
New Budget Authority (gross), detail			
Discretionary			
Appropriation (trust fund)	110,420,331	109,500,000	338,000,000
Appropriations applied to liquidate contract authority		(109,500,000)	(338,000,000)
Appropriation (total)	**110,420,331**	-	-
Discretionary spending authority from offsetting collections:			
Reimbursable Program	25,000,000	30,000,000	30,000,000
Mandatory			
Contract Authority	110,560,171	112,360,000	338,000,000
Total new budget authority (gross)	**135,560,171**	**142,360,000**	**368,000,000**
Change in Unpaid Obligations			
Unpaid Obligated balance, start of year	107,885,092	110,749,711	108,768,337
Adjustment to unpaid obligations, brought forward, Oct 1			
Obligated Balance: start of year: uncollected cust. payment brought forward, Oct 1	330,847		
Total new obligations	129,857,674	139,500,000	368,000,000
Total outlays (gross)	(126,160,178)	(143,022,000)	(278,083,000)
Recoveries of prior year obligations (-)	(11,514,286)		
Unpaid obligations, end of year (gross)	**99,619,971**	**107,227,711**	**198,685,337**
Outlays (gross), detail			
Outlays from new discretionary authority	60,425,727	64,188,800	196,040,000
Outlays from reimbursable program		30,000,000	30,000,000
Outlays from discretionary balances	65,734,451	48,833,200	52,043,000
Total outlays (gross)	**126,160,178**	**143,022,000**	**278,083,000**
Offsets - Against Gross Budget Authority and Outlays			
Offsetting collections (cash) from: Federal sources	(19,443,052)	(30,000,000)	(30,000,000)
Net Budget Authority and Outlays			
Budget authority (net)	112,360,000	109,500,000	338,000,000
Outlays (net)	106,717,126	113,022,000	248,083,000

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT &
VEHICLE SAFETY (in FY 2013)
OBJECT CLASS SCHEDULE

Description	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	16,739,065	19,503,608	61,244,913
Other personnel compensation	1,345,333	1,096,200	2,348,702
Total personnel compensation	**18,084,398**	**20,599,808**	**63,593,615**
Civilian personnel benefits	5,113,106	5,173,192	17,060,093
Travel and Transportation of Persons	461,341	505,515	1,095,180
Rental payments to GSA	6,611,645	6,236,025	8,075,068
Communications, utilities, and miscellaneous charges	1,069,451	1,069,451	4,080,956
Other services from non-federal sources	53,335,375	47,927,634	148,703,588
Research and development contracts	27,835,460	26,908,000	93,286,000
Supplies and materials	1,080,375	1,080,375	1,080,375
Subtotal, Direct Obligations	**113,591,150**	**109,500,000**	**338,000,000**
Reimbursable Obligations			
Other services from non-federal sources	20,385,010	30,000,000	30,000,000
Total new obligations	**133,976,160**	**139,500,000**	**368,000,000**

EXHIBIT III-1

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH & DEVELOPMENT
Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST	FY 2012 - 2013 CHANGE
Highway Safety Programs *	$ 44,609	$ 47,109	$ 77,639	$ 30,530
Research and Analysis - NCSA**	26,908	26,908	40,801	13,893
Administrative Expenses ***	33,983	35,483	31,560	(3,923)
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (TF)	**$ 105,500**	**$ 109,500**	**$ 150,000**	**$ 40,500**
FTE's:				
Direct Funded	184	186	198	12
Reimbursable, allocated, other	-	4	4	-

Note: All funds for the Highway Safety Research & Development Program are from the Trust Fund.

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

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

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

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

EXHIBIT III-1

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

	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST	FY 2012 - 2013 CHANGE
National Driver Register (TF)	$ 2,500	$ -	$ -	$ -
National Driver Register Modernization (GF)	3,343	-	-	-
Administrative Expenses (TF)	1,500	-	-	-
TOTAL NATIONAL DRIVER REGISTER*	**$ 7,343**	**$ -**	**$ -**	**$ -**
FTE's:				
Direct Funded	9	-	-	-
Reimbursable, allocated, other	-	-	-	-

Note: NDR has funding from the TF and from the GF for modernization in FY 2011.
*Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account.

EXHIBIT III - 1a

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013
Appropriations, Obligation Limitations, and Exempt Obligations
OPERATIONS AND RESEARCH

HIGHWAY SAFETY RESEARCH & DEVELOPMENT
($000)

ITEM	Change from FY 2012 to FY 2013	Change from FY 2012 to FY 2013 FTEs by Program
Highway Safety Base	**109,500**	**190**
Adjustments to Base		
FY 2013 #FTE Per Program Change	-	12
Annualization of FY 2012 Pay Raise	-	
Annualization of FY 2012 FTE	-	
FY 2013 Pay Raise	97	
One Additional Compensable Day	105	
GSA Rent	(5,579)	
WCF	(52)	
Inflation	49	
Subtotal, Adjustment to Base	**(5,380)**	12
Program Increases/Decreases	45,880	-
Total Net Increases/Decreases	**40,500**	**12**
Total FY 2013 Request	**150,000**	**202**

Note: In FY 2012 and FY 2013, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.

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

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance Statement

The FY 2013 budget request includes $150,000,000 for research activities to reduce highway fatalities, prevent injuries, and significantly reduce the economic toll of motor vehicle crashes by data collection and analysis, research into highway safety issues, and the development of effective countermeasures. The data collection, data system development, and analytical work performed by the National Center for Statistics and Analysis supports the full range of vehicle, highway and behavioral research, and is extensively utilized by NHTSA and many other safety organizations worldwide. Behavioral program research and development covers a comprehensive range of issues affecting roadway users including vehicle occupants, pedestrians and bicyclists as well as emergency medical services.

FY 2013 – Highway Safety Research and Development

$150,000,000

Program Activity	FY 2011 Actual	FY 2012 Enacted**	FY 2013 Request	Changes FY 2012 - 2013
Highway Safety Research and Development*	$44,609,000	$47,109,000	$77,639,000	$30,530,000
Integrated Highway Safety Program Office	$0	$0	$5,058,325	$5,058,325
National Center for Statistics and Analysis*	$26,908,000	$26,908,000	$35,743,000	$8,835,000
HSRD Administrative Expenses	$33,983,000	$35,483,000	$31,559,675	($3,923,325)
TOTAL	**$105,500,000**	**$109,500,000**	**$150,000,000**	**$40,500,000**

*FY 2013 includes $4,967,000 and $1,656,000 for Highway Safety Research and the National Occupant Protection Use Survey (NOPUS), respectively, which were previously included in Highway Safety Grant Administrative Expenses, and $579,000 for Regulatory Analysis, which was funded from Highway Safety Administrative Expenses.

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

Highway Safety Programs: ($77,639,000)

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, occupant protection, distraction, 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 enhance the reach of our safety programs and messages. Research and countermeasure development has a direct impact on the effectiveness of programs conducted through the Highway Traffic Safety grant program. In addition to improving national highway safety performance, NHTSA's highway safety programs support DOT's Livability goals through programs designed to keep pedestrians and bicyclist safe on our roadways. Starting in FY 2012, the National Driver Register (NDR) is eliminated as a separate account and moves to the Highway Safety Research and Development fund.

Integrated Highway Safety Program Office: ($5,058,325)

The 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.

Research and Analysis - NCSA: ($35,743,000)

Research and analysis program activities funded through the Highway Safety Research appropriation support the Department of Transportation's Safety goals through the collection and analysis of crash data to identify safety problems and trends, development of alternative solutions, and the assessment of costs, benefits, and effectiveness. Data and analytical work performed by the National Center for Statistics and Analysis support agency rulemaking activities, vehicle safety and behavioral research and countermeasure development, and are also the basis for evaluation of roadway safety and commercial vehicle safety analyses conducted by the Federal Highway Administration and Federal Motor Carrier Safety Administration.

Highway Safety Research and Development Administrative Expenses: ($31,559,675)

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the Agency's Highway Safety Research and Development programs. Included are the costs associated with the salaries and benefits of NHTSA employees, including seven new FTEs, who directly and indirectly support these programs together with other related expenses, such as transportation, rent, communications, utilities, printing, supplies, and equipment. This amount continues the alignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of Vehicle Safety and Highway Safety Grant programs.

Detailed Justification for Highway Safety Programs

What Do I Need To Know Before Reading This Justification?

The following items are new initiatives for FY 2013:

- **Impaired Driving Initiative:** With requested funds, this initiative will capitalize on recent investments in the establishment of Judicial Outreach Liaisons in the states, mobilizing these professionals to promote the use of ignition interlocks, Driving While Intoxicated (DWI) and other evidence-based courts, sentencing and supervision practices. Time-sensitive technical assistance will be provided to states to enable them to effectively implement new ignition interlock laws.

- **Occupant Protection Initiative:** With requested funds, this initiative will allow heightened emphasis on the hardest-to-reach non-belt users, including nighttime, rural, minorities, young adult vehicle occupants, and child passenger safety for economically disadvantaged populations.

- **Drug Impaired Driving Initiative:** With requested funds, this initiative 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 Initiative:** With requested funds, this initiative 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 while 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.

- **Next Generation 9-1-1 (NG911) Initiative:** With requested funds, this initiative will complete a cost study for the national deployment of NG911. The study, recommended by the Federal Communications Commission (FCC) in The National Broadband Plan (Rec. 16.13), would establish a model for the nationwide implementation of NG911 that could be used as the basis for subsequent coordination at the local, state and federal levels and establish a cost range for the nationwide implementation of NG911, that could be used as a basis for subsequent funding for the 911 Grant Program.

- **Emergency Medical Services (EMS) Initiative:** With requested funds, this initiative will: improve consistency of data-driven EMS care by developing National EMS protocols; incorporate EMS continuing education into the EMS Education Agenda for the Future; develop implementation strategies for National EMS Workforce Data Definitions; and, support efforts to complete a standardized method of calculating the cost of EMS for local use.

- **National EMS Information System (NEMSIS) Initiative:** With requested funds, this initiative will: support a number of key analyses of NEMSIS data demonstrating the value of these data for system development and countermeasure evaluation; ensure the sustainability of NEMSIS by providing database security monitoring, periodic testing and documentation; and provide technical assistance for transition to NEMSIS Version 3.0.

- **Driver Inattention and Distraction Initiative:** With the requested funds, 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).

- **Medical Clearinghouse:** The proposed Driver Licensing and Medical Fitness to Drive Clearinghouse, requested at $2 million will be an electronic virtual clearinghouse and technical assistance center to support information dissemination related to driver-licensing medical review and medical fitness to drive. It will provide state driver licensing agencies with current, scientific information to use in making licensing qualification decisions.

- **Cooperative Research and Evaluation:** This initiative is a drawdown of $2.5 million from Section 402 Grants for a Cooperative Research and Evaluation Program that would develop research and demonstration programs, and projects with the states to respond to state identified emerging issues.

- **Core Competency and Training Program**: 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. Through the TSI, a component of the Department's RITA, NHTSA develops and offers tailored training courses to agency employees and state and local professionals engaged in the highway safety profession. Currently, training funds are taken from NHTSA's Highway Safety program research and development operations budget, which reduces program funding to critically needed highway safety research and countermeasure development. NHTSA proposes that training development and delivery be re-directed as a drawdown of $3.0 million from State and Community Formula Grant funding (see Sec 402) to provide a stable funding source to develop a cadre of professional highway safety program managers for years to come.

What Is The Request And What Will We Get For The Funds?

FY 2013 – HIGHWAY SAFETY PROGRAMS
$77,639,000

Program Activity	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Impaired Driving	$11,456,000	$11,456,000	$13,956,000	$2,500,000
Drug Impaired Driving	$1,488,000	$1,488,000	$3,988,000	$2,500,000
Safety Countermeasures	$4,345,000	$4,345,000	$4,345,000	$0
National Occupant Protection	$10,282,000	$10,282,000	$13,782,000	$3,500,000
Enforcement and Justice Services	$3,501,000	$3,501,000	$6,501,000	$3,000,000
Emergency Medical Services	$2,144,000	$2,144,000	$2,844,000	$700,000
Enhanced 9-1-1/ National 9-1-1 Office	$1,250,000	$1,250,000	$2,750,000	$1,500,000
National Emergency Medical Services Information System	$1,500,000	$1,500,000	$2,013,000	$513,000
Driver Licensing	$1,002,000	$1,002,000	$1,002,000	$0
Highway Safety Research*	$7,541,000	$7,541,000	$12,508,000	$4,967,000
Behavioral International Program	$100,000	$100,000	$100,000	$0
Driver Inattention and Distraction	$0	$0	$8,000,000	$8,000,000
Driver Licensing and Medical Fitness to Drive Clearinghouse	$0	$0	$2,000,000	$2,000,000
National Driver Register**	$0	$2,500,000	$3,850,000	$1,350,000
Total* **	**$44,609,000**	**$47,109,000**	**$77,639,000**	**$30,530,000**

**Excludes $5.0M in funding from Grant Administrative Expenses in FYs 2011 and 2012.*
***Starting in FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Account. In FY 2011, NDR included $4M in TF and $3.34M in GF for modernization. Administrative expenses for FYs 2012 and 2013 shown under HS Administrative Expenses line.*
****Cooperative Research and Evaluation ($2,500,000) and Traffic Safety Core Competencies Training ($3,000,000) are new draw-downs in FY 2013 from the Section 402 Grants and are not reflected in the Highway Safety Research & Development total.*

In FY 2013, we are requesting $77,639,000 for Highway Safety Programs, which is an increase of $30,530,000 over the FY 2012 enacted funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives. These include:

Impaired Driving

- Provide technical assistance to states to promote enhanced ignition interlock programs and will promote further adoption of comprehensive statewide impaired driving programs following the New Mexico model.
- New initiative addressing judicial outreach and education.

Drug Impaired Driving

- Develop and expand drug impaired driving data collection, countermeasures and training for law enforcement, prosecutors and judges.
- New initiative addressing training for criminal justice professionals and data collection.

Safety Countermeasures

- Conduct demonstration programs supporting law enforcement agencies implementing the *Standardized Pedestrian Crosswalk Enforcement.*
- Conduct a demonstration project to enhance state driver licensing medical review processes and policies.
- Support a State motorcycle graduated licensing program in pilot state(s).

National Occupant Protection:

- Promote the new November *Click It or Ticket* campaign to the remaining 24 States and develop new enforcement countermeasure strategies for law enforcement to address fatalities in suburban areas where a significant portion of motor vehicle fatalities occur.
- New initiative addressing an expanded *Click It or Ticket* program.

Enforcement and Justice Services

- Expand the number of Data Driven Approaches to Crime *and* Traffic (DDACTS) sites by ten percent and develop continuing education training on NHTSA initiatives of the nationwide network of law enforcement liaisons (LELs).
- New initiative addressing law enforcement outreach.

Emergency Medical Services

- Continue implementation of the National EMS Education Agenda.
- Initiate a Culture of Safety for EMS providers and their patients.
- Move toward data-driven EMS system development by completion of the National EMS Assessment and continued development of a system for use of Evidence-Based Guidelines in EMS.
- New initiative addressing EMS system development.

National 911 Program

- Continue Technical Assistance Center services to public safety answering points and State 911 offices.
- Develop state Technical Assistance standards and review procedures for 911 systems and disseminate Model State 911 legislation.
- New initiative addressing a study on 9-1-1 system upgrades.
- Initiate cost study for deployment of national NG911 initiative.

National EMS Information System (NEMSIS)

- Expand the National EMS Database to 40 States.
- Provide the Technical Assistance Center services to state and local EMS agencies.
- Continue to assure NEMSIS meets Health Level 7 (HL7) standards for coordination with the Electronic Medical Record and initiate publication of a NEMSIS annual report providing descriptive national data for providers and policymakers.
- Support a number of key analyses of NEMSIS data - demonstrating the value of these data for system development and countermeasure evaluation.
- Ensure the sustainability of NEMSIS by providing database security monitoring, periodic testing and documentation.
- Provide technical assistance for transition to NEMSIS Version 3.0 which will improve the system by including, relevant, consistent and current data elements.

Highway Safety Research

- Initiate a new roadside survey of drug use by drivers and complete a study of the crash risk of driving under the influence of drugs.
- Increase research into behavioral issues regarding driver distractions (specifically evaluating one or more statewide high visibility enforcement and related public information demonstration programs and conducting a second national survey of the driving public's attitudes and awareness regarding distracted driving issues).
- Develop and evaluate the effectiveness of a new pedestrian safety program for children incorporating child development principles.
- Evaluate a training program for novice drivers designed to increase keeping their eyes on the forward roadway when driving.

Cooperative Research and Evaluation Program

- Start this cooperative research and evaluation program with the states using Sec. 402 drawdown to identify and address new and emerging state safety issues and programs.

What Is This Program?

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$11,456,000	$11,456,000	$13,956,000	$2,500,000

The Impaired Driving Program directly supports the Department and Agency goals of reducing traffic crashes, fatalities and injuries by developing and demonstrating effective countermeasures to reduce the incidence of impaired driving, which accounts for a significant portion of the death, injury and property damage costs resulting from traffic crashes. Impaired driving is a complex issue, and NHTSA has addressed it by developing a range of countermeasures that:

- Prevent impaired driving among potential offenders.
- Deter recidivism among offenders.
- Closely monitor high risk (e.g., repeat and high Blood Alcohol Concentration (BAC)) offenders.

The program also provides training, education and technical assistance to states in the development of comprehensive impaired driving programs, as well as to criminal justice and other professionals who play a critical role in preventing impaired driving, reducing recidivism of offenders, and monitoring those that are high risk offenders. This information, as well as research studies, National Impaired Driving Enforcement Crackdown planners and results, and resource guides are available at www.stopimpaireddriving.org.

Why Is This Particular Program Necessary?

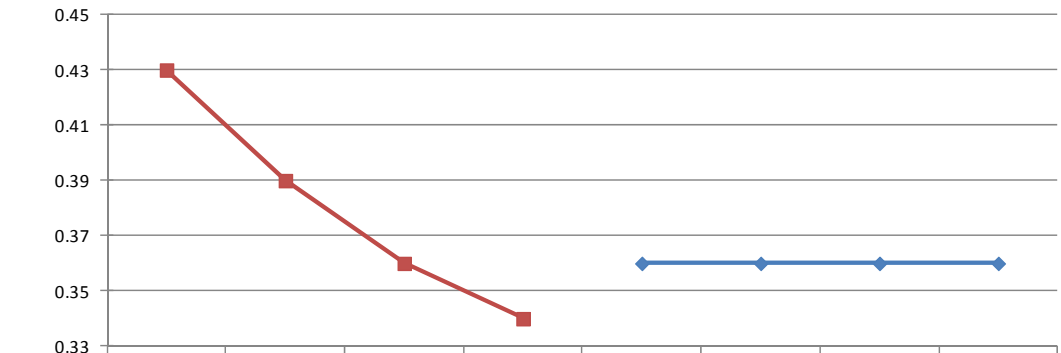
Nearly one-third of traffic fatalities each year occur in crashes that involve an impaired driver (in which a driver or motorcycle rider had a blood alcohol concentration, or BAC, of .08 or greater). A strong national impaired driving program provides technical assistance to states and communities so that they can effectively reduce the impaired driving problem. Approximately one-third of impaired driving offenders are subsequently re-arrested again for impaired driving. Therefore, appropriate sentencing and supervision are critically important. However, according to Fatality Analysis Reporting System (FARS) data, more than two-thirds of impaired drivers involved in fatal crashes had not previously been convicted of impaired driving (during the last three years). Therefore, in addition to addressing recidivism, effective prevention and intervention strategies also are necessary. Since impaired driving systems are so complex and involve so many elements, states must consider a comprehensive and strategic approach to their countermeasure development and implementation.

How Do You Know The Program Works?

Over the past 40 years, a large body of evidence has demonstrated the effectiveness of impaired driving programs. Research demonstrates a number of countermeasures that significantly reduce impaired driving and associated crashes, injuries, fatalities and/or recidivism. For example, high visibility enforcement of impaired driving laws reduces alcohol-related crashes by as much as 20 percent. Screening and brief intervention in medical settings reduces alcohol misuse, increases use of treatment services and reduces subsequent medical problems and injury, including from traffic crashes. Use of ignition interlocks and referral of offenders to DWI courts have been shown to dramatically reduce recidivism.

NHTSA Safety Intermediate Outcome Measure

Alcohol-Impaired Driving Fatalties in .08+ BAC Crashes per 100 Million VMT



	2007	2008	2009	2010	2011	2012	2013	2014
Target					0.36	0.36	0.36	0.36
Actual	0.43	0.39	0.36	0.34				

Why Do We Want/Need To Fund The Program At the Requested Level?

In 2009, 10,839 people died in alcohol-impaired driving crashes. Although the number of impaired driving fatalities has decreased along with overall fatalities over the last several years, the percentage of traffic fatalities that involved an impaired driver has remained constant. The development and demonstration of new approaches is necessary to make further progress in reducing the deaths and injuries that are caused by this crime. Without the requested additional

funding, NHTSA will be limited in the number of states it can work with to promote enhanced ignition interlock programs and it may need to delay steps to promote further adoption of the leadership model. A lack of the requested funds will also limit the Agency's ability to expand its judicial outreach liaison (JOL) program. JOLs promote use of ignition interlocks, DWI courts and other evidence-based and promising court, sentencing and supervision practices.

In FY 2013, the Impaired Driving Program will develop and demonstrate further countermeasures to reduce the incidence of impaired driving. These efforts will include activities to:

- Develop and launch a new national Impaired Driving Enforcement Campaign replacing *Drive Sober or Get Pulled Over*.
- Demonstrate the use of a combined message that addresses both impaired driving and seat belt use to maximize public awareness and leverage police enforcement resources.
- Demonstrate various models of high visibility enforcement, including the use of a sustained integrated enforcement model and use of data-driven approaches to crime and traffic safety as a means to reduce impaired driving.
- Develop and implement a high visibility enforcement model that focuses on young drivers.
- Develop program guidelines and deliver technical assistance to states to help improve ignition interlock programs.
- Provide technical assistance to states to promote improved reporting of BAC testing results and adoption of model impaired driving records information systems (MIDRIS).
- Use Law Enforcement Liaisons, Traffic Safety Resource Prosecutors, Judicial Outreach Liaisons and Fellows to actively promote use of high visibility enforcement, ignition interlocks, DWI and other enforcement courts, sentencing and supervision practices, as part of a comprehensive approach to reducing impaired drivers.
- Document emerging strategies on close supervision of high risk impaired driving offenders.
- Work collaboratively with other lead Federal agencies in promoting use of alcohol screening and brief intervention with high risk populations, including in medical settings, on college campuses and in the workplace.
- Promote further adoption of the leadership model, initially developed in New Mexico and currently being implemented in Washington State, for the development and implementation of comprehensive statewide impaired driving programs.

New Impaired Driving Initiative: With requested increased funds, the Impaired Driving Program will capitalize on recent investments in the establishment of Judicial Outreach Liaisons, mobilizing these professionals to promote the use of ignition interlocks, DWI and other evidence-based courts, sentencing and supervision practices. Since ignition interlock implementation is integrated in - and dependent on - the criminal justice system, it is imperative

that judges understand the technology and how it can be used to reduce drunk driving recidivism. The initiative will also provide time-sensitive technical assistance to states which have recently upgraded interlock laws to ensure that these laws are effectively and efficiently administered. state ignition interlock programs are necessarily complex, involving coordination of a number of state agencies and functions. The initiative will capture and document lessons learned so that states adopting new laws can learn from the experiences of other states that have taken similar steps.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$1,488,000	$1,488,000	$3,988,000	$2,500,000

The Drug Impaired Driving Program directly supports the Departmental and Agency goals of reducing traffic crashes, fatalities and injuries through research, development and demonstration of effective countermeasures for reducing the incidence of drug impaired driving. The Agency focuses especially on better understanding the relationship between drug use and crash risk and on countermeasures such as stronger laws, training for law enforcement, prosecutors, judges and other criminal justice professionals, and public education.

Why Is This Particular Program Necessary?

In 2009, as part of the Drug Impaired Driving Program, NHTSA published the first-ever national roadside survey of drug and alcohol use by drivers. The study indicated that on weekend nights, as many as 16 percent of drivers test positive for drugs that could impair driving. Reflecting this finding, the Office of National Drug Control Policy (ONDCP) included a new focus on drug impaired driving in the 2010 National Drug Control Strategy. The Strategy recommends, among other initiatives, that NHTSA take the lead in expanding training on drugged driving for law enforcement and criminal justice professionals. The Strategy further recommends that NHTSA work with ONDCP and other agencies on public education, data collection and developing improved testing processes.

How Do You Know The Program Works?

While specific interventions to reduce the incidence of drugged driving have yet to be thoroughly evaluated, NHTSA has extensive experience in developing and implementing programs to reduce alcohol impairment. The Drug Impaired Driving program utilizes this experience to shape the Drug Impaired Driving Program while collecting data, conducting field studies and evaluating specific drugged driving initiatives. Key sources of specific evidence include the case control study of the role of drug impairment in crashes and analysis of data collected from drug evaluations conducted by law enforcement officers trained by the Drug Evaluation and Classification (DEC) and Advanced Roadside Impaired Driving Enforcement (ARIDE) programs. Current drug impaired driving research information is available on our website at: www.nhtsa.gov/Driving+Safety/Research+In+Progress:+Drug-Impaired+Driving.

Why Do We Want/Need To Fund The Program At the Requested Level?

Although national concern has been raised by the documentation of driver drug use in the recent National Roadside Survey, further research is needed to confirm the role of drug use in crash causation. Without the requested additional funding the roadside survey and crash risk studies would be delayed.

In FY 2013, the Drug Impaired Driving Program will continue to research, develop and demonstrate countermeasures to reduce the incidence of drug impaired driving. These efforts will include:

- Analysis of case control study data to determine the crash risk of drugged driving.
- Increased drug testing and reporting in fatal crashes, using the National Institute of Drug Abuse (NIDA) 7 drug categories as a baseline.
- Analysis of FARS data and comparison to Monitoring the Future and National Survey on Drug Use and Health data to determine the prevalence of drug use and drug positive driving.
- Updated training and education materials designed for law enforcement, other criminal justice professionals, community and other stakeholders on drugs and medications that can contribute to impair driving.
- Delivery of updated training to law enforcement in DEC and ARIDE.
- Increasing the number of State Judicial Outreach Liaisons (JOLs). Deliver updated training, education and technical assistance to prosecutors and judges through the network of Traffic Safety Resource Prosecutors (TSRPs), JOLs and national organizations that support criminal justice professionals.
- Providing updated education to pharmacists and pharmacy technicians on prescription and over-the-counter medications that can impair driving.
- Tracking and publishing information on the number of states with drug per se laws.

New Drugged Driving Initiative: The increased funding request will allow 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. Drug impaired driving enforcement and adjudication is complicated because of the number of drug types, the lack of legal impairment thresholds, and the structure of state laws. Streamlining law enforcement training and effectively engaging prosecutors and judges in drug impaired driving cases is essential to overcoming these barriers. Better data and concise compilations of drug impaired driving cases will assist in problem identification, public awareness of the drug impaired driving problem and in tracking program progress.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$4,345,000	$4,345,000	$4,345,000	$0

The Safety Countermeasures Program addresses a range of behavioral problems that focus largely on livability issues including pedestrians, motorcyclists, pupil transport, bicyclists and older driver safety. Together, these populations account for a significant portion of traffic fatalities and injuries. Given the disparate nature of the populations and safety problems, the program employs a wide range of countermeasures. Together, these groups comprise about 40 percent of traffic fatalities. The Agency provides research, program materials and guidelines, state law information and many other resources on our website to assist state and local community coordinators in the following areas:

- Pedestrians: www.nhtsa.gov/Pedestrians
- Motorcycles: www.nhtsa.gov/Safety/Motorcycles
- Pupil Transportation (including school buses): www.nhtsa.gov/School-Buses
- Bicycles: www.nhtsa.gov/Bicycles
- Older drivers: www.nhtsa.gov/Senior-Drivers

Why Is This Particular Program Necessary?

These populations account for a significant percentage of U.S. highway fatalities. Motorcyclist fatalities (rider/operator and passenger(s)) accounted for 13 percent of traffic fatalities in 2009 and could be significantly reduced by improving critical safety behaviors such as impaired riding and helmet use. Pedestrian crashes, which particularly affect children, older adults, and Hispanics, can be reduced through behavioral initiatives including education and law enforcement. Older drivers are rapidly increasing in number and have a number of traffic vulnerabilities that are amenable to improvement through counseling, family interventions and licensing controls. If current fatality rates remain unchanged, there will be as much as a three-fold increase in the number of older driver and occupant fatalities by 2020.

How Do You Know The Program Works?

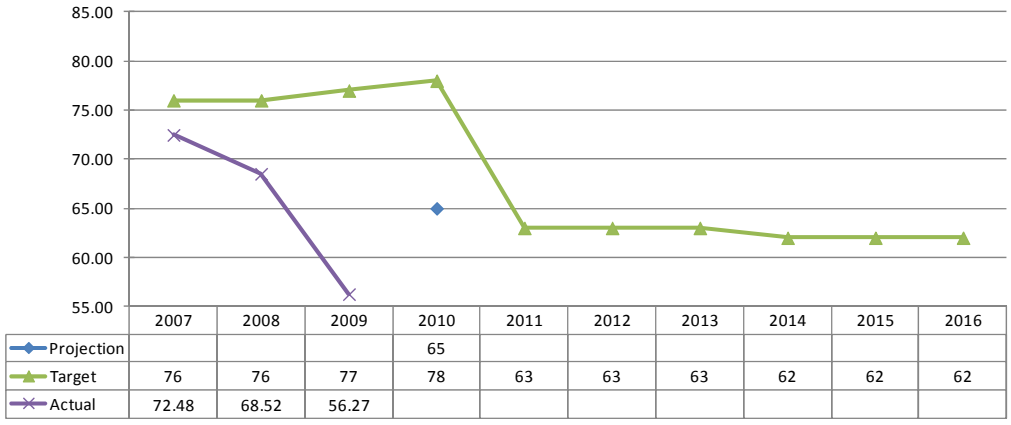
Strong evidence exists confirming the effectiveness of key interventions such as pedestrian safety law enforcement, pedestrian safety zones and motorcycle helmet use. Driver license screening and programs that encourage referrals of problem older drivers for re-examination by physicians and law enforcement have proven effective in reducing older driver risks. Specific evaluations of our Safety Countermeasures Program can be found as follows:

Program	Title	Link
Pedestrians	*Evaluation of the Miami-Dade Pedestrian Safety Demonstration Project*	http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/810964.pdf
Motorcycles	*Evaluation of the Repeal of the All-Rider Motorcycle Helmet Law in Florida*	http://www.nhtsa.gov/staticfiles/nti/motorcycles/pdf/809849.pdf
	Evaluation of Motorcycle Helmet Law Repeal in Arkansas and Texas	http://www.nhtsa.gov/people/injury/pedbimot/motorcycle/EvalofMotor.pdf
	Evaluation of the Repeal of Motorcycle Helmet Laws in Kentucky and Louisiana	http://www.nhtsa.gov/people/injury/pedbimot/motorcycle/kentuky-la03/index.html
Older Drivers	*Process and Outcomes Evaluation of Older Driver Screening Programs: The Assessment of Driving-Related Skills (ADReS) Older-Driver Screening Tool*	http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811113.pdf
	A Compendium of Law Enforcement Older Driver Programs	http://www.nhtsa.gov/people/injury/olddrive/LawEnforcementOlderDriver03/introduction.htm
	Driver Fitness Medical Guidelines	http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811210.pdf

Motorcyclists

DOT Strategic Goal: Safety

Motorcyclist Fatalities per
100,000 Motorcycle Registrations

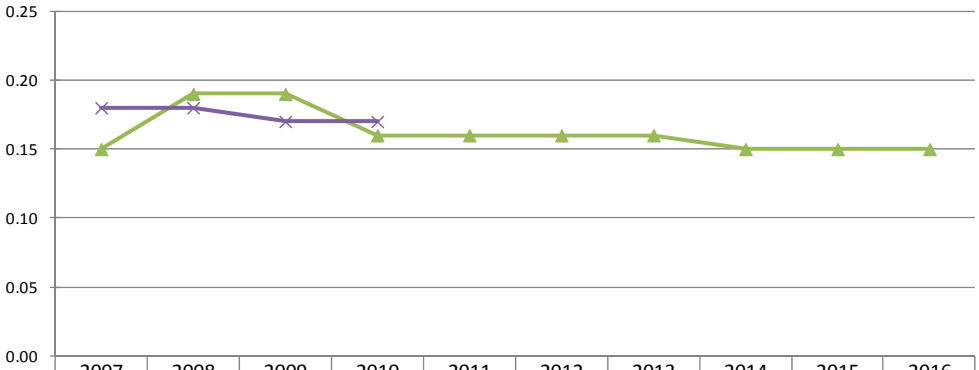


	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Projection				65						
Target	76	76	77	78	63	63	63	62	62	62
Actual	72.48	68.52	56.27							

Pedestrians and Bicyclists

DOT Strategic Goal: Safety

Non-Occupant Fatalities
per 100 Million VMT



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Projection										
Target	0.15	0.19	0.19	0.16	0.16	0.16	0.16	0.15	0.15	0.15
Actual	0.18	0.18	0.17	0.17						

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, the Safety Countermeasures Program will take critical steps in furthering safety and reducing traffic fatalities among vulnerable road users including pedestrians, motorcyclists, and older drivers, and implement the President's livability agenda. Specific efforts will include:

- Continuing to engage the medical community with computer-based training programs on Older Driver Safety, targeting medical residents and other medical professionals to assist in counseling patients on driving fitness.
- Conducting a demonstration project to enhance state driver licensing medical review processes and policies.
- Establishing and supporting the older driver clearinghouse providing information on all elements of older driver safety and technical assistance to the public on older driver issues.
- Supporting initiation of a state motorcycle graduated licensing program in pilot state(s).
- Completing High Visibility Enforcement demonstration programs in selected sites to reduce impaired motorcycle operation.
- Promote adoption of revised Motorcycle Operator Licensing Manual and updated motorcycle operator licensing knowledge test.
- Conducting state pedestrian and motorcycle safety program assessments.
- Releasing updated child pedestrian safety video *Walking With Your Eyes*.
- Conducting demonstration programs supporting law enforcement agencies implementing the Pedestrian Crosswalk Enforcement Guidelines. Complete enforcement and educational activities in two focus city/focus state pedestrian safety demonstration sites.
- Developing a series of implementation guides to encourage use of agency older driver tools and materials to be distributed to social service agencies, law enforcement and Area Agencies on Aging.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$10,282,000	$10,282,000	$13,782,000	$3,500,000

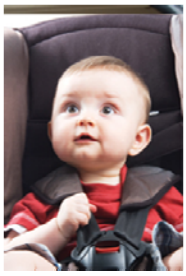
The National Occupant Protection Program directly supports NHTSA's overall safety goal of reducing highway fatalities by increasing use of age appropriate occupant restraint devices. The Agency conducts a range of activities including: supporting the enactment of primary seat belt laws, increasing support for high-visibility enforcement, conducting demonstration projects that test strategies to increase seat belt use among high-risk populations, increasing education and awareness of correct restraint use for children, and testing the impact on behavior from potential enhanced vehicle technologies to increase seat belt use. The Agency provides occupant protection research, program guidelines, National *Click It or Ticket* mobilization planners, and other resources to help state and local communities increase seat belt, child safety seat and booster seat use at www.nhtsa.gov/Driving+Safety/Occupant+Protection.

Why Is This Particular Program Necessary?

Proper use of vehicle occupant protection systems is the best protection in the event of a crash. Wearing a seat belt is the single most effective means of saving lives and reducing injuries in crashes. Occupant restraint use has risen gradually for the past several years; however, belt use in serious crashes remains relatively low. In 2009, 12,432 of those killed in crashes were unrestrained. An additional 3,688 lives would have been saved in 2009 if all unrestrained passenger vehicle occupants five and older involved in fatal crashes had worn their seat belts.

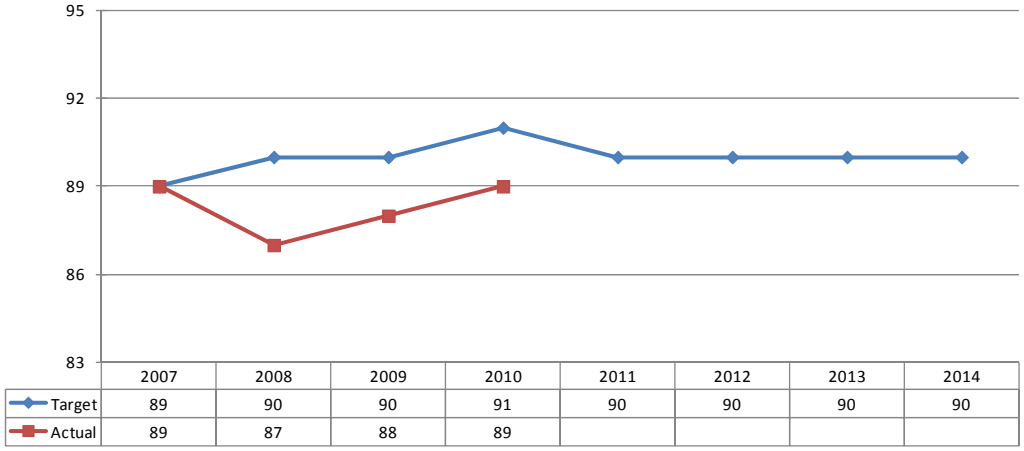
How Do You Know The Program Works?

Over the years, the national seat belt use rate has steadily increased, reaching an all time high of 85 percent in 2010 and child restraint use has remained consistently high. In 2010, fifteen States, the District of Columbia (DC), and Puerto Rico have seat belt use rates at 90 percent or higher. The annual *Click It or Ticket* campaign has been evaluated repeatedly over the past 20 years and determined to be a critical factor behind the annual increases in seat belt use across the country. Additionally, jurisdictions with stronger seat belt laws continue to exhibit higher use rates than those with weaker laws. A review of 13 scientifically rigorous studies by the Centers for Disease Control and Prevention documented the value of primary seat belt laws, and empirical evidence continues to confirm the benefit. Increased seat belt use is a significant contributor to reductions in overall traffic deaths and to reaching the lowest fatality rate per vehicle mile ever recorded.



NHTSA Safety Intermediate Outcome Measure

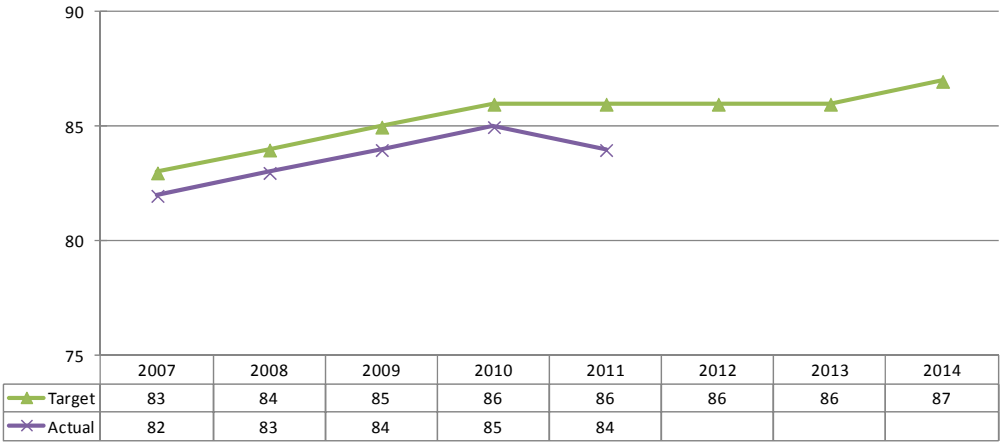
Percent of Child Restraint Use
0- through 7-Year Old



	2007	2008	2009	2010	2011	2012	2013	2014
Target	89	90	90	91	90	90	90	90
Actual	89	87	88	89				

NHTSA Safety Intermediate Outcome Measure

Percentage of Front Seat Occupants
Using Shoulder Harness Seat Belts



	2007	2008	2009	2010	2011	2012	2013	2014
Target	83	84	85	86	86	86	86	87
Actual	82	83	84	85	84			

Why Do We Want/Need To Fund The Program At The Requested Level?

About 3,700 lives could be saved each year through increased seat belt and child restraint use. The Occupant Protection Program focuses on achieving further increases in overall seat belt and child restraint use by supporting the enactment of primary seat belt laws, facilitating further adoption of high-visibility enforcement mobilizations, increasing and maintaining proper restraint use for children, and testing the potential of enhanced vehicle technologies to increase seat belt use.

Specifically, we request funds to:

- Reinitiate twice yearly *Click It or Ticket* (CIOT) campaigns by adding a November emphasis period of CIOT media and enforcement (for the past several years there have been only incremental changes in belt use after the annual May CIOT campaign; additional emphasis periods are needed to realize more significant gains).
- Promote the safety benefits of conducting nighttime seat belt enforcement and further integrate nighttime seatbelt enforcement in the national CIOT campaign.
- Develop and introduce a targeted initiative during non-enforcement periods in low seat belt use states -- especially those comprised of large rural areas -- to persuade residents to use seat belts. The initiative will attempt to appeal to residents' common attitudes, experiences and values regarding the role of government and law enforcement in stimulating behavior change and the importance of personal responsibility.
- Focus efforts to increase seat belt and child restraint use toward states that have traditionally ranked low in occupant protection performance (i.e., low seat belt use; high unrestrained fatalities; challenges with rural, pickup truck, and nighttime drivers, etc.).
- Explore new and innovative enforcement techniques to reduce crashes within surrounding metropolitan areas where most motor vehicle crash-related fatalities occur.
- Address low seat belt use in secondary law states by working collaboratively with other Federal agencies to conduct education and law enforcement activities on Federal lands, where seat belt use is mandated by Executive Order.
- Further test the behavioral application of vehicle technologies (i.e., gear shift interlock) to increase seat belt use through a large corporate fleet project (5,000 vehicles).
- Promote sustained enforcement of child passenger safety and occupant protection laws throughout the year to reinforce CIOT high-visibility enforcement periods.
- Build capacity and infrastructure to support child passenger safety efforts for economically disadvantaged populations.
- Identify community needs and test strategies to address disparities in child passenger safety in minority communities.

- As part of an overall youth program, develop and launch a National Education campaign directed at 8- to 12-year-olds and their parents to inform them on proper restraint use and seating position.

New Occupant Protection Initiative: In FY 2013, NHTSA requests an additional $3,500,000 for the Occupant Protection Program to develop and institutionalize a second annual wave of the *Click It or Ticket* law enforcement mobilization. Redoubling law enforcement efforts is especially critical given the questionable outlook for further states enacting primary laws. These funds will support the development of new law enforcement tools and materials to facilitate the adoption and expansion of seat belt law enforcement programs. NHTSA would also use funds to test and implement a new integrated traffic enforcement strategy to address occupant protection, impaired driving, speed, and other high risk driving behaviors. As part of this initiative, additional funds are requested for national media campaigns provided under the Section 3010 High Visibility Enforcement program funded through Highway Traffic Safety Grants. The initiative will also develop and test new approaches to build and expand child passenger safety services to low income and minority communities who tend to be at greater risk, often lacking exposure and access to these services. New tools will also be developed to heighten emphasis on the hardest-to-reach non-belt users, such as nighttime, rural, minority, and young adult vehicle occupants.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$3,501,000	$3,501,000	$6,501,000	$3,000,000

The Enforcement and Justice Services (EJS) Program reduces crashes, injuries and fatalities by enhancing the effectiveness of the criminal justice system in the detection, apprehension and punishment of violators of traffic safety laws and regulations. NHTSA collaborates with the Department of Justice and other law enforcement partners to employ a comprehensive approach to improving traffic safety, which includes such key initiatives as Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) and training and technical assistance to law enforcement, prosecutors and judges. Working jointly with the states, the Agency has established a national network of Law Enforcement Liaisons (LELs) to further highway safety initiatives with law enforcement agencies nationwide. NHTSA provides a multitude of resources to improve the effectiveness of traffic safety laws at www.nhtsa.gov/Driving+Safety/Enforcement+&+Justice+Services.

Why Is This Particular Program Necessary?

Active participation of criminal justice professionals is crucial to the success of the Agency's key programs, especially occupant protection and impaired driving initiatives. Traffic enforcement and adjudication are critical components of a community public health and safety program. The high visibility enforcement (HVE) model has been consistently evaluated as effective in modifying driver behavior and improving safety performance. Dwindling resources and increased calls for service require changes in enforcement methods to ensure effective enforcement of traffic safety laws. The DDACTS program, conducted in partnership with the Department of Justice, uses geospatial mapping and local crime and traffic data to efficiently and effectively deploy existing resources to reduce crashes, injuries and fatalities in the community. Additionally, increased traffic enforcement often leads to the apprehension of other criminals, increasing overall public safety. New law enforcement strategies, such as data-driven demonstration programs to combat identified safety problems, are needed and assist states in reaching traffic safety performance goals. These efforts can be promoted and implemented by the use of the national network of law enforcement liaisons.

How Do You Know The Program Works?

Results from the sites throughout the United States who have implemented DDACTS continue to demonstrate the positive impact of the DDACTS model. The use of local data by states and communities to identify traffic safety problems and criminal activities occurring in the same location positively affect the use of existing resources. This initiative, along with the continued

use of HVE, prosecutorial and judicial training, and DWI courts results in improved safety and a reduction in social harm for the community. More information on the successful DDACTS program is available at www.ddacts.com.

Why Do We Want/Need To Fund The Program At The Requested Level?

Funding at the requested level is necessary to further implement the DDACTS program and improve law enforcement outreach and engagement in priority traffic safety programs.

- Funding will support an expansion in the number of DDACTS sites by ten percent and develop continuing education training on NHTSA initiatives of the nationwide network of law enforcement liaisons (LELs).

New Enforcement and Justice Services Initiative: An additional $3,000,000 is requested for the Enforcement and Justice Services Program for FY 2013. The increase would 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 distracted driving, primarily texting and cell phone usage. This initiative would mobilize a network of LELs to advance NHTSA programs and provide ongoing technical assistance at the community level. Included will be a range of new tools to facilitate adoption of best practices by criminal justice professionals, and information sharing systems to efficiently and effectively deliver these tools including the expansion of DDACTS. Without the additional funding, NHTSA will delay the initiation of demonstration projects validating the effect of increased high visibility enforcement and the expansion of the LEL and DDACTS initiatives.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$2,144,000	$2,144,000	$2,844,000	$700,000

The Office of Emergency Medical Services (OEMS) will contribute to the Department's top priority of improving safety by providing national leadership and coordination of comprehensive, data-driven and evidence-based emergency medical services to improve health outcomes from motor vehicle crashes and other health emergencies, including natural and manmade disasters. The OEMS will fund the development and implementation of projects of national significance to improve the consistency and quality of EMS provision throughout the country. When crashes occur, EMS remains the primary opportunity to reduce motor vehicle mortality and morbidity. NHTSA provides EMS education, workforce, and preparedness information, as well as resources for Federal, State, and local EMS organizations at www.ems.gov.

Why Is This Particular Program Necessary?

A comprehensive EMS system is essential to highway traffic safety and to the health of the nation; it provides the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. The NHTSA EMS program provides essential leadership and coordination for developing a nationwide emergency medical services system. NHTSA is the recognized Agency for the coordination and support of Federal efforts to improve prehospital EMS.

How Do You Know The Program Works?

Recent studies have shown that effective systems of emergency trauma care can improve survival from severe injuries by as much as 25 percent. Counties with coordinated systems for trauma care have been shown to have crash fatality rates as much as 50 percent lower than counties without trauma systems. The National EMS Community, other Federal agencies and State EMS Offices rely upon the NHTSA EMS program for leadership and coordination in improving EMS functions and processes. The program affects motor vehicle crash outcomes by ensuring prompt notification of the location and severity of the crash, timely dispatch of trained

providers of emergency care, use of evidence-based treatment protocols, triage to an appropriate health care facility and the application of continuous quality improvement to assess patient and system outcomes.

Why Do We Want/Need To Fund The Program At The Requested Level?

During FY 2013, the Office of EMS will take essential steps to improve the efficiency and effectiveness of the nation's EMS system and will:

- Continue development and implementation of a National Evidence Based Guidelines Process, including pilot tests, to help assure delivery of effective, data-driven and safe prehospital emergency medical care to improve patient outcomes across the Nation.
- Continue efforts to ensure the health, safety and well-being of the EMS and 911 workforce through the implementation of the multi-year, data-driven *National Culture of Safety (provider and patient) Strategic Plan.*
- Continue implementation the *National EMS Education Agenda for the Future* to ensure a well-prepared and credentialed National EMS workforce.
- Continue implementation of the *National EMS Workforce Agenda for the Future* by developing and enhancing workforce development and technical assistance tools for State and local EMS agencies.
- Continue coordination with Federal partners to assure the inclusion of EMS and 911 providers in preparedness efforts at the local, State and Federal levels.
- Complete an educational strategy in Advanced Automatic Collision Notification for EMS providers and 911 call centers.

New Emergency Medical Services Initiative: An additional $700,000 is requested for the Emergency Medical Services program for FY 2013. The additional funding will be directed to critical improvements in the national EMS system, including:

- Improving consistency of data-driven EMS care by developing National EMS protocols.
- Incorporating EMS continuing education into the EMS Education Agenda for the Future.
- Developing implementation strategies for National EMS Workforce Data Definitions.
- Supporting efforts to complete a standardized method of calculating the cost of EMS for local use.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$1,250,000	$1,250,000	$2,750,000	$1,500,000

The National 911 Program provides national leadership and coordination of comprehensive, data-driven and evidence-based Next Generation (NG) 911 systems to reduce fatalities and minimize injuries from motor vehicle crashes and other health emergencies. 911 is the single point of contact for people requiring help in an emergency – whether requesting EMS assistance for a motor vehicle crash, reporting a drunk driver to law enforcement, or any other type of safety emergency. NHTSA and DOT have a long-standing history of promoting the development of 911 systems.

Why Is This Particular Program Necessary?

911 is the single national portal for accessing emergency services. The existing system is based on outmoded technology; the Next Generation 911 program was developed by DOT to modernize Public Safety Answering Points (PSAPs) to improve emergency response and patient outcomes.

How Do You Know The Program Works?

The Nation relies on 911 as the single point of entry to emergency services. Congress established 911 as the National Emergency Number. It is estimated there are over 240 million 911 calls each year with an increasing number made by cellular telephone. In one study, after 911 was implemented, call takers accurately identified twice as many victims of cardiac arrest compared to the time frame previous to 911 deployment. For many emergencies, the chance of survival depends on rapid response, treatment and transport.

Why Do We Want/Need To Fund The Program At The Requested Level?

During FY 2013, the National 911 Program will support continued refinement of the 911 system to improve emergency response by:

- Continuing the Technical Resource Center (TRC) to provide information and technical assistance to State and local 911 agencies for their conversion to Next Generation 911 and comprehensive 911 system implementation.
- Maintaining and improving the www.911.gov as the single portal for accessing National 911 information.
- Developing the educational content for 911 authority and PSAP manager training to prepare them for their new responsibilities of deploying NG911.

- Developing consensus on minimum training for call takers and strategies for nation-wide implementation.
- Conducting two State 911 assessments to perform an independent analysis of the State's 911 system and make recommendations for its improvement.
- Monitoring state implementation of Model 911 legislation and publish an initial report on the adoption of legislation.
- Developing a strategy for Advanced Automatic Crash Notification (AACN) education for PSAP Personnel and EMS providers.
- In coordination with CDC, providing assistance to PSAPs in developing guidance/strategies to address H1N1 and other potential pandemics.

New National 9-1-1 Program Initiative: NHTSA requests an additional $1,500,000 for the National 9-1-1 Program for FY 2013. With the additional funding, NHTSA will complete a cost study for the national deployment of NG911. The study, recommended by the Federal Communication Commission (FCC) in The National Broadband Plan (Rec. 16.13), will establish a model for the nationwide implementation of NG911 that could be used as the basis for subsequent coordination at the local, state and federal levels and establish a cost range for the nationwide implementation of NG911, that could be used as a basis for subsequent deployment of the 911 Grant Program.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$1,500,000	$1,500,000	$2,013,000	$513,000

The National Emergency Medical Services Information System (NEMSIS) provides a comprehensive, standardized approach to collecting Emergency Medical Services (EMS) patient care data at local, state and national levels. NEMSIS collects standardized prehospital patient care data that can be fully integrated with electronic health records and with traffic records systems to evaluate and document achievements related to the Department's top priority - improving safety.

Why Is This Particular Program Necessary?

NEMSIS is the critical link in providing a data-driven, evidence based emergency medical services system and provides valuable information about patient outcomes from traffic injuries. It provides uniform information for EMS medical directors and administrators to improve the provision of emergency medical care to patients. NEMSIS also provides valuable prehospital information to NHTSA to develop benchmarks for patient standards of care. NEMSIS also enhances research that is essential to support comprehensive, data-driven and evidence-based EMS and 911 systems.

How Do You Know The Program Works?

Every state and territory has signed a Memorandum of Understanding acknowledging their support for NEMSIS. Researchers are starting to use the national data on EMS responses and patient outcomes to support EMS system development. Several states are linking NEMSIS data with state crash records, trauma registries and other in-hospital databases to improve systems of patient care.

Why Do We Want/Need To Fund The Program At The Requested Level?

The NEMSIS provides the underpinning of a data-driven and evidence based emergency medical services system. The NEMSIS Technical Assistance Center (TAC), at www.nemsis.org, provides critical assistance to states for submission of data to the National EMS Database and for initial data analysis to assess EMS response and patient outcomes. The TAC helps to assure that additional states provide data to expand the National EMS Database and that those states that are currently participating continue to do so.

During FY 2013, the NHTSA Office of EMS will support nationwide standardization and acquisition of critical EMS patient care data through the NEMSIS by:

- Continuing operation of the NEMSIS Technical Assistance Center to expand the National EMS Database with EMS response and patient outcome records.
- Increasing to 40 the number of states that contribute data to the national NEMSIS database.
- Continuing efforts to achieve Health Level 7 (HL7) standard development organization approval which will improve linkage with other health databases such as state trauma registries.
- Continuing the integration of NEMSIS with electronic health records to enhance patient care and EMS research capabilities.
- Publishing a NEMSIS annual report providing descriptive national data for providers and policymakers.

New National Emergency Medical Services Information System Program Initiative: NHTSA is requesting an additional $513,000 for the Emergency Medical Services Information System in FY 2013. With the additional funding, NHTSA will:

- Support a number of key analyses of NEMSIS data - demonstrating the value of these data for system development and countermeasure evaluation.
- Ensure the sustainability of NEMSIS by providing database security monitoring, periodic testing and documentation.
- Provide technical assistance for transition to NEMSIS Version 3.0 which will improve the system through the adoption of relevant, consistent and current data elements.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$1,002,000	$1,002,000	$1,002,000	$0

The Driver Licensing and Teen Safety Program improves highway safety performance by providing 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. As part of a comprehensive teen driver strategy, we assist states in developing licensing systems for novice drivers that include driver education meeting minimum national standards and Graduated Drivers Licensing (GDL) laws that lead young novice drivers through a 3-stage process for full licensure. Our resources can be found at www.nhtsa.gov/Driving+Safety/Driver+Education.

Why Is This Particular Program Necessary?

Problem drivers and novice teen drivers are overrepresented in fatal crashes. Model driver improvement methods and well-enforced GDL laws show promise in reducing risk among these groups. In addition, driver education as a part of a comprehensive GDL program, may improve novice driver safety. States need assistance in weighing alternatives, as well as designing and implementing effective programs.

How Do You Know The Program Works?

Key components of state driver licensing and teen safety programs have proven effective with a number of scientific evaluations showing GDL laws, in particular, to be effective in reducing teen crashes. Further research is needed to assess the effectiveness of driver training and education and to determine the optimal approach for integrating driver education in an overall teen driver safety program.

Why Do We Want/Need To Fund The Program At The Requested Level?

In FY 2013, the Driver Education and Teen Safety Program will focus resources on several key issues, including:

- Working with key partners to conduct a gap analysis for the many and varied driver education program in the states to support development of a strategic plan for the future of driver education.
- Monitoring and assessment of state compliance with new national standards for driver education program design. Case studies will continue in 5 to 10 states to identify best

practices for implementing the National Standards for Driver Education that were completed in FY 2010.

- Continuing to coordinate efforts with NHTSA's Youth Team to enhance enforcement of GDL provisions for younger drivers.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$7,541,000*	$7,541,000*	$12,508,000	$4,967,000

**FY's 2011-2012 do not include $4,967,000 for Safety Research that was funded through Grant Admin. Expenses.*

Highway Safety Research directly supports the Department and Agency goals of reducing traffic crashes, fatalities and injuries by providing the scientific basis for the development of effective behavioral countermeasures to reduce the occurrence of traffic crashes. Behavioral Safety Research focuses on unsafe driving behaviors that contribute significantly to death and injury from crashes on our highways. Evaluation research documents the relative effectiveness of programs to reduce fatalities and injuries on our highways, and is critical to achieving further progress toward meeting national goals and performance targets. Research, analysis and demonstration program results assess existing and emerging highway safety problems and are disseminated to the states to use to identify effective traffic safety countermeasure for implementation through the highway safety formula grant (Section 402) funds. Our highway safety research studies can be found at www.nhtsa.gov/Driving+Safety/Research+&+Evaluation.

Why Is This Particular Program Necessary?

The vast majority of traffic crashes are due to driver behavior. Behavioral safety research is critical to our understanding how driver and pedestrian behavior lead to crashes and for the development of programs that are shown to be effective in reducing occurrence of crashes. Additionally, states rely on our evaluation of demonstration projects to determine what countermeasures they can implement to effectively address their unique traffic safety problems.

How Do You Know The Program Works?

Behavioral safety research has contributed significantly to the widespread adoption of numerous programs proven to reduce crashes. Examples include the national *Click It or Ticket (CIOT)* program, the adoption of Standardized Field Sobriety Tests (SFST) by law enforcement officers investigating potential impaired driving cases, passage of primary safety belt laws, the national 0.08 Blood Alcohol Concentration limit, advancement of Graduated Driver Licensing laws, greater understanding of older driver issues, and development and test of effective pedestrian safety programs.

Why Do We Want/Need To Fund The Program At The Requested Level?

Improved traffic behaviors by drivers and other roadway users are critical to achieving further reductions in motor vehicle fatalities. Behavioral research is needed to provide an evidence-based foundation for state and community traffic safety programs. Research is needed to identify more effective and efficient countermeasures for existing traffic risks such as impaired

driving, speeding and non-use of seat belts, and to develop new solutions for emerging problems such as distracted driving. With the requested funds, NHTSA will continue to conduct a new roadside survey of drug use by drivers. In FY 2013, the Highway Safety Research Program will include:

Impaired Driving

- Continue research to investigate the effectiveness of DWI courts in reducing offender recidivism, continue to test and evaluate strategies for conducting high visibility law enforcement at different times of the day and throughout the year (as a routine part of traffic law enforcement rather than as special periodic programs), and continue to investigate strategies for improving the implementation of ignition interlock programs.

Drug Impaired Driving

- Initiate follow-up roadside survey on prevalence of drug use by drivers and analyze data on the risk of crash involvement due to drug use by drivers.

Occupant Protection

- Demonstrate and evaluate improved methods of conveying easy to understand instructions to parents on the proper restraint system to use for their children.

Pedestrian Safety

- Continue research to evaluate the effectiveness of a new pedestrian safety program for children incorporating child development principles.

Motorcycles

- Analyze data from a study of riders on instrumented motorcycles, continue to evaluate the use of high visibility enforcement in reducing alcohol-impaired motorcycle riding, and complete the investigation of the effects of motorcycle safety training on rider skills and crashes.

Speeding

- Develop and pilot test innovative approaches to reduce speeding and speed-related crashes.

Older Drivers

- Initiate research to identify specific functional deficits and driving behaviors associated with increased crash risk among older adults.

Young and Novice Drivers

- Initiate research on the relationship of driving exposure to novice driver crashes.

Distracted Driving

- Conduct research on how to convince drivers of the risks of multitasking while driving.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$100,000	$100,000	$100,000	$0

The Behavioral International Program contributes 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. The program also provides opportunities for the Department to provide international leadership on key issues such as driver distraction and to provide technical assistance for developing nations to help avoid high levels of vehicle related fatalities as their economies develop.

Why Is This Particular Program Necessary?

The Behavioral International Program establishes cooperative relationships with the Agency's traffic safety counterparts from other nations, providing the Department with opportunities to learn from the experience and research of those who address similar issues. With the increasing globalization of markets, emerging problems such as driver distraction and drugged driving have global effects. Through international connections, the Department is able to collect information about the nature of the traffic safety issues and the effectiveness of countermeasures deployed in other nations in order to utilize these insights in planning U.S. strategies. The Behavioral International Program also provides opportunities for international outreach and leadership. In addition to a contribution to international diplomacy, this leadership results in tangible traffic safety benefits such as coordinated global traffic safety data standards and protocols.

How Do You Know The Program Works?

Results from the Behavioral International Program are seen both in examples of international leadership and in improvements to institutional processes and protocols. For example, the program's work with the Global Road Safety community provided necessary underpinnings for Secretary LaHood's charge at the 2009 Moscow Ministerial Conference on Global Road Safety. With the cooperative mechanisms established by the program, the Department was able to turn the charge into action through a global technical assistance effort. Examples of institutional achievement include a redirection of United Nations Economic Commission for Europe (UNECE) Working Party1 (WP.1), to include increased focus on coordinating global traffic safety behavior approaches and increased emphasis on assisting emerging nations.

Why Do We Want/Need To Fund The Program At The Requested Level?

In FY 2013, the Behavioral International Program will take important steps in furthering international cooperation, including:

- Continue development of a good practice manual on pedestrian safety, in collaboration with appropriate international organizations.
- Continue development of training modules to support the good practice manuals (e.g., impaired driving, occupant protection, speeding, helmet use) made available to mature and emerging nations.
- Support activities of UNECE (WP.1) on Road Traffic Safety, United National Road Safety Collaboration, and the World Health Organization, including progress on the Decade of Action for Road Safety, and collaborate with the State Department on including road traffic safety in Science and Technology meetings to facilitate exchange of best practices to reduce U.S. and worldwide traffic injuries and fatalities.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$8,000,000	$8,000,000

NHTSA's highway safety programs are responsible for planning, developing, and implementing countermeasures designed to prevent, reduce, and mitigate the impact of passenger motor vehicle crashes. Emerging highway safety issues such as distraction, and emerging traffic safety challenges such as constrained fiscal environments, require new and innovative strategies. Distracted drivers and drivers engaging in multiple risk-taking behaviors necessitate NHTSA's continuous efforts to better understand, develop or adapt effective traffic safety strategies. With the requested funds, 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).

NHTSA's anti-distracted driving campaign focuses on raising awareness, promoting the adoption of strong laws, improving enforcement, and emphasizing personal responsibility. The Agency is conducting broad distracted driving research to expand knowledge about the problem and working with states and industry to find appropriate and acceptable common sense solutions. More information is available at www.distraction.gov.

Why Are These Particular Programs Necessary?

Distracted Driving: Distracted driving is taking a terrible toll on our Nation's highways. In 2009, approximately 5,500 people died and an additional 448,000 were injured in crashes involving distracted or inattentive driving. Surveys indicate that most drivers are aware that it is unsafe to use electronic devices while driving, but a significant number of drivers do so anyway. Significant reductions in distracted driving crashes will require a combination of activities, including enactment of legislation and policy, law enforcement, communication and education, and program evaluation. Federal initiatives are spearheading a national movement to focus public attention on the risks and consequences of distracted driving.

Combined Emphasis Campaign: To better reach those most at risk for dying on our roadways and to encourage sustained enforcement, NHTSA is testing the effect of combining multiple traffic safety issues into a single high visibility enforcement campaign. The primary audience is young males, who practice high risk behaviors such as not wearing seat belts and/or driving impaired during evening and nighttime hours. If proven successful, this campaign will support development of a nationwide messaging effort for states to address local traffic safety issues, under a common national traffic safety branded message.

How Do You Know The Program Works?

NHTSA has identified effective and evidence-based strategies to reduce motor vehicle injuries and fatalities. A leading example of this is the high visibility enforcement model which has been effective at independently increasing seat belt use and reducing the incidence of alcohol-impaired driving. NHTSA is applying this model to distracted driving and is examining the effectiveness of integrating two or more highway safety issues into a combined high visibility enforcement program. This body of experience and evidence provides a solid foundation for building effective highway safety programs targeted towards distracted and multiple-risk taking drivers.

Why Do We Want/Need To Fund These Programs At The Requested Level?

Because of the proliferation of potentially distracting technology, and the concern that crashes will increase with the spread of this technology, the Secretary has taken a leadership role in highlighting the danger of distracted driving. The Department has shown flexibility in identifying resources necessary to conduct research and develop countermeasures to address this emerging safety threat.

NHTSA requests funds to undertake an initiative to help states and communities address the emerging problem of driver distraction and overcome the challenges of constrained resources. Specifically, we request funds to:

- Develop and test a demonstration program to assess the effectiveness of high-visibility enforcement activities that address key traffic safety problems in a combined manner rather than separately.
- Publish "best practices" of the *statewide* high-visibility enforcement campaigns to reduce distracted driving. NHTSA will evaluate the widespread application of the high visibility enforcement model to ascertain its effectiveness to raise public awareness about the risks of distracted driving.
- Deploy a national paid media/messaging campaign about the dangers of distracted driving. The campaign will be based on our current understanding of the problem and the public's behaviors and attitudes towards distracted driving and seek to support state efforts to enact distraction laws.
- Maintain and continually update the distraction web page (www.distraction.gov) as a clearinghouse of information for state and local programs and advocates, including recent headlines and news, statistics and facts, state laws, research and the Department of Transportation's ongoing activities.
- Work with youth focused organizations to educate young drivers about the risk of distracted driving. NHTSA will examine parental involvement/responsibility approaches to deter young driver distractions.
- Develop mechanisms to promote distracted driving awareness through employers.

- Provide states with research and data on emerging strategies, the effectiveness of laws, lives saved, economic savings and other benefits of distracted driving laws.
- Coordinate with and support other public and private sector groups with a shared mission and focus to address and reduce distracted driving.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$2,000,000	$2,000,000

The proposed Driver Licensing and Medical Fitness to Drive Clearinghouse will be an electronic virtual clearinghouse and technical assistance center to support information dissemination related to driver-licensing medical review and medical fitness to drive. It will provide state driver licensing agencies with current, scientific information to use in making licensing qualification decisions.

Why Is This Particular Program Necessary?

State licensing officials face a variety of complex technical questions related to appropriate practices concerning drivers with medical issues. The medical literature and highway safety guidance have become increasingly complex, and it is difficult for licensing officials to keep abreast of the most recent literature. Driver licensing agencies do not always have or use the latest medical and scientific information available when determining if they should issue or restrict driver licenses of individuals with functional limitations.

The DOT needs to provide assistance to the many states unable to develop and implement science based programs to determine an applicant's fitness to drive. The establishment of the Driver Licensing and Medical Fitness to Drive Clearinghouse would be an effective way to provide the most recent and relevant information on medical fitness to drive, and technical assistance to licensing agencies working to adopt the *Driver Fitness Medical Guidelines* (NHTSA, September 2009).

How Do You Know The Program Works?

The Department has a variety of clearinghouses on other important topics, such as the Safe Routes to School, and Pedestrian and Bicycle Safety clearinghouses. Those clearinghouses have proven to be vital to the effective dissemination of information to both state and local programs and the general public. It is anticipated the Driver Licensing and Medical Fitness to Drive Clearinghouse will be equally effective in providing valuable information and technical assistance to driver licensing agencies and other organizations involved in ensuring only driver's medically fit to drive are licensed to drive.

Why Do We Want/Need To Fund The Program At The Requested Level?

In FY 2013, the Driver Licensing and Medical Fitness to Drive Clearinghouse 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. The FY 2013 activities will include:

- Identifying and gathering research, data, and publications relevant to evaluating a licensing applicant's medical fitness to drive and state driver-licensing medical review.
- Continuing development of the electronic site that will house the clearinghouse.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$2,500,000	$3,850,000	$1,350,000

NOTE: In 2012, National Driver Register was eliminated as a separate account and moved to the Highway Safety Research and Development fund. In FY 2011, $3,343,000 was provided for NDR Modernization and $2,500,000 for operational expenses. In FYs 2012 and 2013 these amounts do not reflect the NDR administrative expenses, which are included under HS administrative expenses.

The National Driver Register (NDR) is a nationwide clearinghouse of problems drivers whose privilege to drive has been revoked, suspended, cancelled or denied, for cause, or who have been convicted of a serious driving violation, such as driving under the influence of alcohol or other drugs. Every individual who applies for a license or a license renewal is vetted through the NDR's system of state pointer records to determine if they are currently under revocation or suspension actions in another state. The NDR assists federal agencies and other transportation sectors in the hiring and certification process. The states and transportation related entities use the information in the NDR to ensure that commercial drivers, locomotive engineers, merchant mariners and airline pilots meet all necessary qualifications for operator license certification.

Why Is This Particular Program Necessary?

The National Driver Register assists states and federal agencies in keeping problem drivers from obtaining driver licenses and operator certifications. The NDR is the only "one stop" central repository of information identifying problem drivers and is used on a daily basis by all 50 States and the District of Columbia. Other authorized users access the NDR to determine if a driver license applicant, locomotive engineer, merchant marine, airline pilot, or commercial driver should be issued an operator's license.

The NDR works to support other NHTSA countermeasure programs such as impaired driving and the driver licensing programs. When an arrest and conviction is made for driving under the influence of drugs or alcohol, the court sends the conviction to the motor vehicle administration resulting in a record being added to the NDR. If the driver attempts to obtain a license in another state or renew their current license, a search of the NDR will result in a "hit" and denial of the applicant's license.

Continued operation of the NDR enables states to comply with the provisions of the Motor Carrier Safety Improvement Act (MCSIA) which requires states to check the NDR on all driver license renewals. Additionally, the Commercial Motor Vehicle Safety Act (CMVSA) requires an NDR file check on all commercial driver applicants. These and other federal legislative mandates have resulted in dramatic increases in NDR system usage over the past 10 years.

How Do You Know The Program Works?

In FY 2011 the NDR processed over 100 million transactions from state and Federal users, identifying over 9 million probable problem drivers many of who were convicted of driving under the influence of drugs or alcohol. This is a 78 percent increase in use of the NDR by the states since 2002. The NDR is a mission critical system in NHTSA and currently contains 51 million pointer records in the system.

Why Do We Want/Need to Fund the program At the Requested Level?

NHTSA is requesting $3,850,000 in program funding to operate the NDR in FY 2013. This is a $1,350,000 increase from the FY 2012 enacted funding level. The implementation of the modernized NDR system occurred in FY 2011. Bringing the new server-based system on-line allowed the legacy mainframe to be taken off-line, after parallel testing, and was decommissioned. During FY 2013 only the new system will be operated. However, a transition to a new service provider is planned during the year. This transition will also include partial virtualization of the system (move to the cloud). The segment of the system that will not be virtualized is the NDR database with 51 million Personally Identifiable Information (PII) records. The NDR has determined that placing the database in a 'shared' environment constitutes an unacceptable level of risk.

Without funding at the requested level, the NDR might be required to operate at reduced response times, as all necessary equipment would not be funded. These reduced response times would result in prolonged wait times for the state driver license applicants. These types of delays occurred in late 2007 and 2008 when processing capacity in the NDR system was exceeded.

HIGHWAY SAFETY PROGRAMS **Cooperative Research and Evaluation Program - Drawdown**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$2,500,000	$2,500,000

Note: This program is requested as a draw-down of the Section 402 Grant program.

This new program would be a cooperative effort between NHTSA and the states to identify, and develop, highway safety research and evaluation projects. By bringing states into the process of selecting research projects and providing oversight, a process would be created to provide priority highway safety program evaluations to inform state programs.

This is a variation on the process used by the Federal Highway Administration (FHWA) with the American Association of State Highway and Transportation Officials (AASHTO) and State Departments of Transportation under Title I of the Highway Act, which created a drawdown for state funded infrastructure research. No more than 10 percent of the funds would be spent to administer the proposed program.

Why Is This Particular Program Necessary?

A dedicated program with appropriate resources is necessary to adequately evaluate the range of innovative – but unproven - programs that states are now utilizing, as well as those that will continue to be developed for emerging issues such as driver distraction. The Cooperative Research and Evaluation Program would provide additional resources for identifying, researching, developing, and evaluating countermeasures for high-priority state safety problems.

How Do You Know The Program Works?

When safety programs have been evaluated to determine the extent to which they reduce crashes, deaths, and injuries, states and communities are able to make data-driven program and funding decisions. More information about which programs have been shown effective will result in more effective use of funds and the reduction of fatalities and injuries on the nation's highways. Experience shows that states take advantage of program evaluation information in deciding what programs to adopt. For example, when research clearly demonstrated that lower BAC limits for drivers under the age of 21 resulted in major declines in alcohol-related fatalities for underage drivers, all states quickly passed "zero tolerance" underage drinking laws. This program would directly involve states in the process of identifying and providing oversight for state priority evaluation efforts.

Why Do We Want/Need To Fund The Program At The Requested Level?

A drawdown of $2.5 million for this Cooperative Research and Evaluation Program from State Highway Safety funds would significantly increase the range of innovative and evidence-based program options available to address the highway safety issues confronting states. This is a new program, and without the requested funds, this cooperative effort, between NHTSA and the states, to identify and evaluate innovative programs that are currently unproven will not be initiated, and the States would have a reduced ability to make data-driven program and funding decisions.

HIGHWAY SAFETY PROGRAMS **Traffic Safety Core Competencies and Training - Drawdown**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$3,000,000	$3,000,000

Note: This program is requested as a draw-down of the Section 402 Grant program.

Highway safety professionals at the federal, state and community level need specialized knowledge, skills and abilities to develop, manage, oversee, and evaluate effective highway safety programs. Through the Transportation Safety Institute (TSI), a component of the Department's Research and Innovative Technology Administration (RITA), NHTSA develops and offers tailored training courses to agency employees and state and local professionals engaged in the highway safety profession. Currently, training funds are taken from NHTSA's highway safety program research and development operations budget, which reduces program funding for critically needed highway safety research and countermeasure development. NHTSA proposes that training development and delivery be re-directed as a drawdown from State and Community formula Grant funding (see Sec 402) to provide a stable funding source to develop a secure and predictable funding source for highway safety professional training.

Why Is This Particular Program Necessary?

The Nation invests more than $650 million annually in the development and delivery of highway safety programs to reduce crashes, injuries and fatalities. Federal and state highway safety program specialists are the architects of these programs and stewards of the funds. The Transportation Research Board (TRB) and other organizations have documented the existence of an aging, dwindling highway safety workforce and a critical need to train and develop a new generation of highway safety professionals. This program is designed to identify and provide the skills necessary to effectively develop and manage highway safety programs nationally, and at the state and community level. This is a modest investment to maximize the use and benefits derived from the national and state highway safety programs.

How Do You Know The Program Works?

Feedback from students after completing highway safety specific training as well as post training (3 month follow up) indicates students are better prepared to assess, plan, and direct state and local highway safety program investments and use data driven, effective, strategies and countermeasures. This budget request would provide the resources to build program management and oversight capability at the Federal and State level and expand training beyond State level constituents to broader local audiences engaged in traffic safety efforts.

Why Do We Want/Need To Fund The Program At The Requested Level?

TSI currently offers approximately 3 classes per year on-site and 24 off-site (states), which are taken by 540 students.

In FY 2013, this funding will allow NHTSA to:

- Provide a consistent plan of updating current course offerings with relevant information as effective countermeasures evolve.
- Meet state and local demands with approximately 10 percent more hands on courses than currently offered.
- Develop new distance learning options in order to meet state and local needs.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request*	Change FY 2012 - 2013
$0	$0	$5,058,325	$5,058,325

**The total funding for the Integrated Highway Safety Program Office is $10M with $5M from NHTSA and $5M from a FMCSA Reimbursable Agreement.*

In FY 2013, we propose to initiate a Integrated Highway Safety Program Office to maximize the overall quality of safety data and analysis based on state traffic records at DOT. NHTSA and Federal Motor Carrier Safety Administration (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.

Why Is This Particular Program Necessary?

Currently both NHTSA and FMCSA collect and report on safety data using different methods. The Integrated Highway Safety Program Office will establish a standard methodology for collecting and reporting on highway safety data that will eliminate duplicate coding, inconsistent, and inaccurate reporting of safety data by the Operating Administrations, states, local governments, metropolitan planning organizations, and private sector entities.

Both NHTSA and FMCSA also have separate safety databases to conduct safety analysis on the National and state level to develop programs and policies. This proposed new office will explore the consolidation and integration of these efforts.

A consolidated approach to the development of consistent regulatory requirements will help insure clear and consistent standards that will benefit users. NHTSA's strong evaluative approach provides a proven model that could provide an excellent starting point.

The Heavy Vehicle Research Program at NHTSA and the Naturalistic Driving Studies at FMCSA include a number of significant programs aimed at eventually supporting safety rulemakings on vehicle safety standards for medium and heavy trucks, motor coaches, and other commercial vehicles. Synergies may exist on these programs between NHTSA's Office of Vehicle Safety Research and FMCSA's Research Office. Specifically, FMCSA's operational knowledge and resources could be useful if blended with NHTSA's Heavy Vehicle Crash Avoidance programs, including distraction, drowsiness, and fatigue. Additionally, some of FMCSA's research programs could benefit by integration with NHTSA's VRTC test facilities and expertise including common research efforts on distraction and fatigue.

How Do You Know The Program Works?

The Integrated Highway Safety Program Office provides a framework to harness the collective strengths and creativity that seek to improve safety through enhanced efficiencies between NHTSA and FMCSA. Key staff skilled in the areas of data modernization, data analysis and research will be redirected to support this new office.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Integrated Highway Safety Program Office will be an integral multi-modal safety strategy tool in the administration of the Roadway Safety Plan.

Detailed Justification for National Center for Statistics and Analysis (NCSA) Programs

What Do I Need To Know Before Reading This Justification?

- Crash Data Collection – In FY 2013, this program consolidates NCSA's Data Collection Program under one line item.

What Is The Request And What Will We Get For The Funds?

FY 2013 - NATIONAL CENTER FOR STATISTICS AND ANALYSIS
$35,743,000

Program Activity	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Traffic Records	$1,650,000	$1,650,000	$1,650,000	$0
Crash Data Collection*	$0	$0	$30,192,000	$30,192,000
Fatality Analysis Reporting System (FARS/FastFARS)**	$7,172,000	$7,172,000	$0	($7,172,000)
National Automotive Sampling System (NASS)**	$12,230,000	$12,230,000	$0	($12,230,000)
State Data Systems	$2,490,000	$2,490,000	$0	($2,490,000)
Special Crash Investigations	$1,700,000	$1,700,000	$0	($1,700,000)
Data Analysis	$1,666,000	$1,666,000	$1,666,000	$0
NOPUS***/Observational Occupant Protection Use Surveys	$0	$0	$1,656,000	$1,656,000
Regulatory Analysis / Program Evaluation****	$0	$0	$579,000	$579,000
Data Modernization Initiative (DMI)*****	$0	$0	$0	$0
Total	**$26,908,000**	**$26,908,000**	**$35,743,000**	**$8,835,000**

**FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection.*

***In FYs 2011 and 2012, FARS/FastFARS received additional funding of $1,297,400 from the Vehicle Safety account and NASS received addition funding of $299,400, also from the Vehicle Safety account.*

****Not funded under NCSA (Highway Safety Research and Development) in FYs 2011 and 2012; previously funded from Grant Administrative Expenses.*

*****Not shown under NCSA (Highway Safety Research and Development) in FYs 2011 and 2012; previously funded from Administrative Expenses.*

******The FY 2012 Enacted Budget includes $25M provided for in Grants Sec. 406 as 2-year funds for FY's 2012-2013.*

In FY 2013, we are requesting $35,743,000 for NCSA programs, which is an increase of $8,835,000 from the FY 2012 enacted funding level (including $2.2M previously funded in grant administration expenses). Funding at this level will allow us to maintain our core programs and take on several new initiatives. Key initiatives include:

Traffic Records

- Complete modification of the traffic record assessment process.
- Complete the revision of the 2006 Traffic Records Advisory and initiate a marketing plan for the new advisory.
- Provide additional technical resources for traffic records systems improvements by establishing "Go-Teams" to provide an in-depth analysis of a particular system chosen by the State.
- Produce State "Tri-Data" reports, a synopsis of a State's most recent Traffic Records Assessment, Section 408 State Traffic Safety Information System Improvement grant application, and Traffic Records Strategic plan.

Data Collection

Fatality Analysis Reporting System (FARS)/FastFARS

- Modernize the information technology infrastructure to provide a basis for improvement in methodologies for data collection, data quality, and faster dissemination for decision-makers use.
- Provide the FastFARS data to publish quarterly and annual projections of motor vehicle traffic fatalities.
- Maintain the current ability to provide for a census of data on motor vehicle traffic crash fatalities.

National Automotive Sampling Systems (NASS)

- Continue modernization of the sample frame to reflect the latest Census and with sufficient sample size to support the Agency's research and enforcement.
- Initiate the ability to provide data for internal and external analysis to identify the primary factors related to the source of crashes and as well as continuing the collection on outcomes to develop and evaluate countermeasures and measure progress in reducing crashes and their severity.
- Maintain the current ability to collect a nationally representative sample of detailed data with a goal of approximately 4,800 crashes at 24 crash research sites.

State Data Systems (SDS)

- A compilation of data programs based on existing State data files or State crash reports. These include:

- State data crash files from 35 States' files to provide a data set containing police accident report (PAR) information to support NHTSA's rulemaking, research, and evaluation programs such as the New Car Assessment Program (NCAP), back-over crashes, vehicle aggressiveness, and Electronic Stability Control (ESC).
- Crash Outcome Data Evaluation System (CODES) provides the linkage of crash and medical record data in 17 States to identify traffic safety problems, support traffic safety decision makers, develop and support safety legislation, and educate the public.
- Not-in-Traffic Surveillance (NiTS) collects non-traffic data critical to understanding deaths and injuries in motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas.

Special Crash Investigations (SCI)

- Conduct on-site and remote crash investigations to identify unintended consequences of vehicle-related crashes or incidences, support potential recalls and other agency enforcement efforts and conduct countermeasures research. Examples of these investigations include the following:
  - Vehicle electronics to support research.
  - Vehicles powered by alternative fuel (e.g. hybrid, electric, etc.)
  - Identifying unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research.
  - 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 (e.g. curtain) in rollover crashes.
  - Crashes involving vehicles equipped with rollover mitigation (e.g. ESC, rollover stability control).
  - Back over crashes specifically those events involving sensing systems and cameras.
  - Performance of child safety seats, especially in vehicles equipped with Lower Anchors and Tethers for Children (LATCH).

Data Analysis

- Provide quarterly estimates of fatalities for Calendar Years 2012 and 2013.
- Provide analytical and data support for Departmental distraction driving initiative.
- Produce the Annual Assessment of Motor Vehicle Traffic Crashes, Traffic Safety Facts Annual Report and 15 Traffic Safety Fact Sheets.

- Provide metrics used to track performance of NHTSA safety programs and DOT's safety goal, including estimating lives saved by belts, air bags, minimum drinking age law, child safety seats and motorcycle helmets.
- Provide expert statistical and analytical support for internal and external customers.

National Occupant Protection Use Surveys

- Support distraction initiative by reporting driver use rates of cell phone and other electronic devices.
- Conduct the 2013 NOPUS survey.
- Report on the results of 2012 State Seat Belt Use Surveys.
- Initiate re-design of the NOPUS and the National Survey of the Use of Booster Seats.

Regulatory Analysis/Program Evaluation

- Federal Motor Vehicle Safety Standard (FMVSS) 216 roof crush: run performance tests on a group of pre-standard vehicles to compare to actual compliance tests on the same make/models that were changed post-standard.
- FMVSS 301 fuel system integrity in rear impacts: run performance tests on a group of pre-standard vehicles to compare to actual compliance tests on the same make/models that were changed post-standard vehicles.
- Perform cost tear down studies of changes made to vehicles to meet FMVSS 216 and FMVSS 301.

Additional Staff

To support these various initiatives, NHTSA requests an additional five FTEs for FY 2013. NHTSA's vehicle and behavioral safety programs will be engaged in a variety of important endeavors, and NCSA support is critical to all of them. In the areas of safety-critical vehicle electronics, crash avoidance technologies, and alternative fuel systems, NCSA will be providing data and economic analysis and conducting crash investigations to support research, rulemaking, and enforcement efforts. The requested staff will be needed to manage the additional data collection sites, to establish and maintain a new crash avoidance data collection program and to create and update new analytic capabilities resulting from the IT portion of the modernization. This additional staff is essential to enable NCSA to keep pace with these important additional duties.

NCSA **Traffic Records**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$1,650,000	$1,650,000	$1,650,000	$0

NHTSA's Traffic Records program provides technical assistance to the states for the improvement of state traffic records systems. A State traffic records system consists of six fundamental systems: crash, driver, vehicle, roadway, citation/adjudication, and EMS/injury surveillance. These systems provide the data that are used by NHTSA to administer its programs as a data-driven Agency. State traffic records are also essential to the implementation and evaluation of State highway safety policies and programs. Additional information on our Traffic Records program can be found at http://www.nhtsa.gov/Data/Traffic+Records.

Why Is This Particular Program Necessary?

Data from state traffic records systems are used by the states to develop their highway safety plans, assess performance, and to quantify improvements from highway safety countermeasure programs. The quality of state traffic records systems is quite varied and is often hampered by lack of adequate technical and financial resources. The Traffic Records program works to fill this gap by providing technical assistance, training, objective system assessments, and robust programmatic tools like the traffic records performance measures. In addition, the program supports the Section 408 data improvement grant program and provides critical support for the intermodal Department's Traffic Records Coordinating Committee.

How Do You Know The Program Works?

The Traffic Records program delivers on its mission of supporting improved state data collection, management, and policy use as evidenced by the progress tracked by the Section 408 grant program. States must quantify improvements in one or more of their traffic records systems to qualify for funding. Currently, every state that has applied for a grant has qualified with measurable progress. A technical program assessment is conducted every five years as a requirement of Section 408. As a recently published General Accountability Office (GAO) report states, "Despite varying State traffic safety data system performance, data collected by NHTSA show that States are making some progress towards improving system quality." The report further notes that all states visited had implemented data improvement projects such as switching to electronic reporting and adopting national guidelines such as Model Minimum Uniform Crash Criteria (MMUCC).

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, the request for the Traffic Records program is $1,650,000. Funding at this level will enable the Traffic Records program to help the states improve the traffic records systems by:

- Providing technical assistance to benchmark the current status of State traffic records systems and provide recommendations on ways to improve each of the six core systems through the traffic records assessment process.
- Develop technical training for Federal and State traffic records professionals and for State policy-makers on how best to collect, manage, and use traffic records data.
- Implement the revised traffic record assessment process, a web-based assessment process that leverages existing information and new expertise, and expand the assessment team roster, and encouraging intermodal participation in the process.
- Identify and promote good practices currently used by states for improving their traffic records systems.
- Assist with the Agency review of Section 408 State data improvement grant applications.
- Implement the revision of the 2006 *Traffic Records Advisory*, marketing the new advisory to the traffic records community.
- Promote the National Information Exchange Model (NIEM) for State traffic records data transfer in a unified format.
- Deliver timely, useful technical assistance to State traffic records personnel seeking to improve their data systems by establishing "Go-Teams" that provide in-depth analysis of a particular issue as identified by the State.

FY 2011 Actual*	FY 2012 Enacted*	FY 2013 Request	Change FY 2012 - 2013
$25,188,800	$25,188,800**	$30,192,000	$5,003,200

**Included above in FYs 2011 and 2012, FARS/FastFARS received funding of $1,297,400 from the Vehicle Safety account and NASS received funding of $299,400, also from the Vehicle Safety account.*

***The FY 2012 Enacted Budget includes an additional $25M for NASS which is funded from the Section 406 Grant.*

Safety is the Department of Transportation's top priority. For NHTSA, this priority means reducing the human and economic cost of motor vehicle traffic crashes and other incidents involving motor vehicles. To accomplish this goal, sound science must be combined with quality data. Quality data are the backbone of everything NHTSA does, by providing the empirical information necessary to saving lives and reducing costs.

NHTSA's current data collection systems, the preeminent source of traffic safety information at the Federal, state, and local levels, combine the use of police reported motor vehicle crash data reports collected by or reported to states and the direct investigation of crashes that are representative of traffic crashes. Accurate, accessible, timely, and standardized data allow decision makers to identify the primary factors related to the source of crashes and their outcomes, develop and evaluate effective safety countermeasures, support traffic safety operations, measure progress in reducing crashes and their severity, design effective vehicle safety regulations, and target safety funding. Police-reported crashes from State record-based systems are recoded into a uniform format to provide counts and trends. The direct field investigations provide the detailed data required for countermeasure development and evaluation. A sample based approach provides nationally representative data at a small fraction of the cost it would take to investigate or to collect and manually recode the millions of police-reported crashes into a uniform format. NHTSA's data programs include:

Fatality Analysis Reporting System (FARS)/FastFARS

The Fatality Analysis Reporting System 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. FastFARS is a data collection and reporting program built into the FARS infrastructure that provides near real-time counts of the number of fatalities resulting from motor vehicle crashes. These programs are the principal source of nationwide data on motor vehicle fatalities that supports the development of policy, priorities, and traffic safety performance measures used by NHTSA, States and other federal agencies; and evaluates the impact of the Agency's highway safety countermeasures. Recently, FARS data have been utilized to identify vehicle crash avoidance needs, to research countermeasures for children in and around motor vehicles, and evaluation of State grant programs.

The timely submission of FARS data is essential to provide information to the U.S. Congress on progress toward meeting Agency and Departmental goals, assist states in their safety program plans and performance measures, inform the public of highway safety issues and shape effective behavioral and vehicle countermeasures. Information on, and data from FARS are available on our website at www.nhtsa.gov/FARS.

National Automotive Sampling System

The National Automotive Sampling System (NASS) is a data collection system that provides crash data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. NASS is comprised of two programs, the Crashworthiness Data System (CDS) and the General Estimates System (GES), which work from nationally representative sites to perform data collection activities. NASS CDS uses highly trained crash investigators to perform detailed crash investigations. Comprehensive documentation of scene evidence, vehicle damage, and thorough coding of all crash-related injuries from medical records is required for each CDS case. NASS GES creates an annual file of standardized, crash report information on a national sample of police-reported traffic crashes. More information is available from our website at www.nhtsa.gov/NASS.

State Data Systems

The State Data Systems (SDS) are a compilation of data programs based on existing State data files or State crash reports. These include the State data crash files program, Crash Outcome Data Evaluation System (CODES) program, and the Not-in-Traffic Surveillance (NiTS) program. The State data crash files program consists of data files collected from 35 individual State data systems and processed into standard formats to complement the crash data collected in NASS and FARS.

The State data crash files vary considerably in coverage and variables and are essential to NHTSA's efforts to reduce deaths, injuries, and crashes, including defect investigations. The Not-in-Traffic Surveillance (NiTS) program collects non-traffic data on a pilot basis in response to provisions in SAFETEA-LU and the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT) Safety Act. The CODES program links data files from the automated crash files to the medical record information to provide detailed data on the costs and consequences of motor vehicle injuries. Further information on SDS and CODES is available on our website at www.nhtsa.gov/Data/State+Data+Program+&+CODES.

Special Crash Investigations

The Special Crash Investigations (SCI) program employs highly trained crash reconstructionists to perform in-depth investigations on specific motor vehicle crashes. Currently, the focus is: children in and around motor vehicles (back over), new and rapidly changing technologies in occupant protection (advanced air bag systems), crash avoidance technologies (lane departure,

electronic stability control, adaptive cruise control), alternative fuel vehicle crashworthiness (hybrid, electric, etc.), rollover injury and ejection mitigation (side curtains), school bus occupant protection (safety belts, compartmentalization), motorcoach crashes, and the performance of child safety seats, especially in vehicles equipped with Lower Anchors and Tethers for Children (LATCH). In addition, SCI remains the rapid response team for crashes that the Office of Defects Investigations requires for immediate research supporting potential recalls and other agency enforcement efforts, such as unintended acceleration. Information on our SCI program is available on our website at www.nhtsa.gov/SCI.

Why is This Particular Program Necessary?

Data collected in FARS are used extensively to develop overall policies and priorities programs, shape and support regulations, and investigate defects. The latest technology is used to improve efficiency in data collection and improve the quality and quantity of data we collect. FARS is a unique data file that serves as a central source of national highway fatality data containing a standard set of data on each fatal crash. Recent use includes identifying crash avoidance needs and data to support research in countermeasures for children in and around motor vehicles as well as data for the evaluation of State grant programs. FARS provides the necessary data for the Agency and Department strategic plans to create the metrics that are used to track performance of NHTSA's activities under the Department and performance targets.

The NASS CDS is the sole source for nationally representative in-depth data on crashes resulting in at least one towed, passenger vehicles. NHTSA and stakeholders, such as the automotive industry and safety researchers, use the data to quantify the relationship between occupants and vehicles in the real-world crash environment. These data provide the foundation for a comprehensive understanding of both the relationship between vehicle crash severity and occupant injury, which are then utilized to initiate, develop, and evaluate effective countermeasures. Additionally, NASS GES data are the sole source for trends on the number and severity of crash-related non-fatal injuries in the United States. The NASS CDS and NASS GES provide the necessary data for both NHTSA and the DOT's strategic plan, as well as data for the metrics that are used to track performance of NHTSA's activities and contributions to Departmental goals.

The State-based data collection programs provide NHTSA and the states with critical data that support highway safety program. For example, the State data files provide us a data set containing of police accident report (PAR) information to support NHTSA's rulemaking, research, and evaluation programs such the New Car Assessment Program (NCAP), back-over crashes, vehicle aggressiveness, and Electronic Stability Control (ESC). These data also augment existing data by filling in injury and fatality data gaps that are necessary to analyze highway safety programs, such as vehicle aggressiveness, rear seat occupant protection, back over crashes, and general decline in injury crashes. These programs also enable research

methods and data collection critical to understanding deaths and injuries in motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas. Finally, these data are used to link crash and medical outcome data at the state level for analytical research in support of State-specific applications used to identify traffic safety problems, support traffic safety decision makers, develop and support safety legislation, and educate the public. These activities included support of upgrading graduated driver's license (GDL) laws and expanding a mandatory seat belt law to include back-seat passengers.

The SCI program serves as an early warning system and provides details on crashes of special interest to the Agency. These real-world crash investigations enable NHTSA to examine and assess the safety performance of new technology in occupant protection systems and provide early detection of alleged or potential vehicle defects. No other data collection effort provides this detail on very specific crashes of interest.

How Do You Know The Program Works?

Since 1975, FARS data has been the foundation for most highway safety programs aimed at reducing the number of fatalities on the Nation's highways and are extensively cited in policy, priority setting, legislative, enforcement, and educational programs. These data are used to:

- Identify trends in highway safety problem areas and measure progress.
- Provide a basis for regulatory and consumer information initiatives.
- Evaluate the increase in the States' BAC testing rates among fatal case involved drivers.
- Evaluate the impact of motorcycle helmet usage legislative activity.
- Evaluate impact of state restraint usage laws.
- Create the metrics that are used to track performance of NHTSA's activities and contribution to Departmental goals.
- Provide science-based Healthy People 2010/2020, 10-year national objectives for promoting health and preventing disease related to motor vehicle crashes.

The cornerstone of the detailed investigations is the National Automotive Sampling System (NASS) Crashworthiness Data System (CDS). The NASS CDS is a data collection system that provides crash data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. NASS CDS's nationally representative injury and fatal crash data are studied by researchers around the world and utilized by NHTSA for implementing and evaluating almost every motor vehicle safety standard that has been created to reduce crash consequences. The data are used to:

- Identify, develop, and evaluate motor vehicle crashworthiness performance.
- Analyze data for NHTSA's light passenger vehicle rulemaking (rollover, side impact and ejection mitigation).

- Identify trends in highway safety problem areas (e.g. occupant ejection, roadway departures, and driver distractions).
- Provide basis for regulatory and consumer information initiatives (e.g. tire pressure, 15-passenger van).
- Provide basis for cost and benefit analyses of highway safety initiatives (e.g. detailed injury severity).
- Support for defect investigations (e.g., air bag non-deployments and component failures).

The state data crash files facilitate the development and evaluation of driver behavioral programs, evaluation of vehicle crashworthiness regulations, and analysis of crash avoidance issues. The state data crash files have been successfully used for a variety of studies by providing census data sets at the individual state levels. The sheer volume of crash records allow for identifying and quantifying the size and scope of problems. The NiTS program is the sole source for collecting information about all non-traffic crashes, including non-traffic back over crashes as well as non-crash incidents (i.e., hyperthermia, trunk entrapments, etc.). This program facilitates research methodologies and understanding motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas.

NHTSA utilizes the in-depth crash investigations data from the SCI Program to investigate emerging issues such as crashes involving back over, rollover, occupant ejection mitigation systems, event data recorders, and motorcoaches to support recent rulemaking activities. SCI data was the sole source for detailed non-traffic data in response to provisions in SAFETEA-LU for back over crash mitigation.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, the basic operation of the FARS/FastFARS program requires coordination with the data modernization initiative to sustain the current levels of operations in the State cooperative agreements, timeliness and quality of data. When combined with the Data Modernization Initiative, the FARS/FastFARS Program will continue to:

- Perform a census of all fatal motor vehicle traffic crashes occurring in the 50 States, the District of Columbia, and Puerto Rico.
- Collect additional data on not-in-transport and back-over crashes.
- Create a timely 2013 file and 2011 final file available to the public.
- Provide the FastFARS data to publish quarterly and annual projections of motor vehicle traffic fatalities.
- Continue to strive to improve methodologies for data collection; quality and faster dissemination for decision-makers use.

In FY 2013, the basic operation of the NASS program requires coordination with the Data Modernization Initiative to sustain the current level of operation in the data collection contracts and in the resulting timeliness and quality of data. When combined with the Data Modernization Initiative, the NASS Program will continue to provide data for internal and external analysis to identify the source of injuries for the development and evaluation countermeasures including:

- Collect a nationally representative sample of detailed data on goal of approximately 4800 crashes at 24 crash research sites.
- Create a file for analysis and make the data in the 2012 annual file available to the public.
- Collect a nationally representative sample of police accident report data from approximately 50,000 police-reported traffic crashes at 60 crash research sites.
- Continue to collect additional data on not-in-transport and back over crashes.
- Create a file for analysis and make the data in the 2012 annual file available to the public.

The State Data System program will provide valuable information for analyses and data collection programs that directly support NHTSA's mission. These efforts will include:

- Continue collecting and processing data annually from 35 State data crash files.
- Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents in response to provisions in SAFETEA-LU and KT Safety Act.
- Continue to provide support to CODES States through designated CODES Resource Centers to help provide training, technical assistance, and program expertise.

The SCI program will continue to perform in-depth investigations on approximately 100 cases across the country through three SCI investigation teams. NHTSA will focus the investigations on:

- Vehicle electronics to support research.
- Vehicles powered by alternative fuel (e.g. hybrid, electric, etc.).
- Identifying unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research.
- 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 (e.g. curtain) in rollover crashes.
- Crashes involving vehicles equipped with rollover mitigation (e.g. ESC, rollover stability control).
- Back over crashes specifically those events involving sensing systems and cameras.
- Performance of child safety seats, especially in vehicles equipped with LATCH.

NCSA **Data Analysis**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$1,666,000	$1,666,000	$1,666,000	$0

The Data Analysis program provides critical information and analytical and statistical services to all our program areas and to the overall traffic safety community. Additionally, this program disseminates traffic safety data to the public through a broad spectrum of media. The program's published reports are used by government agencies (Federal, state and local), research institutions, motor vehicle manufacturers, safety groups, international highway safety advocates and the general public to improve traffic safety. The program provides data and analysis in the development of DOT's and NHTSA's strategic plans and promotes cross-modal data-driven approaches to resolving roadway safety issues. Data and analytical support are also provided to the states in tracking their highway safety performance targets.

Why Is This Particular Program Necessary?

We rely on data to develop, improve and measure the performance of our vehicle and behavioral safety programs. The Data Analysis program produces critical annual traffic safety publications, conducts research on specific highway safety topics and reports on those investigations, and provides data and statistical analysis to external customers and our own programs. The Data Analysis program also provides the analytical support in the Agency for its strategic planning, rulemaking and defects investigation efforts and will expand its supporting activities in vehicle electronics analysis. The program provides data to the public by making it available, accessible and transparent in support of the administration's open government initiative through NHTSA's website and www.data.gov.

How Do You Know The Program Works?

Vehicle and behavioral safety programs are evaluated for effectiveness using crash data. The annual safety data release and publications provide the foundation to the mission-critical work on highway safety. The Data Analysis program also provides the annual performance targets for DOT and NHTSA based on historical data analysis. Data and analytical expertise required for the states towards their new performance targets are also provided. Without the Data Analysis program, NHTSA, DOT, states and the larger highway safety community would not be able to effectively carry out their current programs or modify their programs based on data analysis. The support from the Data Analysis program enables the states to make inroads in highway safety to continue to see declines in fatalities, injuries and the economic toll from motor vehicle crashes.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, NHTSA is requesting a total of $1,666,000 for the Data Analysis Program, which is the same as the FY 2012 enacted funding level, to accomplish the following:

- Provide quarterly estimates of fatalities for Calendar Year (CY) 2012 and CY 2013 and, potentially, for holiday periods.
- Provide analytical and data support in the department's distracted driving initiative.
- Produce the Annual Assessment of Motor Vehicle Traffic Crashes including the Traffic Safety Facts Annual Report and the 15 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics that are used to track performance of NHTSA's activities and contribution to Departmental goals.
- Provide data and analytical support in DOT and NHTSA strategic plans.
- Provide expert statistical analysis to internal and external customers in a broad range of statistical and traffic safety areas, such as alcohol-impaired driving and occupant protection.
- Continue statistical analysis of data from the National Motor Vehicle Crash Causation Survey.
- Conduct statistical and data analysis to support agency's vehicle and behavioral safety programs.
- Enhance data dissemination procedures to improve the distribution of timely traffic safety information for program reviews and state grants.
- Provide estimates of benefits in terms of lives saved by belts, air bags, minimum drinking age law, child safety seats and motorcycle helmets.

NCSA **NOPUS/Occupant Protection Surveys**

FY 2011 Actual*	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$1,656,000	$1,656,000

**Not funded/shown under NCSA in FYs 2011 and 2012 as was previously funded from Grant Administrative Expenses in the same amount.*

The NHTSA Occupant Protection Surveys program includes the National Occupant Protection Use Survey (NOPUS), the National Survey of the Use of Booster Seats (NSUBS), and State Seat Belt Use Surveys. These are nationally- and state-representative probability samples that involve directly observed use of occupant protection devices. The NOPUS is also used to collect information on driver use of electronic devices such as cell phones. Currently, the NOPUS and the state surveys are conducted on an annual basis while the NSUBS is conducted on a bi-annual basis.

Why Is This Particular Program Necessary?

NHTSA's Occupant Protection Surveys are necessary to understand national and state-level occupant restraint use program impacts and are the only measurements available to assess the progress of seat belt and child restraint use in the United States. Geographic and demographic results from these surveys are used to identify high risk populations and allocate program implementation resources, such as *Click It or Ticket*. Additionally, the state belt use rate is one of the performance measures required for the submission of the State Highway Safety Plans and is a critical qualifying factor for receiving highway safety grants under 23 U.S.C 402 and the former 406. The program provides the much needed occupant restraint use data and analytical support in the Agency's strategic plan, as well as DOT's goal to improve safety and data to support decision making.

How Do You Know The Program Works?

The NOPUS and NSUBS are the only surveys that provide nationwide probability-based observed data on seat belt use and booster seat use in the United States. These surveys are conducted annually (and bi-annually for the NSUBS). The NOPUS also collects observational information on driver use of cell phones and other electronic devices. The NOPUS has demonstrated that seat belt use has been increasing steadily since 1994, accompanied by a steady decline in the percentage of unrestrained passenger vehicle occupant daytime fatalities. The NSUBS has shown that booster seat use continues to be a challenge. Since booster seat use was first measured in 2006, it has fluctuated over the past 4 years between a low of 37 percent in 2007 and 41 percent in 2009. In the last five years, the motorcycle helmet use has been generally increasing, from 48 percent in 2005 to 67 percent in 2009. However, the DOT-compliant motorcycle helmet use has decreased significantly in 2010 to 54 percent. The NOPUS also

shows that the driver hand-held cell phone use has fluctuated between 4 percent and 6 percent between 2002 and 2009 (5 percent in 2009).

The State Belt Use Surveys are probability-based surveys conducted in each of the 50 States, the District of Columbia, and other U.S. Territories in accordance with criteria established by NHTSA. On April 1, 2011, NHTSA published a final rule, *Updated Criteria of State Seat Belt Surveys*, and is beginning the process of verifying State survey designs under the revised criteria. Results from these surveys are reported annually as a performance measure and are used to qualify for grants under the Section 402.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, NHTSA is requesting a total of $1,656,000 for the NOPUS/Occupant Protection Surveys Program, which is the same as the FY 2012 enacted funding level to accomplish the following:

- Analyze and report on 2012 NOPUS survey findings in terms of occupant demographics, child restraint use, and rear seat belt use that were not previously reported.
- Report results from 2011 NSUBS.
- Support distraction initiative by reporting the driver use rates of cell phone and other electronic devices.
- Conduct the 2013 NOPUS survey in June 2013.
- Analyze and report the results of the 2013 NOPUS in overall seat belt use and motorcycle helmet use.
- Provide data and analytical support in NHTSA and DOT strategic plans.
- Report on the results of State Seat Belt Use Surveys conducted in 2012.

Not included in this request, but to be funded through other funds provided from Highway Safety Programs, are the following activities:

- Begin a re-design of the NOPUS / NSUBS sample, since the current sample will be 7 years old in FY 2012.
- Funding to conduct the National Survey of the Use of Booster Seats in calendar year 2013.

NCSA **Regulatory Analysis/Program Evaluation**

FY 2011 Actual*	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$0	$0	$579,000	$579,000

**Not shown under NCSA in FY 2011 and 2012; previously funded from Administrative Expenses in the same amount.*

This program addresses two strategic goals:

1) Provide information that will improve vehicle safety by justifying cost effective rulemakings,
2) Program evaluation is a key component of the Department's organizational excellence goal.

Three tasks make up this program:

- Regulatory analyses of the potential benefits and economic impacts of proposed safety and fuel-economy regulations.
- Studies of safety equipment that evaluate the actual costs added to vehicles to meet existing safety regulations.
- Statistical analyses and special studies or surveys to evaluate the impact of the safety standards and fuel economy standards on crashes, injuries and fatalities.

Why Is This Particular Program Necessary?

Executive Order 12866 requires Federal agencies to evaluate the costs and benefits of proposed and final rules in Regulatory Impact Analyses. This program supplies cost estimates for many of our new rules. Executive Order 12866 requires Federal agencies to evaluate their existing regulations and programs and measure their effectiveness in achieving their objectives. Executive Order 13563 requires the Agency to periodically review its existing significant regulations to determine whether any such regulations should be modified, streamlined, expanded, or repealed so as to make the agency's regulatory program more effective or less burdensome in achieving the regulatory objectives. The regulatory review function studies current and future vehicle technologies and compares them to worldwide standards in order to keep our standards abreast with ever changing technology.

How Do You Know The Program Works?

We are required to justify new rules with cost benefit analyses. The program furnishes costs for those estimates. We use evaluations to: (1) determine if programs have reduced fatalities, injuries, crashes, or other indicators; (2) estimate changes in consumer costs for vehicle safety equipment; and (3) identify opportunities for improving the effectiveness of programs or regulations.

Why Do We Want/Need To Fund The Program At the Requested Level?

In FY 2013, NHTSA is requesting a total of $579,000 for Regulatory Analysis / Program Evaluation, which is the same as the FY 2012 enacted funding level, to determine costs and test vehicles to show how much improvement has been made as a result of previously issued final rules, including:

- Evaluating FMVSS 216 roof crush: run performance tests on a group of pre-standard vehicles to compare to actual compliance tests on the same make/models that were changed post-standard vehicles.
- Evaluating FMVSS 301 fuel system integrity in rear impacts: run performance tests on a group of pre-standard vehicles to compare to actual compliance tests on the same make/models that were changed post-standard vehicles.
- Performing cost tear down studies of changes made to vehicles to meet FMVSS 216 and FMVSS 301.

NCSA **Data Modernization Initiative**

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$0	$0*	$0*	$0

**The FY 2012 Enacted Budget includes $25M provided for in Grants Sec. 406 as 2-year funds for FY's 2012-2013*

NHTSA began its Data Modernization effort in FY 2012 to ensure that NHTSA's data collection systems continue to be the preeminent source of traffic safety data but could address the Agency's emerging data needs, both in collecting and distributing data.

In FY 2012, the NCSA Data Modernization began work in three key areas:

- Expanding and improving the data collection process – A thorough update of the statistical sample design began to ensure that the design can lead to cases that accurately reflect current and emerging crash problems. The ability of crash data to reflect the full range of the national crash problem will be improved by completely revising the national sampling plan. Additional future funding will be required to maintain any increases in the number of new data collection sites.
- Expanding data collected – In FY 2012, NHTSA began a comprehensive review of the NASS data elements, including soliciting input from interested parties. By conducting this review, the scope of study will be enhanced by adding data elements to provide information on areas such as pre-crash problems and crash avoidance technologies and countermeasures. These new data elements will also permit improved research and development on critical emerging issues such as driver distraction. Upon completion of the review, a report will be issued in 2013 describing what changes will be made in future NHTSA data collection efforts.
- Modernizing and consolidating the Information Technology components of NHTSA's Fatality Analysis Reporting System (FARS), NASS General Estimates System (GES), and NASS Crashworthiness Data System (CDS) and expanding analytical capabilities. In FY 2012, formal information technology planning began to develop options for a single enterprise architecture infrastructure that will enhance data access, improve efficiency, reduce maintenance costs, and meet the latest security requirements. The proposed architecture will provide a secure and efficient means for collecting, storing and distributing all NHTSA crash data. In FY 2013, development of the new architecture will begin and will include new web-based functionality and improved analytic tools that will facilitate research inside and outside the Department to address emerging safety issues more quickly and more efficiently.

- Update and enhance the patchwork of data web pages that have not been updated for more than 10 years. It is expected that there will be a continuing annual maintenance cost to support this effort once implemented.

- Begin development of enhanced web-based analytical/mapping tools for researchers, as well as for the general public, to generate both statistics of and location maps for crashes of interest. These tools will be used by states in highway program performance evaluations and in the Data Driven Approach to Crime and Traffic Safety (DDACTS) program.

NCSA Data Modernization Budget Requests/Projections

Program	2012*	2013*	2014	2015	TOTAL
NCSA Data Modernization	$25,000,000	$0	$6,000,000	$4,000,000	$35,000,000

**The FY 2012 Enacted Budget includes $25M provided for in Grants Sec. 406 as 2-year funds for FY's 2012-2013*

Highway Safety Research and Development Administrative Expenses

ADMINISTRATIVE EXPENSES

The FY 2013 budget request includes a total budget of $150,000,000 and 198 FTE. Of this amount $31,559,675 is for administrative expenses, which is a decrease of $3,923,325 below the FY 2012 enacted funding level.

Continued in FY 2013, NHTSA distributes its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas which may generate an increase and decrease in some cases: Salaries and Benefits; Rent, Communications, and Utilities; and Other Services.

Program Activity	2011 ACTUAL	2012 ENACTED	FY 2013 REQUEST	FY 2012-2013 CHANGE
Salaries and Benefits	$22,545,306	$25,773,000	$28,275,001	$2,502,001
Travel	505,515	505,515	530,790	25,275
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	7,305,476	7,305,476	1,673,509	(5,631,967)
Printing	-	-	-	-
Other Services	4,046,328	818,634	0	(818,634)
Supplies	1,080,375	1,080,375	1,080,375	-
Equipment	-	-	-	-
Total Administrative Expenses	**$35,483,000**	**$35,483,000**	**$31,559,675**	**($3,923,325)**
FTE (includes indirect FTE)	193	186	198	12
FTP (includes indirect FTP)	197	191	215	24
Reimburseable FTE*	4	4	4	-

Notes:

Travel funding does not include TSI Travel, which is funded through program funds.
Starting in FY 2012, National Driver Register is moved into the Highway Safety Research and Development Account. For consistency, NDR is also consolidated/shown here in FY 2011.

*Reimbursed to NHTSA by RITA to support Intellignent Transportation Systems work.

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HIGHWAY TRAFFIC SAFETY GRANTS
(Policy proposal, not subject to PAYGO)
(liquidation of contract authorization)
(limitation on obligations)
(transportation trust fund)

Contingent upon enactment of multi-year surface transportation authorization legislation, $643,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended, for payment of obligations incurred in carrying out provisions of title 23, United States Code, and provisions of Public Law 109-59, as amended by such authorization: Provided, That none of the funds in this Act shall be available for the planning or execution of highway traffic safety programs authorized under title 23, United States Code, and the provisions of Public Law 109-59, the total obligations for which shall not exceed $643,000,000 in fiscal year 2013, of which $317,500,000 shall be for Highway Safety Programs; $40,000,000 shall be for Combined Occupant Protection Grants; $34,500,000 shall be for State Traffic Safety Information System Improvements; $139,000,000 shall be for Impaired Driving Countermeasures; $50,000,000 shall be for Distracted Driving Grants; $37,000,000 shall be for High Visibility Enforcement Program; $7,000,000 shall be for Motorcyclist Safety; and $18,000,000 shall be for Administrative Expenses: Provided further, That of the funds made available for grants to States that enact and enforce laws to prevent distracted driving, up to $5,000,000 may be available for the development and placement of broadcast media to support the enforcement of State distracted driving laws: 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.

[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, $550,328,000 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 2012, are in excess of $550,328,000 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 $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; $48,500,000 shall be for ``Safety Belt Performance Grants'' under 23 U.S.C. 406, and such obligation limitation shall remain available until September 30, 2013 in accordance with subsection (f) of such section 406 and shall be in addition to the amount of any limitation imposed on obligations for such grants for

future fiscal years; $34,500,000 shall be for ``State Traffic Safety Information System Improvements'' under 23 U.S.C. 408; $139,000,000 shall be for ``Alcohol-Impaired Driving Countermeasures Incentive Grant Program'' under 23 U.S.C. 410; $25,328,000 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; $7,000,000 shall be for ``Motorcyclist Safety'' under section 2010 of Public Law 109-59; and $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 of the amounts made available under this heading for ``Safety Belt Performance Grants'', $25,000,000 shall be available until expended for the modernization of the National Automotive Sampling System (NASS).]

Sec. 140. Notwithstanding any other provision of law or limitation on the use of funds made available under section 403 of title 23, United States Code, an additional $130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

Sec. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws [for multiple years] but only to the extent that the obligation authority has not lapsed or been used.

Sec. 142. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

Sec. 143. Notwithstanding any other provision of law or limitation on the use of funds made available under section 402 of title 23, United States Code, an additional $2.5 million shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of such title, to pay for a Cooperative Research and Evaluation Program to research and evaluate priority highway safety countermeasures.

Sec. 144. Notwithstanding any other provision of law or limitation on the use of funds made available under section 402 of title 23, United States Code, an additional $3.0 million shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of such title, until September 30, 2014, and shall be in addition to the amount of any obligation limitation imposed on obligations for such section for future fiscal years, to pay for training of State, local and Federal highway safety personnel, including travel, administrative, and related expenses.

HIGHWAY TRAFFIC SAFETY GRANTS
PROGRAM AND FINANCING SCHEDULE

Description	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Obligations by Program Activity			
Section 402 Formula Grants	234,019,232	235,000,000	317,500,000
Section 405 Combined Occupant Protection Grants	25,000,000	25,000,000	40,000,000
Section 406 Safety Belt Performance (2-year limitation)	4,536,295	23,500,000	
Section 408 State Traffic Info. Systems Improvements	34,500,000	34,500,000	34,500,000
Section 410 Impaired Driving Countermeasures	138,999,994	139,000,000	139,000,000
Section 3010 High Visibility Enforcement Program	28,999,992	29,000,000	37,000,000
Section 3011 Motorcyclist Safety	7,000,000	7,000,000	7,000,000
Section 2011 Child Safety and Booster Seat Grants	6,895,763	7,000,000	
Section 406 Safety Belt Performance (UA/CAF)	13,577,577		
Section 406 Safety Belt Performance (Quiet Cars)	1,998,325		
Administrative Expenses - Chapter 4 of Title 23	18,357,174	25,328,000	18,000,000
Section 406 Safety Belt Performance NASS Modernization (2-year limitation) 2012/2013		25,000,000	
Section 411 Distracted Driving Grants			50,000,000
Total new obligations	**513,884,352**	**550,328,000**	**643,000,000**
Budgetary Resources			
Unobligated balance available, start of year	97,545,671	134,913,518	135,913,518
Unobligated balance transferred to other accounts (-)	(40,000,000)		
Unobligated balance transferred from other accounts (+)			
Adjustments to unobligated bal			
Adjustments to unobligated balance, October 1			
Recoveries of prior year unpaid obligations	924,200	78,329	
Anticipated Recoveries of prior-year unpaid obligations (unobligated balances) (+ or -)		921,671	
Unobligated balance available (total)	**58,469,871**	**135,913,518**	**135,913,518**
Budget Authority			
Appropriations (disc):			
Appropriation (trust fund)(disc.)	619,500,000	550,328,000	643,000,000
Adjustments to appropriations (disc.)			
Portion applied to liquidate contract authority (-)	(619,500,000)	(550,328,000)	(643,000,000)
Appropriation (disc.) (total)	-	-	-
Appropriations (mand)			
Appropriations transferred from other accts (mand.)	40,000,000		
Appropriation (mand.) (total)	**40,000,000**	-	-
Contract Authority (mand.)			
Contract Authority (mand.)	626,328,000	550,328,000	643,000,000
Transferred to other accounts	48,831,566		
Transferred from other accounts	(48,831,566)		
Unobligated balances permanently reduced	(76,000,000)		
Contract authority (mand.) total	**550,328,000**	**550,328,000**	**643,000,000**
Total budgetary resources available	**648,797,871**	**686,241,518**	**778,913,518**
Change in Obligated Balance			
Obligated balance, brought forward, Oct 1: (gross)	791,288,740	728,185,864	624,705,864
Obligations incurred, unexpired accounts	513,884,353	550,000,000	643,000,000
Outlays (gross)	(576,063,029)	(653,480,000)	(658,971,000)
Recoveries of prior year unpaid obligations, unexpired	(924,200)	0	0
Unpaid obligated balance, end of year (gross)	**728,185,864**	**624,705,864**	**608,734,864**
Outlays (gross), detail			
Outlays from new discretionary authority	141,954,235	225,634,480	263,630,000
Outlays from discretionary balances	434,108,794	427,845,520	395,341,000
Total outlays (gross)	**576,063,029**	**653,480,000**	**658,971,000**

HIGHWAY TRAFFIC SAFETY GRANTS
OBJECT CLASS SCHEDULE

Description	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	8,110,400	8,635,873	9,534,797
Other than full-time permanent	31,610	58,081	74,914
Other personnel compensation	211,798	154,715	199,558
Total personnel compensation	**8,353,808**	**8,848,669**	**9,809,269**
Civilian personnel benefits	2,061,322	2,167,370	2,440,731
Travel and Transportation of Persons	375,578	376,875	395,718
Transportation of things			
Rental payments to GSA	183,892	183,892	110,000
Communications, utilities, and miscellaneous charges			
Printing and reproduction			
Other services	7,382,574	13,751,194	5,244,282
Research and development contracts			
Supplies and materials			
Equipment			
Grants and subsidies	495,527,178	525,000,000	625,000,000
Total new obligations	**513,884,352**	**550,328,000**	**643,000,000**

EXHIBIT III-1

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

	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST	FY 2012 - 2013 CHANGE
Section 402 Formula Grant Program	$ 235,000	$ 235,000	$ 317,500	$ 82,500
Section 405 Combined Occupant Protection Grants*	25,000	25,000	40,000	15,000
Section 406 Safety Belt Performance Grant Program**	124,500	23,500	-	(23,500)
Section 408 State Traffic Safety Info. System Improve	34,500	34,500	34,500	-
Section 410 Impaired Driving Countermeasures Grants	139,000	139,000	139,000	-
Section 411 Distracted Driving Grants	-	-	50,000	50,000
Section 2011 Child Safety and Booster Seat Grants*	7,000	7,000	-	(7,000)
Section 3010 High Visibility Enforcement	29,000	29,000	37,000	8,000
Section 3011 Motorcyclist Safety Grants	7,000	7,000	7,000	-
Sec.406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)	-	25,000	-	(25,000)
Grant Administrative Expenses***	18,500	25,328	18,000	(7,328)
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**$ 619,500**	**$ 550,328**	**$ 643,000**	**$ 92,672**
FTE's:				
Direct Funded	82	80	87	7
Reimbursable, allocated, other	-	-	-	-

Note: All funds for Grant Programs are from the Trust Fund.
* Starting in FY 2013, Section 2011 will be combined under Section 405. In FY's 2011 and 2012, enacted funding totaled $32.0 million together (Section 405- $25.0 million and Section 2011 - $7.0 million)
**The FY 2012 Enacted Budget includes $25M provided for in Grants Sec. 406 as 2-year funds for FY's 2012-2013.
***Administrative expenses and Administrative FTEs within the Agency have been realigned in FY 2012 and FY 2013 across funds based primarily on the Direct FTE allocation, where applicable.

EXHIBIT III - 1a

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2012 TO FY 2013

Appropriations, Obligation Limitations, and Exempt Obligations

HIGHWAY TRAFFIC SAFETY GRANTS

($000)

ITEM	Change from FY 2012 to FY 2013	Change from FY 2012 to FY 2013 FTEs by Program
Highway Safety Grants Base	**550,328**	**80**
Adjustments to Base		
FY 2013 #FTE Per Program Change	-	7
Annualization of FY 2012 Pay Raise	-	
Annualization of FY 2012 FTE	-	
FY 2013 Pay Raise	41	
One Additional Compensable Day	53	
GSA Rent	(74)	
WCF	(1,018)	
Inflation	71	
Subtotal, Adjustment to Base	**(927)**	**7**
Program Increases/Decreases	93,599	-
Total Net Increases/Decreases	**92,672**	**7**
Total FY 2013 Request	**643,000**	**87**

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance Statement

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA's programs, expired on September 30, 2009, and has been extended through March 31, 2012. The DOT's policy proposal would restructure several of the grant programs to provide states with resources to improve highway traffic safety for all road users. A total of $643,000,000 is proposed for NHTSA's Highway Traffic Safety Grants in FY 2013.

FY 2013 – Highway Traffic Safety Grants

$643,000,000

Program Activity	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Program Activity	$601,000,000	$525,000,000	$625,000,000	$100,000,000
Administrative Expenses	$18,500,000	$25,328,000	$18,000,000	($7,328,000)
Total	**$619,500,000**	**$550,328,000**	**$643,000,000**	**$92,672,000**

Section 402 State and Community Formula Grants: $317,500,000

The State and Community Highway Safety formula grant program is the backbone of State highway safety programs. These grants directly support the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; driver distraction; and other safety countermeasures to address problems documented in States' highway safety plan. New in FY 2013, states would be required to develop a statewide traffic enforcement plan and provide funding to support it.

Section 405 Combined Occupant Protection Grants: $40,000,000

The proposal consolidates and streamlines the existing Section 405 (Occupant Protection Incentive Grants) and Section 2011 (Child Safety and Child Booster Seat Safety Incentive Grants) programs. It includes 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. The program maintains the criteria of enacting and enforcing a primary seat belt law. Also, the performance based program provides states that have achieved high belt use rates significant flexibility on how to expend grant funds.

Section 408 State Traffic Safety Information System Grants: $34,500,000

The State Traffic Information System Grant program will provide funds to states to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data to identify priorities for State and local highway safety programs. This proposal would continue the existing Section 408 criteria and establish new reporting standards and requirements for a state Traffic Record Coordinating Committee (TRCC). This program directly supports the Road Safety Plan, which calls for improved highway safety data.

Sec 410 Impaired Driving Countermeasures Grants: $139,000,000

The Impaired Driving Countermeasures Grant program provides incentives to states to enact laws and implement programs to reduce impaired driving related fatalities and injuries. The amended grant program builds on the success of the existing program, establishes qualifying criteria for states based on their performance on certain benchmarks, and provides dedicated funding for adoption of an ignition interlock law. All states will be eligible for grants, but the conditions that would be applied to the administration and expenditure of these grants would differ for each state based on its safety performance. The grant program will establish three state categories: 1) Low Range States; 2) Mid-Range States; and 3) High Range States, based on their impaired driving fatality rates. In addition, the program proposes that states that adopt a mandatory ignition interlock law for all offenders are eligible for additional incentive funds.

Section 411 Distracted Driving Grants: $50,000,000

The Distracted Driving Grant program will provide incentives to states to enact and enforce complying laws to prevent distracted driving with a focus on texting bans. States would be able to expend grant funds on any behavioral highway safety activity. NHTSA will use up to $5 million to develop and place broadcast and print media to support the enforcement of state laws. Media message will focus on reaching those segments of the population most likely to engage in distracted driving behavior.

Sec 3010 High Visibility Enforcement: $37,000,000

The Section 3010 High Visibility Enforcement (HVE) program will provide funding for NHTSA media campaigns, adding a second *Click It or Ticket (CIOT)* campaign in November, and authority for more frequent national enforcement mobilization efforts. The HVE funds are used to pay for broadcast and online media to support state law enforcement efforts. Paid media will include advertisements in both English and Spanish-language and will continue to focus on those

most at risk (18 - 34 year old males) of a traffic fatality as indicated by statistical analysis conducted by the Agency's National Center for Statistical Analysis.

Sec 3011 Motorcyclist Safety Grants: $7,000,000

The Motorcycle Safety Grant program will continue to encourage states to adopt effective motorcyclist safety programs, providing states additional flexibility to address motorcycle safety problems. This amended program emphasizes state programs that include promoting the use of Department of Transportation compliant motorcycle helmets, increasing efforts to reduce impaired riding, and reducing the number of improperly licensed motorcyclists.

Highway Safety Grant Administrative Expenses: $18,000,000

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the Agency's Highway Safety Grant programs. Included are the costs associated with the salaries and benefits for NHTSA employees, including the request for 7 additional FTEs, who directly work on and indirectly provide support to these programs together with other normal business expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. This amount includes a realignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development and Vehicle Safety programs. The Highway Safety Grant program supports the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; distracted driving; and other safety countermeasures to address problems documented in States' highway safety plans.

Detailed Justification for Highway Traffic Safety Grant Programs

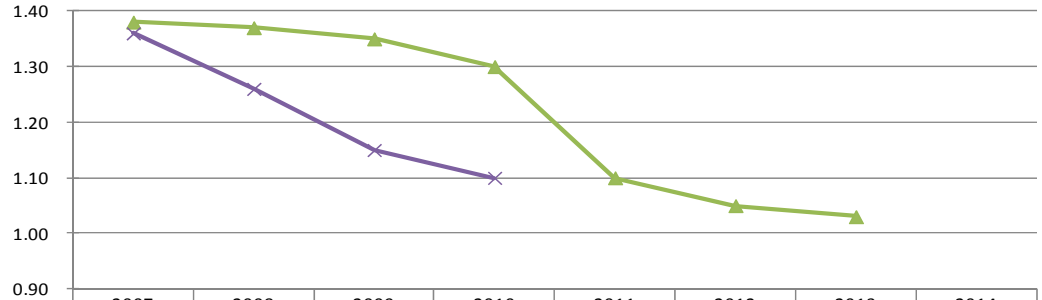
What Do I Need To Know Before Reading This Justification?

NHTSA's FY 2013 budget request reflects the Department's proposal for a comprehensive reauthorization of State highway safety grant programs, including amending and combining existing programs. The proposal highlights:

- Data-driven, science-based programs that address the Nation's major behavioral highway safety issues: high risk impaired drivers, unbelted motor vehicle occupants, distracted drivers and motorcycle fatalities. These grants will provide states and local communities a means of maintaining and expanding traffic enforcement to reduce crashes, injuries and fatalities and improve quality of life.
- Maximum flexibility for state partners, including a proposal for a single application process for all the grant programs with one annual deadline and making grant eligibility criteria more performance-based and more objective for easier compliance and administration.
- Full accountability using problem identification and analysis to allocate resources and measuring outcomes using jointly established performance measures.
- Focus on building highway safety program partnerships and program capacity.

DOT High Priority Performance Goal: Safety

Highway Fatality Rate per 100 Million VMT



	2007	2008	2009	2010	2011	2012	2013	2014
Target	1.38	1.37	1.35	1.30	1.10	1.05	1.03	TBD
Actual	1.36	1.26	1.15	1.10				

What Is The Request And What Will We Get For The Funds?

FY 2013 – HIGHWAY TRAFFIC SAFETY GRANTS

$625,000,000

Program Activity	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Changes FY 2012 - 2013
Section 402 State and Community Formula Grants*	$235,000,000	$235,000,000	$317,500,000	$82,500,000
Section 405 Occupant Protection Incentive Grants**	$25,000,000	$25,000,000	$40,000,000	$15,000,000
Section 406 Seat Belt Performance Grants	$124,500,000	$23,500,000	$0	($23,500,000)
Section 408 State Traffic Safety Info. Sys. Improvement	$34,500,000	$34,500,000	$34,500,000	$0
Section 410 Impaired Driving Countermeasures Grants	$139,000,000	$139,000,000	$139,000,000	$0
Section 411 Distracted Driving Grants	$0	$0	$50,000,000	$50,000,000
Section 2011 Child Safety and Child Booster Safety Incentive Grants	$7,000,000	$7,000,000	$0	($7,000,000)
Section 3010 High Visibility Enforcement	$29,000,000	$29,000,000	$37,000,000	$8,000,000
Section 3011 Motorcyclist Safety Grants	$7,000,000	$7,000,000	$7,000,000	$0
Section 406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)	$0	$25,000,000	$0	($25,000,000)
Total	**$601,000,000**	**$525,000,000**	**$625,000,000**	**$125,000,000**

**Cooperative Research and Evaluation ($2,500,000) and Traffic Safety Core Competencies Training ($3,000,000 in FY 2013) are new draw-downs in FY 2013 from the Section 402 Grants and are discussed in Highway Safety Research & Development.*

***Combines former Section 405 and Section 2011 grants in FY 2013.*

What Is This Program?

HIGHWAY TRAFFIC SAFETY GRANTS	Section 402 State and Community Formula Grants

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$235,000,000	$235,000,000	$317,500,000	$82,500,000

The State and Community Highway Safety formula grant program is the backbone of State highway safety programs. These grants directly support the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; driver distraction; and other safety countermeasures to address problems documented in States' highway safety plans.

Why Is This Particular Program Necessary?

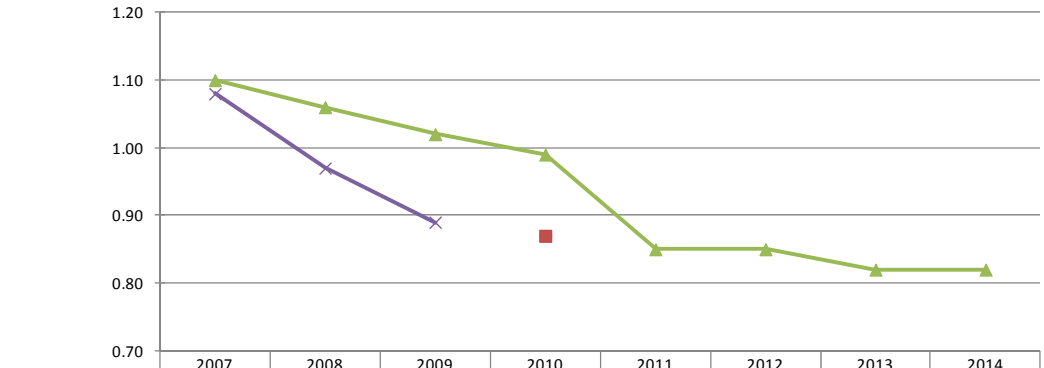
In 2010, the Nation lost an estimated 32,885 people to motor vehicle crashes and another 2 million were injured in highway crashes. In addition to the human suffering caused by the tragedy of highway crashes, NHTSA estimates crashes cause the American economy more than $230 billion in societal costs each year. This grant program provides the foundation for state efforts to address and reduce crashes. This proposal maintains key components of the existing law while providing new features to aid states in improving safety. These include:

- All States, Territories, the District of Columbia, Puerto Rico, and the Bureau of Indian Affairs, that submit approved highway safety plans would receive grant funding based on the current formula.
- States will have the option of providing supplemental funding for NHTSA research and demonstration programs in the states that receive funds from the Research and Demonstration program (formally Section 403). Allowing states flexibility would result in more efficient use of states funds and could advance the completion of research projects of interest to the states.
- States will be able to implement a comprehensive, state-wide traffic safety enforcement program that provides resources to ensure minimum levels of traffic enforcement in each jurisdiction.
- This grant program will also allow states to pool money to fund regional programs that cut across state lines (e.g. combined alcohol or speed enforcement efforts along state borders).

- A proposal to provide a portion of these grant funds to support a cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States, and another portion to support a national highway safety training program for State and Federal practitioners.

DOT Strategic Goal: Safety

Passenger Vehicle Occupant Fatalities per 100 Million Passenger VMT



	2007	2008	2009	2010	2011	2012	2013	2014
Projection				0.87				
Projection Max				0.87				
Target	1.10	1.06	1.02	0.99	0.85	0.85	0.82	0.82
Actual	1.08	0.97	0.89					

How Do You Know The Program Works?

The State and Community Formula Grant program has supported traffic safety efforts since the passage of the initial Highway Safety Act in 1966. Agency projections indicate that fatal traffic crashes decreased by 2.9 percent from 2009 to 2010, and the fatality rate dropped to an estimated 1.09 fatalities per 100 million vehicle miles of travel in 2010. This would be the lowest fatality rates on record, although the number remains unacceptably high.

States collect and analyze data to determine critical highway safety problems and use proven effective countermeasures to address those problems. These proven countermeasures were developed through NHTSA's research and demonstration program and documented in *Countermeasures That Work*, a highway safety countermeasure guide for state highway safety offices, updated every year by NHTSA.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Department is requesting $317.5 million in FY 2013, an increase of $82.5 million from the FY 2012 enacted funding level. Maintaining the Section 402 grant program is critical to allow individual states and territories to address their specific highway safety problems that may not be addressed through national efforts and/or are best addressed at the state level. In addition to funding critical highway safety initiatives in the states, the increase will help support the implementation of a comprehensive state-wide 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 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 (See Highway Safety Programs for more information).

HIGHWAY TRAFFIC SAFETY GRANTS	Section 405 Combined Occupant Protection Grants

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$32,000,000*	$32,000,000*	$40,000,000	$8,000,000

**Starting in FY 2013, Section 2011 will be combined under Section 405. In FY's 2011 and 2012, enacted funding totaled $32.0 million together (Section 405- $25.0 million and Section 2011 - $7.0 million)*

The Combined Occupant Protection Grants provide resources to states in support of enactment of occupant protection laws, enforcement, education, and communication programs, promoting proper adult and child occupant protection restraint usage and focusing on the states' high risk populations. As proposed to be amended in FY 2013, this grant program will consolidate and streamline the existing Section 405 (Occupant Protection Incentive Grants) and Section 2011 (Child Safety and Child Booster Seat Safety Incentive Grants). It includes a number of revised eligibility criteria, including encouraging development of comprehensive statewide occupant protection strategic plans and countermeasures focusing on rural and nighttime belt use, two particularly significant occupant protection issues. The program maintains the criteria of enacting and enforcing a primary seat belt law. Also, the performance based program provides states, that have achieved high belt use rates, significant flexibility on how to expend grant funds. Grant funds could be used for a variety of occupant protection programs and activities, including support for high visibility enforcement campaigns, training, education, and equipment, information systems, and child passenger safety programs.

States could qualify for funding in two ways. First, they could participate in the nationwide *Click It or Ticket* campaign and have a seat belt use rate of 90 percent or above. Alternately, states would need to participate in the national *Click It or Ticket* mobilization and meet 2 child passenger safety criteria, as well as meet 3 of 5 other criteria.

Why Is This Particular Program Necessary?

When used properly, occupant protection devices including seat belts and child passenger safety seats can be 45 to 60 percent effective in reducing the risk of fatal injury in a crash. We estimate that among vehicle occupants age 5 and older in 2009, seat belts saved an estimated 12,713 lives. If all passenger vehicle occupants age 5 and older had worn seat belts in 2009, an estimated 3,688 additional lives could have been saved. Efforts to increase seat belt and child safety seats save lives and avoid injuries.

How Do You Know The Program Works?

In NHTSA's *Countermeasures That Work* document, studies indicate that correctly using a child restraint for a young child or wearing a seat belt by older children and adults is the single most effective way to save lives and reduce injuries in crashes. Since 1999 when it was first authorized, the Combined Occupant Protection Grants program has worked effectively to help states establish statewide occupant protection programs for adults and children. States have also strengthened their occupant protection laws by providing for stronger enforcement going from secondary to primary enforcement of their seat belt laws as well as requiring that children ride properly secured in an age appropriate child restraint or booster seat until they reach a certain weight and height limit. Increased enforcement of the States' occupant protection laws has been supported by these grant funds.

Seat belt use is at an all time high of 85 percent, up from less than 60 percent in 1993, when the first *Click It or Ticket* enforcement campaign was held. Thirty-one States, DC, Puerto Rico and the 4 Territories all have primary seat belt laws; and all 50 States have child restraint laws.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Department is requesting $40 million in FY 2013, for the proposed re-constituted Section 405 program which combines the former Section 405 and Section 2011 Child Safety and Child Booster Seat Safety program. This represents an increase of $8 million over the FY 2012 enacted funding level for the Sections 405 and 2011 programs. Since research shows that proper occupant protection of adults and children is the single most effective way to save lives and reduce injuries in crashes, additional funding is needed to increase usage. With observed national seat belt usage now at 85 percent, states are working to use countermeasures focused on high risk populations like nighttime drivers, young drivers and passengers, pickup truck drivers and passengers, and minority populations.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$34,500,000	$34,500,000	$34,500,000	$0

The State Traffic Safety Information System Grants provide funds to states to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data to identify priorities for state and local highway safety programs. Without accurate, timely data, state governments cannot properly identify safety trends, or emerging safety problems. States also sometimes struggle to accurately assess whether their countermeasure programs are effective in achieving stated project goals. This proposal would continue the existing Section 408 criteria and modify the existing program by establishing new reporting standards and requirements for a state Traffic Record Coordinating Committee (TRCC).

Why Is This Particular Program Necessary?

The 408 program supports improvements in highway and traffic safety records information systems, allowing states to identify, document and evaluate their most pressing safety problems. The program brings together different stakeholders – such as law enforcement, emergency medical personnel, courts, etc. – to 'communicate' and link files in their data systems. These areas can include any of the following components: crash, driver licensing, vehicle registration, injury surveillance, emergency medical services, citation, adjudication and roadway issues. Improved data is critical to allow states to determine crash trends and correctly identify traffic safety problems, then determine which traffic safety program activities are the most effective in reducing crashes. In addition, improved state data will enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, outcomes and circumstances.

How Do You Know The Program Works?

Since the 408 program began in FY 2005, the states have implemented improvements in such areas as moving from paper reports to electronic reports allowing broader, timelier dissemination and analysis of data. The reports are more accurate, timely, uniform, and complete. The program has also provided better accessibility to those in need of the reports. The end result is the states are able to examine what countermeasures should be developed to improve safety on the nation's highways and make more efficient use of resources.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Department is requesting $34.5 million in FY 2013. This represents no change in the level of requested funding. Highway safety grant programs are data-driven, requiring states to document safety problems to be addressed using Federal and State funds. Without accurate,

timely data, State and Federal governments cannot properly identify safety trends, or emerging safety problems. National expenditures to support state data collection and analysis, and system costs, have been flat through SAFETEA-LU.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$139,000,000	$139,000,000	$139,000,000	$0

The Impaired Driving Countermeasures Grants program provides financial incentives to states to enact laws and implement programs to reduce impaired driving related fatalities and injuries. The amended grant program builds on the success of the existing program while establishing qualifying criteria for states based on their performance on certain benchmarks such as alcohol-impaired fatality rate, and also provides dedicated funding for adoption of an ignition interlock law. All states will be eligible for grants, but the conditions that would be applied to the administration and expenditure of these grants would differ for each state based on its safety performance. The grant program will establish three state categories: 1) Low Range States; 2) Mid-Range States; and 3) High Range States, based on their impaired driving fatality rates. In addition, the program proposes that states that adopt a mandatory ignition interlock law for all offenders are eligible for additional incentive funds.

- This grant program would provide states with funding to address driving under the influence of alcohol, drugs, or the combination of the two.
- The proposed, revised program focuses on state performance in addressing impaired driving.
- All grant recipients would be required to participate in the national impaired driving crackdowns and comply with enforcement reporting requirements.
- Grant funds may be used to support a wide range of impaired driving countermeasures.

Why Is This Particular Program Necessary?

In 2009, alcohol-impaired driving fatalities accounted for 10,839 deaths in motor vehicle traffic fatalities. Additionally, according to the latest National Roadside Survey, 11 percent of daytime drivers and 15 percent of nighttime drivers test positive for drugs. In 2009, 18 percent of fatally injured drivers tested positive for the presence of drugs in their system. Enforcement of strong impaired driving laws has proven to reduce impaired driving and the resultant fatalities and injuries caused by impaired driving crashes.

How Do You Know The Program Works?

Strategies the states are encouraged to promote with 410 funds, such as checkpoints, Driving While Intoxicated (DWI) courts, Administrative License Revocation (ALR) legislation, use of interlocks, and others were researched and have been proven to decrease recidivism and keep

drunk drivers off the road. Evaluation results can be found in *Countermeasures That Work* and other NHTSA publications. The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 32 percent in 2009. In addition, the National Drug Recognition Expert (DRE) program has expanded to over 6,000 DREs in 47 States, providing a critical resource to law enforcement in their efforts to detect and prosecute drug impaired drivers.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Department is requesting $139.0 million in FY 2013, the same amount as the FY 2012 enacted funding level. Funding will allow states to increase the deployment of ignition interlocks, establish DWI courts, expand the use of Traffic Safety Resource Prosecutors (TSRPs), and expand Advanced Roadside Interdiction and Detection (ARIDE) training and DRE training for law enforcement. In recent years, more than 30 percent of drivers involved in fatal crashes have a Blood Alcohol Concentration level of 0.08 or higher and 10,839 people were killed in these crashes in 2009. Progress in addressing impaired driving crashes has been mixed. Some states and communities have demonstrated a commitment to address impaired driving issues and have achieved considerable success, and others have achieved more limited success. Additional incentive to work on life-saving countermeasures in all states is needed.

HIGHWAY TRAFFIC SAFETY GRANTS	Section 411 Distracted Driving Prevention Grant

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$0	$0	$50,000,000	$50,000,000

The proposed Distracted Driving Prevention Grant program will provide incentives to states to enact and enforce complying laws to prevent distracted driving with a focus on texting bans. states would be able to expend grant funds on any behavioral highway safety activity. We will use up to $5 million to develop and place broadcast and print media to support the enforcement of state laws. Media messages will focus on reaching those segments of the population most likely to engage in distracted driving behavior.

Why Is This Particular Program Necessary?

In 2009 almost 5,500 people died in crashes in which distraction played a role. Surveys indicate that most drivers are aware of the dangers of driving while talking on a cell phone or while texting. However, one survey found that two thirds of drivers admitted to talking on their cell phone while driving last year, and 21 percent indicated that they had sent or read a text message while driving. The youngest Americans are most at risk, but they are not alone. At any given moment during the daylight hours, approximately 672,000 vehicles are being driven by someone using a hand-held cell phone. People of all ages are using a variety of hand-held devices, such as cell phones, mp3 players, personal digital assistants, and navigation devices, when they are behind the wheel. This proposal is intended to spur states to enact laws to prevent distraction, and provide them the resources to enforce these laws.

How Do You Know The Program Works?

NHTSA's experience in trying to increase use of seat belts has demonstrated the effectiveness of strong laws coupled with highly visible enforcement. Currently, NHTSA is working with New York and Connecticut to demonstrate the effectiveness of high visibility enforcement of laws banning handheld cell phone use and texting while driving. According to *Countermeasures That Work*, an evaluation of the DC law banning handheld cell phone use while driving showed a 50 percent reduction in handheld use after one year; this was largely attributed to strong enforcement of the law.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Department is requesting funding of this program at $50 million in FY 2013. Ownership and use of cell phones, personal digital assistants, geographic information systems and other potentially distracting devices in motor vehicles has increased dramatically the last few years, and is expected to continue to grow. Unless the Nation acts soon to discourage use of these devices while driving, more people will be killed or injured by distracted drivers. This funding level should provide adequate incentive to encourage states to pass and enforce laws to prevent distracted driving and, in particular, to ban texting while driving.

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 – 2013
$29,000,000	$29,000,000	$37,000,000	$8,000,000

This proposal would modify the existing Section 3010 High Visibility Enforcement (HVE) program to provide increased funding for NHTSA media campaigns, and authorize more frequent national enforcement mobilization efforts. Currently, the National Occupant Protection campaign (*Click It or Ticket*) occurs during the Memorial Day period and consist of two weeks of high-visibility enforcement to increase the use of seat belts supported by two weeks of paid national media and earned media activities. The same model is followed in the impaired driving campaigns to reduce alcohol-impaired operation of motor vehicles, which take place around Labor Day and during the December holiday season. The HVE funds are used to pay for broadcast and online media to support state law enforcement efforts.

Paid media will include advertisements in both English and Spanish-language and will continue to focus on those most at risk (18 - 34 year old males) of a traffic fatality as indicated by statistical analysis conducted by the Agency's National Center for Statistical Analysis. Paid media will focus on media venues that deliver programming particularly suited to this audience for both impaired driving (21 - 34 year old males) and occupant protection (18 – 34 year old males), including late night, sports programming and alternative media consumed by the target audiences. The impaired driving advertising will also include focus on impaired motorcyclists, as motorcyclists have continued to be overrepresented in alcohol-related crashes; and on newly arrived Hispanics, using Spanish-language media venues.

Why Is This Particular Program Necessary?

- The funds will provide for the production of advertisements and purchase of appropriate media in support of High Visibility Enforcement (HVE) seat belt mobilizations and

impaired driving crackdowns. Funds also provide for the evaluation of the effectiveness of HVE campaign efforts.

- This communications funding works in conjunction with law enforcement activities on the ground to modify community behavior by presenting the risks of both serious injury and/or a citation for violating laws governing occupant protection and impaired driving.

How Do You Know The Program Works?

Research has shown that high visibility enforcement, combined with media, reduces fatalities and injuries on our highways. For example, the *Click It or Ticket*, high visibility enforcement campaign aimed at promoting seat belt use, was first implemented nationally in 2003. Since then, the annual national total of unrestrained passenger vehicle occupant fatalities has decreased. Annual evaluations of the national *Click It or Ticket* mobilization, the *Drive Sober or Get Pulled Over* crackdown, and other high visibility enforcement and paid media campaigns have consistently shown the effectiveness of these programs in producing behavioral change (increased seat belt use and reduced alcohol impaired driving). The observed behavioral change has been reflected in reduced unbelted and alcohol-impaired fatalities.

Why Do We Want/Need To Fund The Program At the Requested Level?

The Department is requesting $37.0 million in FY 2013, an increase of $8.0 million over the FY 2012 enacted funding level. Increased funding in this area will support national and state efforts to increase safety belt use by adding an additional media buy in November for CIOT. Also, media costs have increased significantly since 2006: broadcast television costs are up 13.2 percent, cable costs are up 24 percent, and radio costs are up more than 60 percent. The FY 2013 budget request proposes to fund four media buys; two occupant protection mobilizations – Memorial Day and November and two impaired driving crackdowns - Labor Day and December.

HIGHWAY TRAFFIC SAFETY GRANTS	Section 3011 Motorcyclist Safety Grants

FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	Change FY 2012 - 2013
$7,000,000	$7,000,000	$7,000,000	$0

The Motorcyclist Safety Grants encourage states to adopt effective motorcyclist safety programs. The grant program would allow states to expend funds on a comprehensive motorcycle safety strategy, with an emphasis on activities which would increase the use of motorcycle helmets (the most effective means of reducing motorcycle crash fatalities and serious injuries). To date, the grant program has focused on use of funds to deliver rider training and motorist awareness programs. While these are important issues, the lifesaving strategy of increasing the use of motorcycle helmets has not been addressed, even though research has shown that state's that have passed motorcycle helmet laws have reduced their fatalities and injuries. This Motorcycle Safety Grant program would increase the funds going to the states and expand the uses of these funds to include promoting the use of DOT compliant motorcycle helmets, increasing efforts to reduce impaired riding, and reducing the number of improperly licensed motorcyclists, thus providing states additional flexibility to address motorcycle safety problems.

Why Is This Particular Program Necessary?

Motorcyclist fatalities increased by 132 percent in the ten year period from 1998 to 2008. In 2009, motorcyclist fatalities dropped for the first time in over ten years – a decrease of 16 percent from 2008 to 2009. Therefore, from 1998 to 2009, fatalities increased by 95 percent. In contrast to the increase in motorcyclist fatalities, motorcycle registrations have risen by 104 percent from 1998 to 2009. The increase in fatalities has occurred among all age groups and in all regions of the country and has offset safety improvements in other areas, such as passenger vehicle occupant safety.

How Do You Know The Program Works?

Motorcycle helmets are highly effective in protecting motorcycle riders' heads in a crash and are effective in reducing rider fatalities by 22 to 41 percent and brain injuries by 41 to 69 percent. Motorcyclist safety training and public awareness and outreach programs targeting motorists are countermeasures that are prominently featured in most state motorcyclist safety programs. This program will provide states more flexibility in expending grant funding. Funds could be spent on a variety of activities, with an emphasis on enforcement and the promotion of helmet use laws, rather than solely motorcycle awareness and training.

Why Do We Want/Need To Fund The Program At the Requested Level?

NHTSA is requesting $7 million in FY 2013, which is consistent with the FY 2012 enacted funding level. Motorcycle fatalities have increased by over 110 percent from 1997 to 2009, while registrations have risen by 103 percent from 1997 to 2008. Funds allow states to continue and expand efforts to reduce motorcycle crashes and increase state flexibility for using funds to improve motorcycle safety.

HIGHWAY TRAFFIC SAFETY GRANTS ADMINISTRATIVE EXPENSES

ADMINISTRATIVE EXPENSES

The FY 2013 budget request includes a total budget of $643,000,000 and 87 FTE. Of this amount $18,000,000 is for administrative expenses, a decrease of $7,328,000 below the FY 2012 enacted funding level.

Continued in FY 2013, NHTSA distributes its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas: Salaries and Benefits; Rent, Communications and Utilities; and Other Services. Other Services and Rent, Communications, and Utilities is decreasing by $8.6 million due to decreases in allocation of costs realigned to Highway Safety Research and Development program to better reflect the actual expenditure of these funds.

Program Activity	2011 ACTUAL	2012 ENACTED	FY 2013 REQUEST	FY 2012-2013 CHANGE
Salaries and Benefits	$10,411,733	$11,016,040	$12,250,000	$1,233,960
Travel	376,875	376,875	395,718	18,843
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	183,892	1,079,585	110,000	(969,585)
Printing	-	-	-	-
Other Services	7,527,500	12,855,500	5,244,282	(7,611,218)
Supplies	-	-	-	-
Equipment	-	-	-	-
Total Administrative Expenses	**$18,500,000**	**$25,328,000**	**$18,000,000**	**($7,328,000)**
FTE (includes indirect FTE)	82	80	87	7
FTP (includes indirect FTP)	83	80	94	14

Notes:
Travel funding does not include TSI Travel, which is funded through program funds.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
GENERAL FUND - APPROPRIATIONS

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

Fiscal Year	Request	Fiscal Year	Enacted
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

APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS
TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Request	Fiscal Year	Enacted
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

Liquidation of Contract Authorization

Fiscal Year	Request	Fiscal Year	Enacted
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.

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EXHIBIT IV-1

RESEARCH, DEVELOPMENT & TECHNOLOGY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
(In thousands of dollars)

	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	FY 2011 Actual	FY 2012 Enacted	FY 2013 Request	FY 2013 Development
	A. Research and Analysis	**59,133**	**59,323**	**92,636**	-
	Vehicle Safety (VS)	33,875	32,386	58,543	-
	Data Collection (T)	25,258	26,937	34,093	-
	1. **Crashworthiness**	**19,188**	**19,988**	**27,826**	-
VS	a. Safety Systems	8,210	9,010	11,226	-
VS	b. Biomechanics	10,978	10,978	16,600	-
VS	2. **Crash Avoidance**	**10,199**	**10,899**	**12,219**	-
VS	a. Crash Avoidance & Pneumatic Tire Research	8,088	8,788	9,854	-
VS	b. Heavy Vehicles	2,111	2,111	2,365	-
	3. **Data Collections & Analyses (T)**	**25,258**	**26,937**	**34,093**	-
HS	a. Crash Data Collection (T)*	-	-	30,192	
HS	b. Fatality Analysis Reporting System (T)	7,172	8,469	-	N/A
HS	c. National Automotive Sampling System (NASS)(T)	12,230	12,612	-	N/A
HS	d. State Data Systems (T)	2,490	2,490	-	N/A
HS	e. Special Crash Investigations (T)	1,700	1,700	-	N/A
HS	f. Data Analysis Program (T)	1,666	1,666	1,666	N/A
HS	g. Regulatory Analysis/Program Evaluation**	-	-	579	N/A
HS	h National Occupant Protection Use Survey and Other Surveys(T)***	-	-	1,656	N/A
HS	i. Data Modernization Initiative (T)	-	-	-	N/A
VS	j. Data Modernization Initiative (T)	-	-	-	N/A
VS	4. Alternative Fuels Vehicle Safety	4,489	1,500	7,498	-
VS	5. Vehicle Electronics and Emerging Technology	-	-	10,000	-
VS	6. Vehicle Test Center - Ohio	-	-	1,000	-
B.	**Highway Safety Research**	**7,541**	**7,541**	**12,508**	-
	Subtotal	66,674	66,864	105,144	-
C.	**Administrative Expenses** [1/]	**42,076**	**44,564**	**50,386**	-
	Vehicle Safety (VS)	29,290	28,074	36,323	-
	Highway Safety (HS)	-	3,615	3,676	
	Data Collection Technology	12,786	12,874	10,387	-
	Total R*D = VS+HS Research and Analysis, VS+ HS Admin	70,706	71,616	111,050	-
	Subtotal, Technology Investment (T)	38,044	39,811	44,480	-
	Total NHTSA	108,750	111,428	155,530	-
	Memo: Percentage Administrative to Total	38.7%	40.0%	32.4%	0.0%

[1/] Pro-rated share based on percentage of R&D program amounts shown above to Administrative Expenses for Vehicle Research, Behavioral
*FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection.
**Prior to 2012, Regulatory Analysis/Program Evaluation was funded under Administrative Expenses for $579K.
***Prior to 2012, National Occupant Protection User Survey was funded under Grant Administrative Expenses for $1,656K.

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Item	FY 2012 ENACTED				FY 2013 CONGRESSIONAL JUSTIFICATION				FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED			
	Vehicle Safety	Highway Safety Research & Development	Safety Grants	FY 2012 ENACTED	Vehicle Safety	Highway Safety Research & Development	Safety Grants	FY 2013 CONGRESSIONAL JUSTIFICATION	Vehicle Safety	Highway Safety Research & Development	Safety Grants	FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED
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	161,158	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
Total, Salaries	**38,992,982**	**20,599,808**	**8,848,669**	**68,441,459**	**41,066,583**	**22,527,032**	**9,809,269**	**73,402,884**	**2,073,601**	**1,927,224**	**960,600**	**4,961,425**
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
Total, Benefits	**10,018,094**	**5,173,192**	**2,167,370**	**17,358,656**	**11,312,124**	**5,747,969**	**2,440,731**	**19,500,824**	**1,294,030**	**574,777**	**273,361**	**2,142,168**
Total, Salaries and Benefits	**49,011,076**	**25,773,000**	**11,016,040**	**85,800,115**	**52,378,707**	**28,275,001**	**12,250,000**	**92,903,708**	**3,367,631**	**2,502,001**	**1,233,960**	**7,103,591**
Travel	**537,513**	**505,515**	**376,875**	**1,419,903**	**564,390**	**530,790**	**395,718**	**1,490,898**	**26,877**	**25,275**	**18,843**	**70,995**
Transportation of Things	**70,184**	**-**	**-**	**70,184**	**70,184**	**-**	**-**	**70,184**	**-**	**-**	**-**	**-**
WCF	70,184	-	-	70,184	70,184	-	-	70,184	-	-	-	-
Rent, Communications, & Utilities	**3,612,803**	**7,305,476**	**1,079,585**	**11,997,864**	**10,482,575**	**1,673,509**	**110,000**	**12,266,084**	**6,869,772**	**(5,631,967)**	**(969,585)**	**268,220**
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	-	-	-	-
Printing and Reproduction	**356,927**	**-**	**-**	**356,927**	**356,927**	**-**	**-**	**356,927**	**-**	**-**	**-**	**-**
WCF	356,927	-	-	356,927	356,927	-		356,927	-	-	-	-
Other Services	**10,373,139**	**818,634**	**12,855,500**	**24,047,273**	**10,385,417**	**-**	**5,244,282**	**15,629,699**	**12,279**	**(818,634)**	**(7,611,218)**	**(8,417,573)**
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)
Supplies and Materials	**-**	**1,080,375**	**-**	**1,080,375**	**-**	**1,080,375**	**-**	**1,080,375**	**-**	**-**	**-**	**-**
Administrative Services	-	1,080,375	-	1,080,375		1,080,375	-	1,080,375	-	-	-	-
Equipment	**1,025,125**	**-**	**-**	**1,025,125**	**1,025,125**	**-**	**-**	**1,025,125**	**-**	**-**	**-**	**-**
CIO Operations	1,025,125	-	-	1,025,125	1,025,125		-	1,025,125	-	-	-	-
Total Other Objects (Including Travel)	**15,975,690**	**9,710,000**	**14,311,960**	**39,997,650**	**22,884,618**	**3,284,674**	**5,750,000**	**31,919,292**	**6,908,928**	**(6,425,326)**	**(8,561,960)**	**(8,078,358)**
Total, Administrative Expenses	**64,986,766**	**35,483,000**	**25,328,000**	**125,797,766**	**75,263,325**	**31,559,675**	**18,000,000**	**124,823,000**	**10,276,559**	**(3,923,325)**	**(7,328,000)**	**(974,766)**
Total Program Funding: Contracts/Grants	**75,159,234**	**74,017,000**	**525,000,000**	**674,176,234**	**112,736,675**	**118,440,325**	**625,000,000**	**856,177,000**	**37,577,441**	**44,423,325**	**100,000,000**	**182,000,766**
Grand Total	**140,146,000**	**109,500,000**	**550,328,000**	**799,974,000**	**188,000,000**	**150,000,000**	**643,000,000**	**981,000,000**	**47,854,000**	**40,500,000**	**92,672,000**	**181,026,000**

Item	FY 2012 ENACTED				FY 2013 CONGRESSIONAL JUSTIFICATION				FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED			
	Vehicle Safety	Highway Safety Research & Development	Safety Grants	FY 2012 ENACTED	Vehicle Safety	Highway Safety Research & Development	Safety Grants	FY 2013 CONGRESSIONAL JUSTIFICATION	Vehicle Safety	Highway Safety Research & Development	Safety Grants	FY 2013 CBJ JUSTIFICATION VS FY 2012 ENACTED
Highway Safety Research Development and Vehicle Safety Programs	**75,159,234**	**74,017,000**	-	**149,176,234**	**112,736,675**	**118,440,325**	-	**231,177,000**	**37,577,441**	**44,423,325**	-	**82,000,766**
Safety Performance (Rulemaking)	**21,699,645**			**21,699,645**	**32,766,675**			**32,766,675**	**11,067,030**	-	-	**11,067,030**
1. Safety Standards Support	2,295,400			2,295,400	4,453,675			4,453,675	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)
Safety Assurance (Enforcement)	**19,394,500**			**19,394,500**	**21,427,000**			**21,427,000**	**2,032,500**	-	-	**2,032,500**
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
Highway Safety Program		**47,109,000**		**47,109,000**		**77,639,000**		**77,639,000**	-	**30,530,000**	-	**30,530,000**
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 (NEMSIS)		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		**7,541,000**		**7,541,000**		**12,508,000**		**12,508,000**	-	**4,967,000**	-	**4,967,000**
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
								-				
Total, Research and Analysis	**34,065,089**	**26,908,000**		**60,973,089**	**58,543,000**	**40,801,325**		**99,344,325**	**24,477,911**	**13,893,325**	-	**38,371,236**
Research and Analysis	**32,386,110**			**32,386,110**	**58,543,000**	**5,058,325**		**63,601,325**	**26,156,890**	**5,058,325**	-	**31,215,215**
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	**2,110,770**			**2,110,770**	**2,365,000**			**2,365,000**	**254,230**	-	-	**254,230**
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
Integrated Highway Safety Program Office					-	**5,058,325**		**5,058,325**	-	**5,058,325**	-	**5,058,325**
National Ctr. For Statistics and Analysis	**1,678,979**	**26,908,000**		**28,586,979**	-	**35,743,000**		**35,743,000**	**(1,678,979)**	**8,835,000**	-	**7,156,021**
1. Traffic Records		1,650,000		1,650,000		1,650,000		1,650,000	-	-	-	-
2. Crash Data Collection						30,192,000		30,192,000	-	30,192,000	-	30,192,000
3. Nat'l. Motor Veh. Crash Causation Survey				-		-		-	-	-	-	-
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					-	-		-	-	-	-	-
HIGHWAY TRAFFIC SAFETY GRANTS - (TF OB LIM)		-	**525,000,000**	**525,000,000**		-	**625,000,000**	**625,000,000**	-	-	**100,000,000**	**100,000,000**
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	-	-	-	-
5. Sec.410 Impaired Driving Countermeasures Grants			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			-	-	-	-	(7,000,000)	(7,000,000)
8. Sec.2009 High Visibility Enforcement (Becomes Sec. 3010 in FY 2013)			29,000,000	29,000,000			37,000,000	37,000,000	-	-	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)
Excess Contract Authority		**2,860,000**		**2,860,000**								
Total with Contract Authority	**140,146,000**	**112,360,000**	**550,328,000**	**802,834,000**								

*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).

SUPPLEMENTAL ATTACHMENT

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

	Office	FTEs	FTPs	Positions
Rulemaking	Safety Standards Support	1	2	Electrical/Electronics Engineers
		2	4	Mechanical Engineers
		4	8	Electrical/Electronics Engineers
	New Car Assessment Program	1	2	General Safety Engineers
		1	2	Electrical/Electronics Engineers
	CAFE	1	2	General Safety Engineers
		1	2	Program Analysts
		11	**22**	
Enforcement	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
		8	**16**	
Research & Analysis	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
		7	**14**	
NCSA	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
		5	**10**	
Highway Safety R&D		**7**	**14**	Scientists, Admin Support
Highway Safety Grants		**7**	**14**	Highway Safety Specialists (regional program managers)
	Total	**45**	**90**	

Errata Sheet

- Schedules Q for FTEs were not updated to reflect the latest FTE levels.

CONTACT INFORMATION:

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