BUDGET ESTIMATES

FISCAL YEAR 2012

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

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Statement from 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. We cannot accept the "inevitability" of highway-related fatalities. To that end, the Department is currently engaged in a major cross-modal initiative to develop a national Roadway Safety Plan to further address this leading public health issue. At the end of 2009, overall traffic fatalities reached the lowest level since 1950, declining for the 15th consecutive quarter. This translated to a 9.7% decrease in fatalities from 2008 to 2009. We can attribute this decline to a combination of factors that include high visibility enforcement, safer vehicles, safer roads, and motorists driving less. Yet while such declines are encouraging, the loss of one life on our highways, let alone 33,808 lives, is tragic and unacceptable.

Significant opportunities remain for continued progress in eliminating roadway fatalities. Even at these historically low rates, one person was killed in a crash every 15 minutes and motor vehicle fatalities remain the leading cause of death for ages 3 to 34. As the nation's economy continues to improve, there is the potential for increased discretionary driving, which may introduce higher risk of injuries and fatalities on our nation's roadways. As a result, NHTSA's dedicated employees will continue their pursuit of the agency's mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes.

As the agency embarks on the next surface transportation authorization, we will seek new and innovative ways to serve the American people and keep people safe on our roadways. I am pleased to present this through our FY 2012 Budget Request. NHTSA's FY 2012 Budget Request totals $860 million providing $170.7 million for Vehicle Safety, $133.2 million for Behavioral Safety, and $556.1 million for State Grants and High Visibility Enforcement Support. Of this $860 million, $843.1 million supports DOT's Safety strategic goal, $1.7 million supports the Livable Communities, and $15.2 million supports the Environmental Sustainability strategic goals.

First and foremost, data is the backbone of everything we do; it provides the empirical information necessary to using our resources where they can best save lives. NHTSA's data systems serve as 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 through the FY 2012 Budget Request and the reauthorization to further enhance and link existing systems. This is reflected in our reauthorization proposal to require States to have a robust data-driven traffic enforcement program to prevent traffic violations, crashes, fatalities and injuries.

One of the best tools available to us in preventing roadway fatalities is our strong relationship with the States and Indian tribes, who implement safety programs and countermeasures in their jurisdictions. For this reason, we propose to consolidate and simplify the grant programs process, including providing states with a single deadline for grant application submissions. To ensure that these funds provide Americans with the safety programs they need, we will also emphasize making grant eligibility criteria more performance-based and objective to improve compliance and administration for States and the Department.

Innovation and collaboration is key to NHTSA's work as we continue to change behaviors and improve vehicle safety. To leverage opportunities for program development and evaluation with the States, we are proposing that $2.5 million per year be made available for a Cooperative Research and Evaluation Program. This program would allow NHTSA to work collaboratively with the Governors Highway Safety Association to research and evaluate priority highway safety countermeasures.

We will continue to ensure that the vehicles on the Nation's roadways are the safest in the world. Although motor vehicles remain the most popular means of travel, technological advances and changes in the way people think about travel continue to shape the face of highway safety efforts. Advanced technologies provide both great opportunities and potential challenges for roadway safety, such as intelligent transportation systems (ITS) including vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications. These technologies will help vehicles identify what drivers may not be able to see, will help the vehicle inform the driver of upcoming roadway conditions and hazards, and will be able to detect the speed and location of approaching vehicles. As a longer term effort, the agency will look to understand the emerging technologies in order to establish safety standards for devices, software, or external systems that make V2V and V2I possible.

Unfortunately, the increased presence of technology in vehicles has also led to an increase in risky driver behaviors. The use of mobile phones, GPS, MP3 players, and other devices has the potential to further distract the driver from the primary task of driving. To address this growing issue, we propose a $50 million distracted driving grant program to incentivize states to combat distracted driving. NHTSA will implement its Distraction Plan with short and long-term goals that combine data, vehicle, and behavioral approaches.

Another change in the way people think about travel is the increasing commitment to environmental sustainability and livable communities. NHTSA recently issued new Corporate Average Fuel Economy (CAFE) standards for light vehicles (Model Years 2012-2016) and have begun work on developing standards for Model Years 2017-2025. Also as part of the President's directive for a first-ever National Program to increase fuel efficiency and decrease greenhouse

gas pollution, the agency is developing standards for medium- and heavy-duty trucks for Model Years 2014-2018. Additionally, we are committed to improve pedestrian safety as our Nation incorporates alternative modes of transportation that promote both healthier lifestyles and a cleaner environment.

In the spirit of transparency and an increasing commitment to consumer protection, people are also expecting more from their government in terms of available information and action related to safety authorities. In FY 2012, NHTSA will increase the resources associated with vehicle defects and compliance to improve its ability to monitor the rapidly evolving elements of vehicle design and manufacture. We propose strengthened authority to hold manufacturers accountable for identifying vehicle safety defects and to remove them from the road, if deemed necessary. Further, we will improve consumers' access to safety recall data via online tools, and require that manufactures provide this important information at no cost.

Even with the changes in road user needs and expectations, NHTSA remains committed to its history of protecting vulnerable road users. NHTSA will also continue to move forward with implementation of DOT's Motorcoach Safety Action Plan, which includes efforts related to occupant protection, structural integrity, rollover prevention, fire safety, and emergency egress. As has been the case, data will continue to serve as the foundation for our safety programs, with resources allocated not only to the continued collection and analysis of data, but also to improved systems and methodologies.

One of the major principles for the DOT Roadway Safety Plan is "Collaboration for Roadway Safety". NHTSA is dedicated to this principle and looks forward to working with the Congress and its partners at the Federal, State, local, and individual level. This collaborative approach spans not only groups of people, but methods and programs including engineering, enforcement, education, and emergency response efforts. NHTSA's FY 2012 budget submission supports these collaborations and the DOT high priority performance goal to further reduce the highway fatality rate. The loss of more than 30,000 lives on US roadways each year is far too many; we all have a role to play in ending deaths on our Nation's roadways.

To this end, I again challenge all vested parties, including the public at large, to join us in our fight. These needless and senseless tragedies on our roadways have no boundaries. Many of us have lost a friend or loved one to a motor vehicle crash or know someone who has. These lives lost are featured in the news daily and should not be viewed as acceptable, but should be cause for concern and ignite action amongst all Americans – I know it continues to do so for us. One highway fatality remains one too many.

David L. Strickland

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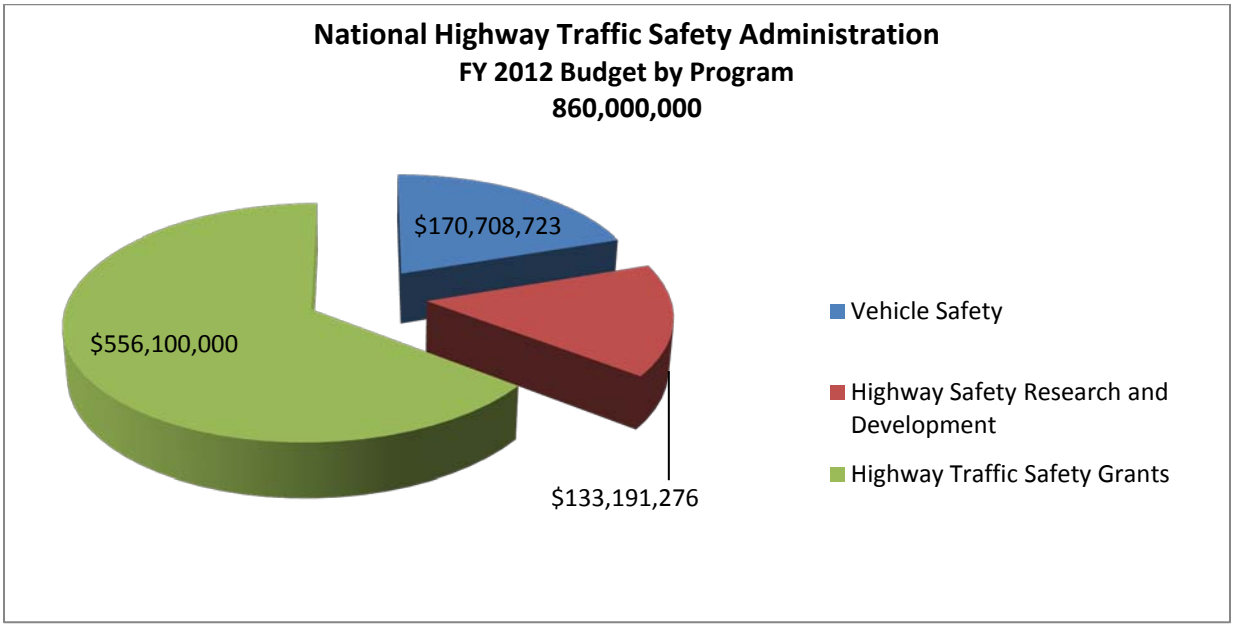
National Highway Traffic Safety Administration
FY 2012 Budget Request

Overview

Since reaching a near term high in 2005, there has been an unprecedented decline in highway traffic fatalities. In FY 2009, vehicle miles traveled (VMT) increased slightly by 0.2 percent over 2008, which is markedly different from the steep declines in fatalities (9.7%). However, given that over 30,000 people still died in roadway crashes in 2009, much work remains to be done to improve the safety of 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 $860 million in FY 2012.



This funding 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. Through the hard work and dedication of NHTSA's staff and the programs they administer, the public can expect a return benefit equating to additional lives saved that may have been otherwise lost from these needless and senseless tragedies: motor vehicle crashes.

NHTSA's authorizing legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was extended through March 4, 2011. The agency continues to work with lawmakers and stakeholders to develop the next surface transportation bill. In an age where driver distraction, fuel-efficient vehicles, and manufacturer accountability are changing the landscape of traffic safety, it is more important than ever to explore innovative programs to guarantee roadway safety for future generations. The FY 2012 budget reflects the realignment of our grants and behavioral programs to be reauthorized in the next surface transportation bill starting in FY 2012.

PRIORITY AREAS

In 2009, the number of overall traffic fatalities reached the lowest level since 1950, declining for the 15th consecutive quarter. In 2009, 33,808 people were killed on US roadways, a 9.7% decrease from 2008 (37,261). NHTSA's success is attributed to the combined efforts of the various offices of the agency. Below are highlights of different areas of the FY 2012 budget.

Data Analysis

Data has always been the backbone of NHTSA's efforts to improve traffic safety. To ensure the highest quality of data is the basis for agency decision making, we will launch a multi-year redesign of the National Automotive Sampling Systems (NASS). The data from NASS provides 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. Through the requested funding, we will expand NASS data collection from its 24 Primary Sampling Units (PSU) to 40-50 PSUs, assuring a larger more representative sample size of crashes and statistical integrity. We will also improve the dissemination of data and the public's access to those data through enhancements to the agency's website. Likewise, in support of the Secretary's Roadway Safety Plan principles, we will aggressively pursue other opportunities for data improvement to further enhance and link existing systems amongst the sister roadway safety agencies: NHTSA, the Federal Motor Carrier Safety Administration (FMCSA), and the Federal Highway Administration (FHWA). These data improvement initiatives will also promote comprehensive, cross-modal, data-driven approaches to addressing roadway safety issues.

Vehicle Safety

The New Car Assessment Program (NCAP) seeks to motivate manufacturers to produce safer products by informing and empowering consumers. This program is a necessary complement to our safety standards, and has been copied by other governments around the world. In FY 2012, our NCAP funding will allow us to increase fleet coverage for the improved program to the historic 80 percent level and improve consumer access to the enhanced crash test program information, including advanced technologies and child safety information.

The Corporate Average Fuel Economy (CAFE) and fuel efficiency programs will continue to lead the way in reducing oil consumption and improve our Nation's energy independence and energy security, an outcome supporting Secretary LaHood's strategic objective of Environmental Sustainability. Funding will support ongoing rulemakings for fuel economy and fuel efficiency standards, including the President's new directive for the first-ever National Policy 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.

We will continue enforcement activities to ensure industry compliance with motor vehicle safety standards, investigate safety-related defects in motor vehicles and motor vehicle equipment, and undertake new initiatives to improve our investigation database, website, and consumer outreach efforts. Additional funding will allow us to initiate testing under new rules concerning heavy vehicle electronic stability control and motorcoach occupant protection. In addition, we will continue to perform demonstrations, compliance testing, and be actively involved in developing new and upgraded standards concerning vehicle electronics, and event data recorders. Significant increases in staffing in 2012 will allow us to accommodate these efforts. Vehicle safety research activities will concentrate 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.

Roadway Safety

While continuing and strengthening NHTSA's long-term focus on impaired driving and occupant protection, the FY 2012 budget includes a number of new approaches to address emerging safety concerns and to use resources more efficiently. Through our ongoing work with the Department of Justice and others, increased focused enforcement will play a key role in reducing crashes, enhancing safety, and improving livable communities, another Secretarial strategic objective.

States need greater flexibility to focus their resources on high risk areas and vulnerable groups to implement effective strategies to raise seat belt use. To provide this, NHTSA proposes to combine the Occupant Protection Incentive Grants (Section 405) and Child Safety and Booster Seat Grants (Section 2011), which were authorized by SAFETEA-LU, into a consolidated occupant protection grant program.

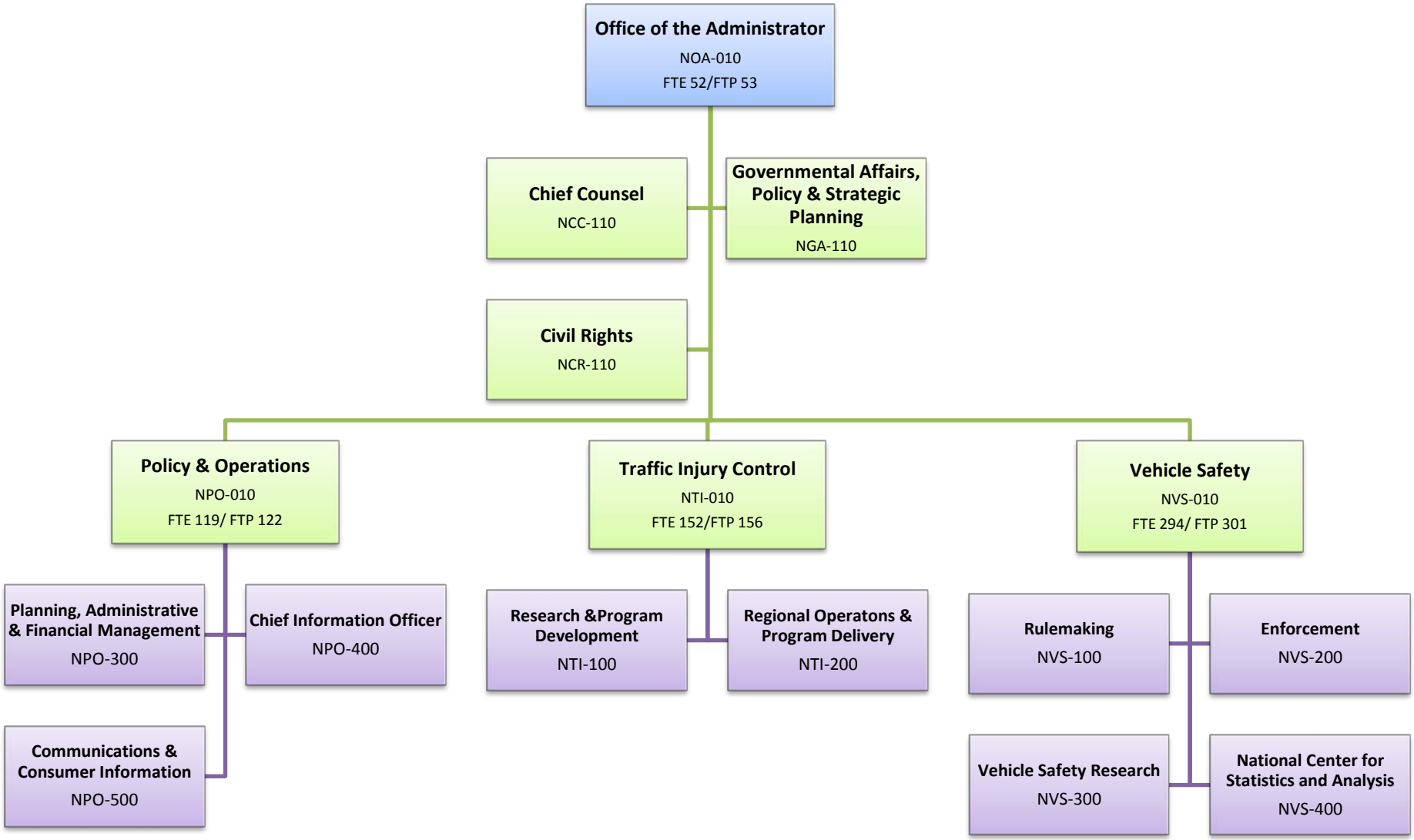
Distracted Driving

In FY 2010, DOT and other U.S. and International representatives launched a global effort to address the growing and deadly epidemic of distracted driving. Drivers who take their eyes off the road for two seconds or more have an increased likelihood of being involved in a crash. NHTSA's efforts to reduce the incidence of distracted driving focus on improved data collection, high visibility enforcement demonstration projects, and research on vehicle design and crash avoidance technologies. For FY 2012, we propose a new grant program to encourage States to adopt distracted driving laws. This incentive grant money would further the Secretary's goal of eliminating distracted driving crashes by enticing additional States to enact and enforce effective laws prohibiting this unsafe practice. Additionally, we will implement our Distraction Plan with short and long-term goals that combine data, vehicle, and behavioral approaches

CONCLUSION

In conclusion, NHTSA's FY 2012 budget request of $860 million will continue to support the agency's traditional safety programs and activities, while also addressing the newly requested surface transportation priorities to be authorized in the next DOT authorization bill. It will also allow us to meet emerging safety issues such as distraction, vehicle electronics, and fuel economy. If funded at the requested level, the agency will have the necessary staffing and resources to further its success at reducing roadway fatalities, as well as lessen the severity of injuries sustained in motor vehicle crashes. This has significant societal and economic benefits to the United States.

FY 2011 AFFORDABLE BASE FTE
National Highway Traffic Safety Administration
(Total: 617 FTE/632 FTP)



FY 2012 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 684 FTE/751 FTP)

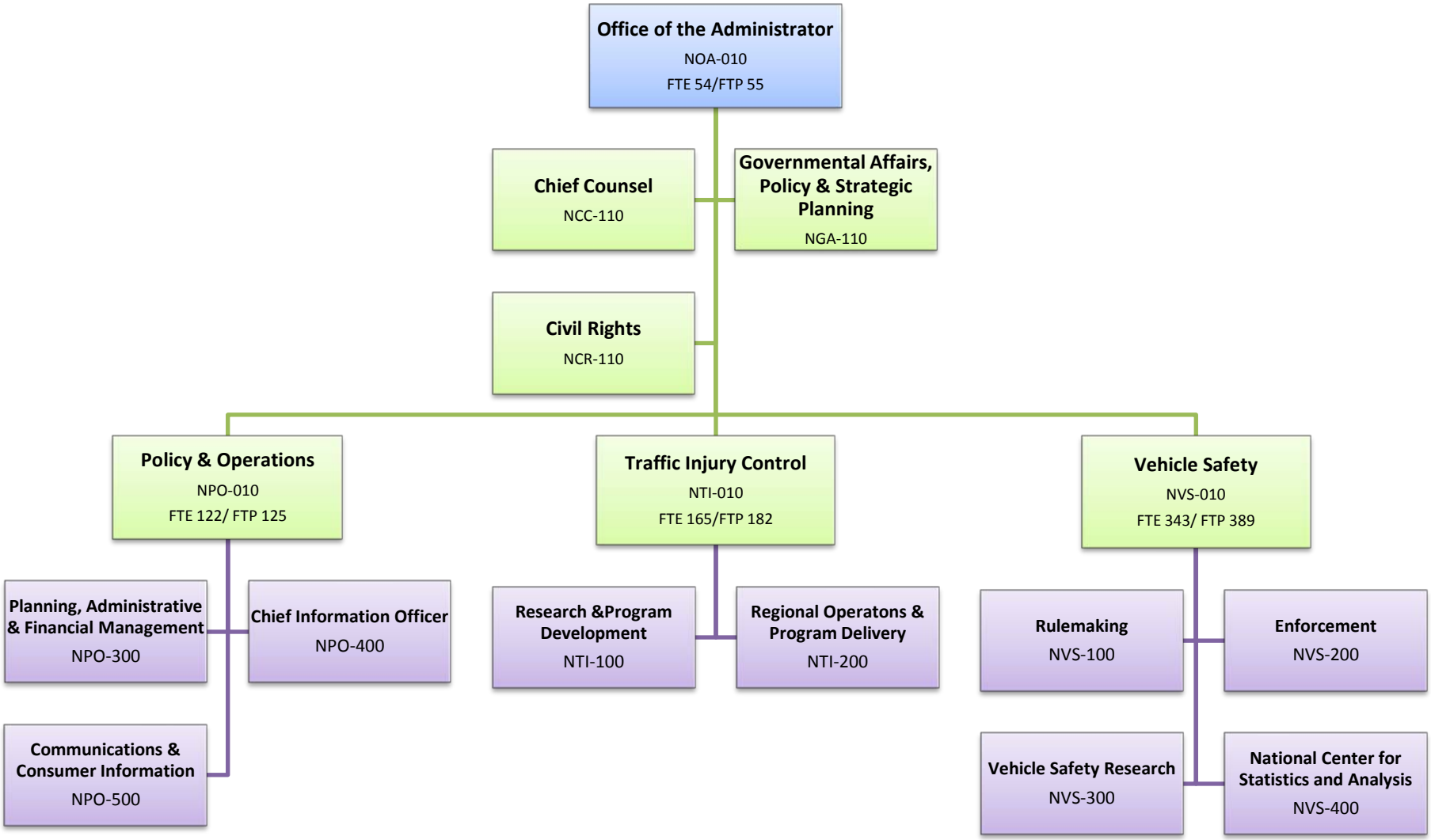


EXHIBIT II - 1

FY 2012 REQUEST

COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

($000)

ACCOUNT NAME	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST
Operations and Research	**$ 245,457**	**$ 246,372**	**$ 303,900**
Vehicle Safety Research (Rebased from General Fund - Appropriation)*	140,427	140,427	
Vehicle Safety Research (Trust Fund)			170,709
Highway Safety Research & Development (TF)	107,329	108,244	133,191
Rescission/cancellation of unobligated balances	-2,299	-2,299	
National Driver Register**	**$ 7,428**	**$ 7,466**	**$ -**
National Driver Register (TF)	4,078	4,116	-
National Driver Register Modernization (GF)	3,350	3,350	-
Highway Traffic Safety Grants (TF)	**587,043**	**612,324**	**556,100**
Highway Traffic Safety Grants (TF)	**626,047**	**626,328**	**556,100**
Rescission/cancellation of unobligated balances	-39,004	-14,004	
Consumer Assistance to Recycle and Save Program			
Rescission/cancellation of unobligated balances	-44,000	-	-
TOTAL*	**$ 795,928**	**$ 866,162**	**$ 860,000**

Note: Totals may not add due to rounding.

Note: Amounts reflect authorized Contract Authority.

Note: In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

Note: FY 2011 CR Annualized reflects P.L. 111-322.

* In FY 2010, $15 million is provided in the Supplemental Appropriations Act of 2010 (P.L. 111-212) for Vehicle Safety Rulemaking and Enforcement to address Unintended Acceleration projects and CAFE. This supplemental is expensed through the Sec 406 Grants.

**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 2012 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Appropriations, Obligation Limitations, and Exempt Obligations

($000)

ACCOUNT NAME	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST
VEHICLE SAFETY RESEARCH (Rebased - GF Appropriation)	**$ 140,427**	**$ 140,427**	**$ -**
Safety Performance (Rulemaking)	21,688	21,688	-
Safety Assurance (Enforcement)	18,079	18,079	-
Research and Analysis	35,543	35,543	-
Administrative Expenses*	65,117	65,117	-
VEHICLE SAFETY RESEARCH (TF)	**$ -**	**$ -**	**$ 170,709**
Safety Performance (Rulemaking)	-	-	24,363
Safety Assurance (Enforcement)	-	-	19,568
Research and Analysis	-	-	35,591
Administrative Expenses*	-	-	91,187
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF)	**$ 105,500**	**$ 105,500**	**$ 133,191**
Highway Safety Programs **	44,609	44,609	59,807
Research and Analysis -NCSA ***	26,908	26,908	44,311
Administrative Expenses	33,983	33,983	29,073
TOTAL OPERATIONS AND RESEARCH	**$ 245,927**	**$ 245,927**	**$ 303,900**
NATIONAL DRIVER REGISTER ****			
Program Expenses (TF)	2,500	2,500	-
Modernization Program Expenses (GF)	3,350	3,350	-
Administrative Expenses (TF)	1,500	1,500	-
TOTAL NATIONAL DRIVER REGISTER	**$ 7,350**	**$ 7,350**	**$ -**
HIGHWAY TRAFFIC SAFETY GRANTS *****			
Section 402 Formula Grants	235,000	235,000	235,000
Section 405 Combined Occupant Protection Grants	25,000	25,000	35,000
Section 406 Safety Belt Performance Grant Program	124,500	124,500	-
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
Administrative Expenses	18,500	18,500	18,600
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**$ 619,500**	**$ 619,500**	**$ 556,100**
TOTAL	**$ 872,777**	**$ 872,777**	**$ 860,000**

Note: In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

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

** HSP in 2010 and 2011 do not include $4,967 in Highway Safety Research that was funded through Grants Administrative Expenses.

***Research and Analysis -NCSA in 2010 and 2011 does not include NOPUS ($1,656) and Program Evaluation ($579) that were funded through Grants Administrative Expenses.

****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 Reauthorization.

EXHIBIT II-3

FY 2012 BUDGETARY RESOURCES BY DOT STRATEGIC GOAL AND ORGANIZATIONAL GOALS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	Safety	Environmental Sustainability	State of Good Repair/ Infrastructure	Livable Communities	Economic Competitiveness	Organizational Excellence	Total
VEHICLE SAFETY RESEARCH	**155,494**	**15,215**	**0**	**0**	**0**	**800**	**170,709**
SAFETY PERFORMANCE (RULEMAKING)	**16,443**	**7,920**	**0**	**0**	**0**	**0**	**24,363**
Safety Standards Support	2,400						**2,400**
New Car Assessment Program	14,043						**14,043**
Fuel Economy Program		7,900					**7,900**
Climate Control		20					**20**
Theft	0						**0**
SAFETY ASSURANCE (ENFORCEMENT)	**19,568**	**0**	**0**	**0**	**0**	**0**	**19,568**
Vehicle Safety Compliance	8,705						**8,705**
Safety Defects Investigation	10,611						**10,611**
Odometer Fraud	252						**252**
RESEARCH AND ANALYSIS	**35,591**	**0**	**0**	**0**	**0**	**0**	**35,591**
Safety Systems	8,376						**8,376**
Biomechanics	13,000						**13,000**
Heavy Vehicles	2,215						**2,215**
Crash Avoidance and Pneumatic Tire Research	10,500						**10,500**
Alternative Fuel Vehicle Safety	1,500						**1,500**
Administrative Expenses	**83,892**	**7,295**	**0**	**0**	**0**	**800**	**91,187**

Note: Organizational Excellence is a non-add column.

	Safety	Environmental Sustainability	State of Good Repair/ Infrastructure	Livable Communities	Economic Competitiveness	Organizational Excellence	Total
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT	**131,467**	**0**	**0**	**1,725**	**0**	**700**	**133,191**
Highway Safety Programs	**58,373**	**0**	**0**	**1,434**	**0**	**0**	**59,807**
Impaired Driving	12,000						**12,000**
Drug Impaired Driving	1,637						**1,637**
Safety Countermeasures	3,346			1,434			**4,780**
National Occupant Protection	11,996						**11,996**
Enforcement and Justice Services	3,851						**3,851**
Emergency Medical Services	2,391						**2,391**
Enhanced 9-1-1/ National 9-1-1 Office	1,375						**1,375**
National Emergency Medical Services Information System	2,000						**2,000**
Driver Licensing	1,118						**1,118**
Highway Safety Research	13,049						**13,049**
International Program	110						**110**
National Driver Register*	3,500						**3,500**
Medical Clearinghouse	2,000						**2,000**
National Center for Statistics and Analysis	**44,311**	**0**	**0**	**0**	**0**	**0**	**44,311**
Traffic Records	1,650						**1,650**
Fatality Analysis Reporting System/Early Fatality Analysis Reporting System	11,210						**11,210**
National Automotive Sampling System	19,686						**19,686**
State Data Systems	2,861						**2,861**
Special Crash Investigations	2,204						**2,204**
Data Analysis	2,850						**2,850**
Regulatory Analysis/Program Evaluation	1,050						**1,050**
NOPUS and Other Surveys	2,800						**2,800**
ADMINISTRATIVE EXPENSES	**28,783**			**291**		**700**	**29,073**

Note: Organizational Excellence is a non-add column.

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

	Safety	Environmental Sustainability	State of Good Repair/ Infrastructure	Livable Communities	Economic Competitiveness	Organizational Excellence	Total
HIGHWAY TRAFFIC SAFETY GRANTS	**556,100**	**0**	**0**	**0**	**0**	**3,500**	**556,100**
Sec. 402 Formula Grant	**235,000**						**235,000**
Sec. 405 Combined Occupant Protection Grants	**35,000**						**35,000**
Sec. 408 Safety Information Systems Improv. Grants	**34,500**						**34,500**
Sec. 410 Impaired Driving Countermeasures Grants	**139,000**						**139,000**
Sec. 411 Distracted Driving Grants	**50,000**						**50,000**
Section 3011 Motorcycle Safety Grants	**7,000**						**7,000**
Section 3010 High Visibility Enforcement	**37,000**						**37,000**
Administrative Expenses	**18,600**					**3,500**	**18,600**
TOTAL	**843,060**	**15,215**	**0**	**1,725**	**0**	**5,000**	**860,000**

Note: Organizational Excellence is a non-add column.

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

EXHIBIT II-3(a)

FY2012 BUDGET REQUEST BY DOT OUTCOMES
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

($000)

DOT Outcome	Program	FY 2012 Request
SAFETY		$843,060
Reduction in injuries and fatalities	Safety Performance (Rulemaking)	$16,443
	Safety Assurance (Enforcement)	$19,568
	Vehicle Safety Research and Analysis	$35,591
	Highway Safety	$58,373
	National Center for Statistics and Analysis (Highway Safety Research and Analysis)	$44,311
	Highway Traffic Safety Grants	$537,500
Other	Administrative Expenses	$131,274
ENVIRONMENTAL SUSTAINABILITY		$15,215
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Corporate Average Fuel Economy (CAFE)	$7,900
	Transportation/Climate Change Center	$20
Reduced pollution impacts on ecosystems Environmentally sustainable practices and materials in transportation Environmentally sustainable practices in DOT services and facilities Other	Administrative Expenses	$7,295
GOOD REPAIR AND LIVABLE COMMUNITIES		$1,725
Convenient and affordable choices Improved public transit experience Improved networks that accommodate pedestrians and bicycles Improved access for special needs populations	Safety Countermeasures (Pedestrians and Bicycles)	$1,434
Other	Administrative Expenses	$291
ECONOMIC COMPETITIVENESS		$0
Maximize economic returns Competitive transportation system Advance U.S. transportation interests abroad Expanded opportunities for businesses Other		
ORGANIZATIONAL EXCELLENCE (Non-Add)		$5,000
TOTAL		$860,000

EXHIBIT II-4

FY 2012 BUDGET AUTHORITY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

ACCOUNT NAME	Mandatory/ Discretionary	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST
Vehicle Safety Research (Rebased-GF)	**M**	**$ 140,427**	**$ 140,427**	**$ -**
Vehicle Safety Research (TF)	**M**	**$ -**	**$ -**	**$ 170,709**
Hwy. Safety Research & Develop. (TF)	**M**	**$ 105,030**	**$ 105,945**	**$ 133,191**
Hwy. Safety Research & Develop. (TF)		107,329	108,244	133,191
Rescission/cancellation of unobligated balances	D/M	-2,299	-2,299	-
National Driver Register *		**$ 7,428**	**$ 7,466**	**$ -**
National Driver Register (TF)	**M**	4,078	4,116	-
National Driver Register - Modernization *	**D**	3,350	3,350	-
Highway Traffic Safety Grants (TF)	**M**	**$ 587,043**	**$ 612,324**	**$ 556,100**
Highway Traffic Safety Grants (TF)		626,047	626,328	556,100
Rescission/cancellation of unobligated balances	D/M	-39,004	-14,004	-
Consumer Assistance to Recycle and Save Program				
Rescission/cancellation of unobligated balances	D	-44,000	-	-
TOTAL:		**$ 795,928**	**$ 866,162**	**$ 860,000**
	M	836,578	879,115	860,000
	D	-40,650	-12,953	-

Note: In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

* 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 2012 OUTLAYS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	M/D	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST
Vehicle Safety Research (Rebased)	M	130,631	136,000	38,000
Vehicle Safety Research (TF)		-	-	-
Highway Safety Research & Development (TF)(Rebased)	M	125,093	118,000	230,265
National Driver Register (TF)	D	-	3,534	
National Driver Register Modernization	D	968	2,000	670
Highway Traffic Safety Grants (TF)	D		-5,343	-4,319
Highway Traffic Safety Grants (TF) (Rebased)	M	565,787	709,000	681,000
Consumer Assistance to Recycle and Save (CARS) (GF)	D	96,172	20,000	2,000
TOTAL OUTLAYS		**918,650**	**983,191**	**947,616**
Mandatory Outlays (M)		**$ 821,510**	**$ 963,000**	**$ 949,265**
Discretionary Outlays (D)		**$ 97,140**	**$ 20,191**	**$ (1,649)**

Note: Totals may not add due to rounding.

Note: In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

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 TFF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

*In FY 2012, National Driver Register (TF - Ob Lim) 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

		Baseline Changes									
Program Category	**FY 2011 Annualized**	**Annualization of 2011 Pay Raise**	**Annualization of 2011 FTE**	**FY 2012 Pay Raise**	**One Less Compensable Day**	**GSA Rent**	**WCF Increase or Decrease**	**Inflation or Deflation**	**FY 2012 Baseline Estimate**	**Program Increases or Decreases**	**FY 2012 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE*	446		-						446	62	508
Non-Program FTE*	171		-						171	5	176
Total Direct and Indirect FTE	617		-						617	67	684
Reimbursable FTE											
FINANCIAL RESOURCES											
Administrative Expenses *											
Salaries and Benefits (11 & 12)	84,403	-	-	-	(367)	-	93	-	84,129	11,148	95,277
Travel (21)**	1,421	-		-		-	-	30	1,451	439	1,890
Transportation of Things (22)	70	-		-		-	80	-	150	-	150
GSA Rent (23)	7,945	-		-		241	-	-	8,185	-	8,185
Communications, Rent & Utilities (23)	3,846	-		-		-	(408)	-	3,438	236	3,674
Printing (24)	358	-		-		-	74	-	432	-	432
Other Services (25)	18,950	-		-		-	2,109	-	21,059	5,903	26,962
Supplies (26)	1,080	-		-		-	-	-	1,080	10	1,090
Equipment (31)	1,027	-		-		-	-	-	1,027	172	1,199
Administrative Expenses Total	**119,100**	**-**	**-**	**-**	**(367)**	**241**	**1,948**	**30**	**120,951**	**17,908**	**138,860**
VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS	**146,827**										
VS - Safety Performance (Rulemaking)	21,688	-		-		-	-	-	21,688	2,675	24,363
VS - Safety Assurance (Enforcement)	18,079	-		-		-	-	-	18,079	1,489	19,568
VS - Research and Analysis	35,543	-		-		-	-	-	35,543	48	35,591
HS - Highway Safety Programs	44,609	-		-		-	-	-	44,609	15,198	59,807
HS - Research and Analysis - NCSA	26,908	-		-		-	-	-	26,908	17,403	44,311
National Driver Register* **		**-**		**-**		**-**	**-**	**-**			
NDR	2,500	-		-		-	-	-	2,500	(2,500)	-
NDR Modernization	3,350	-		-		-	-	-	3,350	(3,350)	-
HIGHWAY TRAFFIC SAFETY GRANTS		-		-		-	-	-			
1. Sec.402 Formula Grants	235,000	-		-		-	-	-	235,000	-	235,000
2. Sec. 405 Combined Occupant Protection Grants	25,000	-		-		-	-	-	25,000	10,000	35,000
3. Sec. 406 Safety Belt Perf. Grants	124,500	-		-		-	-	-	124,500	(124,500)	-
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)	-
8. Sec. 3011 Motorcyclist Safety	7,000	-		-		-	-	-	7,000	-	7,000
9. Sec.3010 High Visibility Enforcement	29,000	-		-		-	-	-	29,000	8,000	37,000
Programs Total	**753,677**	**-**		**-**		**-**	**-**	**-**	**753,677**	**(32,537)**	**721,140**
GRAND TOTAL	**872,777**	**-**	**-**	**-**	**(367)**	**241**	**1,948**	**30**	**874,628**	**(14,629)**	**860,000**

* In 2012, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.
**Travel funding does not include TSI Travel, which is funded through program funds.
***In FY 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research and Development Fund.

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	**FY 2011 Annualized**	**Annualization of 2011 Pay Raise**	**Annualization of 2011 FTE**	**FY 2012 Pay Raise**	**One Less Compensable Day**	**GSA Rent**	**WCF Increase or Decrease**	**Inflation or Deflation**	**FY 2012 Baseline Estimate**	**Program Increases or Decreases**	**FY 2012 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE*	285								285	48	333
Non-Program FTE*	57								57	62	119
Total Direct and Indirect FTE	342		-						342	110	452
Reimbursable FTE											
FINANCIAL RESOURCES											
Administrative Expenses*											
Salaries and Benefits (11 & 12)	51,446	-		-	(247)	-	93	-	51,292	12,877	64,169
Travel (21)**	539	-	-	-					539	460	999
Transportation of Things (22)	70	-	-	-			3		73		73
GSA Rent (23)	1,525	-	-	-		4,397			5,921		5,921
Communications, Rent & Utilities (23)	2,777	-	-	-			(845)		1,932	543	2,475
Printing (24)	358	-	-	-			(358)		-		-
Other Services (25)	7,376	-	-	-			(2,286)	-	5,090	10,917	16,007
Supplies (26)	-	-	-	-					-	726	726
Equipment- (31)	1,027	-	-	-					1,027	(210)	817
Administrative Expenses Total	**65,117**	**-**	**-**	**-**	**(247)**	**4,397**	**(3,393)**	**-**	**65,873**	**25,313**	**91,187**
PROGRAMS											
Safety Performance (Rulemaking)	21,688	-	-	-		-	-	-	21,688	2,675	24,363
Safety Assurance (Enforcement)	18,079	-	-	-		-	-	-	18,079	1,489	19,568
Research and Analysis	35,543	-	-	-		-	-	-	35,543	48	35,591
	-	-	-	-		-	-	-		-	-
	-	-	-	-		-	-	-		-	-
	-	-	-	-		-	-	-		-	-
	-	-	-	-		-	-	-		-	-
	-	-	-	-		-	-	-		-	-
		-	-	-		-	-	-		-	-
Programs Total	**75,310**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**75,310**	**4,212**	**79,522**
TOTAL, VEHICLE SAFETY RESEARCH	**140,427**	**-**	**-**	**-**	**(247)**	**4,397**	**(3,393)**	**-**	**141,183**	**29,525**	**170,709**

Note: Total may not add due to rounding.
* In 2012, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.
**Travel funding does not include TSI Travel, which is funded through program funds.

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	**FY 2011 Annualized**	**Annualization of 2011 Pay Raise**	**Annualization of 2011 FTE**	**FY 2012 Pay Raise**	**One Less Compensable Day**	**GSA Rent**	**WCF Increase or Decrease**	**Inflation or Deflation**	**FY 2012 Baseline Estimate**	**Program Increases or Decreases**	**FY 2012 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE*	70								70	8	78
Non-Program FTE*	114								114	(57)	57
Total Direct and Indirect FTE	184		-						184	(49)	135
Reimbursable FTE											
FINANCIAL RESOURCES											
Administrative Expenses*											
Salaries and Benefits (11 & 12)	21,392	-		-	(70)	-	-	-	21,322	(3,123)	18,199
Travel (21)**	484	-		-		-	-	26	510		510
Transportation of Things (22)	-	-		-		-	77	-	77		77
GSA Rent (23)	5,910	-		-		(3,646)	-	-	2,264		2,264
Communications, Rent & Utilities (23)	1,069	-		-		-	437		1,506	(307)	1,199
Printing (24)	-	-		-		-	432	-	432		432
Other Services (25)	4,046	-		-		-	2,737	-	6,784	(842)	5,942
Supplies (26)	1,080	-		-		-		-	1,080	(857)	223
Equipment- (31)	-	-		-		-		-	-	227	227
Administrative Expenses Total	**33,983**	**-**	**-**	**-**	**(70)**	**(3,646)**	**3,683**	**26**	**33,975**	**(4,902)**	**29,073**
PROGRAMS											
Highway Safety Programs***	44,609	-		-		-	-	-	44,609	15,198	59,807
Research and Analysis	26,908	-		-		-	-	-	26,908	17,403	44,311
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
Programs Total	**71,517**	**-**		**-**		**-**	**-**	**-**	**71,517**	**32,601**	**104,118**
TOTAL, HIGHWAY SAFETY RESEARCH & DEVELOPMENT	**105,500**	**-**	**-**	**-**	**(70)**	**(3,646)**	**3,683**	**26**	**105,492**	**27,699**	**133,191**

NOTE: Total may not add due to rounding.
* In 2012, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.
**Travel funding does not include TSI Travel, which is funded through program funds.
*** In 2012, National Driver Register is eliminated as a separate account and moved 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)

NATIONAL DRIVER REGISTER

		Baseline Changes									
Program Category	**FY 2011 Annualized**	**Annualization of 2011 Pay Raise**	**Annualization of 2011 FTE**	**FY 2012 Pay Raise**	**One Less Compensable Day**	**GSA Rent**	**WCF Increase or Decrease**	**Inflation or Deflation**	**FY 2012 Baseline Estimate**	**Program Increases or Decreases**	**FY 2012 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE*	9								9	(9)	-
Non-Program FTE*	-								-	-	-
Total Direct and Indirect FTE	9		-						9	(9)	-
Reimbursable FTE											
FINANCIAL RESOURCES											
Administrative Expenses											
Salaries and Benefits (11 & 12)	1,153								1,153	(1,153)	-
Travel (21)	21								21	(21)	-
Transportation of Things (22)	-								-	-	-
GSA Rent (23)	326					(326)			-	-	-
Communications, Rent & Utilities (23)	-								-		-
Printing (24)	-								-		-
Other Services (25)	-								-		-
Supplies (26)	-								-		-
Equipment- (31)	-								-		-
Administrative Expenses Total	**1,500**	**-**	**-**	**-**	**-**	**(326)**	**-**	**-**	**1,174**	**(1,174)**	**-**
PROGRAMS											
National Driver Register											
National Driver Register	2,500	-		-		-	-	-	2,500	(2,500)	-
National Driver Register Modernization	3,350	-		-		-	-	-	3,350	(3,350)	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
		-		-		-	-	-	-	-	-
Programs Total	**5,850**	**-**		**-**		**-**	**-**	**-**	**5,850**	**(5,850)**	**-**
TOTAL, NATIONAL DRIVER REGISTER*	**7,350**	**-**	**-**	**-**	**-**	**(326)**	**-**	**-**	**7,024**	**(7,024)**	**-**

NOTE: Total may not add due to rounding.
*In 2012, National Driver Register is eliminated as a separate account and moved 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	**FY 2011 Annualized**	**Annualization of 2011 Pay Raise**	**Annualization of 2011 FTE**	**FY 2012 Pay Raise**	**One Less Compensable Day**	**GSA Rent**	**WCF Increase or Decrease**	**Inflation or Deflation**	**FY 2012 Baseline Estimate**	**Program Increases or Decreases**	**FY 2012 Request**
PERSONNEL RESOURCES (FTE)											
Direct Program FTE*	82		-						82	15	97
Non-Program FTE*											
Total Direct and Indirect FTE	82		-						82	15	97
Reimbursable FTE											
FINANCIAL RESOURCES											
Administrative Expenses*											
Salaries and Benefits (11 & 12)	10,412				(50)				10,362	2,547	12,909
Travel (21)***	377							4	381		381
Transportation of Things (22)	-								-		-
GSA Rent (23)	184					(184)			-		-
Communications, Rent & Utilities (23)	-								-		-
Printing (24)	-								-		-
Other Services (25)	7,528						1,658		9,186	(4,172)	5,014
Supplies (26)	-								-	141	141
Equipment- (31)	-								-	155	155
Administrative Expenses Total	**18,500**	**-**	**-**	**-**	**(50)**	**(184)**	**1,658**	**4**	**19,929**	**(1,329)**	**18,600**
PROGRAMS											
Highway Traffic Safety Grants											
Section 402 Highway Traffic Safety Grants	235,000								235,000		235,000
Section 405 Combined Occupant Protection Grants	25,000								25,000	10,000	35,000
Section 406 Safety Belt Performance Grant	124,500								124,500	(124,500)	-
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
Programs Total	**601,000**	**-**		**-**		**-**	**-**	**-**	**601,000**	**(63,500)**	**537,500**
TOTAL, HIGHWAY TRAFFIC SAFETY GRANTS	**619,500**	**-**	**-**	**-**	**(50)**	**(184)**	**1,658**	**4**	**620,929**	**(64,829)**	**556,100**

NOTE: Total may not add due to rounding.
* In 2012, Administrative FTEs and Admin Expenses within the Agency have been realigned across all funds based primarily on the Direct FTE allocation, where applicable.
**Travel funding does not include TSI Travel, which is funded through program funds.

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EXHIBIT II-7

WORKING CAPITAL FUND
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, Exempt Obligations and Reimbursable Obligations
($000)

	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST	FY 2012 - FY 2010 CHANGE	FY 2012 - FY 2011 CHANGE
DIRECT:	**$ 10,926**	**$ 11,063**	**$ 13,012**	**$ 2,086**	**$ 1,949**
SUBTOTAL	10,926	11,063	13,012	2,086	1,949
TOTAL	**$ 10,926**	**$ 11,063**	**$ 13,012**	**$ 2,086**	**$ 1,949**

Note: Reflects direct charge increases from DOT-CIO as well as expected increases related to requested new FTEs.
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 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations and Research	**507**	**526**	**587**
Vehicle Safety Research (Rebased - GF)	323	342	-
Vehicle Safety Research (TF)	-	-	452
Highway Safety Research and Development (TF)	184	184	135
National Driver Register (TF)*	**9**	**9**	**-**
Highway Traffic Safety Grants (TF)	**79**	**82**	**97**
Consumer Assistance to Recycle and Save (CARS)(GF)	**15**	**N/A**	**N/A**
TOTAL FTEs**	**610**	**617**	**684**

Note: Totals may not add due to rounding.

Note: FY 2011 CARS FTE are included in Vehicle Safety. FY 2012 CARS FTE levels will be determined at a future date.

Note: In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

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

**In 2012, Administrative FTEs within the Agency have been realigned across all funds based primarily on Direct FTE allocation, where applicable.

EXHIBIT II-9

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
RESOURCE SUMMARY - STAFFING
Total Full-Time Positions

	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations and Research	**507**	**547**	**646**
Vehicle Safety Research (Rebased - GF)	323	367	-
Vehicle Safety Research (TF)	-	-	500
Highway Safety Research and Development (TF)	184	180	146
National Driver Register (TF)*	**9**	**9**	**-**
Highway Traffic Safety Grants (TF)	**79**	**91**	**105**
Consumer Assistance to Recycle and Save (CARS) (GF)	**13**	**N/A**	**N/A**
TOTAL POSITIONS	**608**	**647**	**751**

Note: Totals may not add due to rounding.

Note: FY 2011 CARS FTE are included in Vehicle Safety. FY 2012 CARS FTE levels will be determined at a future date.

Note: In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

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

** In 2012, Administrative FTPs within the Agency have been realigned across all funds based primarily on Direct FTE allocation, where applicable.

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Explanation of Major Funding Changes from FY 2010 – FY 2012

NHTSA's request of **$**860.0 million in FY 2012 represents the first year of a six-year $7 billion proposal to support vehicle and behavioral safety programs and activities to reduce serious injuries and fatalities on the nation's roadways. The proposal:

- increases attention to State enforcement of highway traffic safety laws,
- streamlines grant applications for States, and
- embraces a comprehensive, data driven approach to safety.

Although the FY 2012 request is $12.8 million less than NHTSA's FY 2010 enacted level, the request will allow the agency to increase funding for ongoing primary enforcement, safety or rulemaking activities. These increases were offset by the completion of the $124.5 million Safety Belt Performance Grants program.

$556 million is proposed for NHTSA's Highway Traffic Safety Grants, a decrease of $63 million below the FY 2010 funding level.

- In FY 2012, NHTSA will increase its focus on the emerging safety issue of distracted driving with a new $50 million incentive grant program that will encourage States to enact laws that prevent distracted driving, such as laws restricting cellular phone use and texting while driving.
- $235 million is requested for the State and Community Highway Safety formula grant program. Within this amount, $2.5 million is requested for the new Cooperative Research and Evaluation program, a cooperative effort between NHTSA and the States to identify and develop highway safety research and evaluation projects; and $2.5 million is requested for the new Traffic Core Competencies and Training Program, to improve training for Highway safety professionals at the federal, State, and community level.
- The new Combined Occupant Protection Grants program ($35 million) consolidates the Occupant Protection Incentive Grants and Child Safety and Child Booster Seat Safety Incentive program. The program will encourage development of comprehensive statewide occupant protection strategic plans and countermeasures focusing on rural and nighttime belt use, and focus on enacting and enforcing primary seat belt laws.

$171 million is requested for Vehicle Safety Research activities, an increase of $30 million over FY 2010 funding levels. Within this amount:

- $14 million is requested for the New Car Assessment Program to conduct tests on 80% of the new fleet and improve consumer access to the enhanced crash test program information.
- $19.6 million is requested for Enforcement programs, to increase the agency's capacity to handle defect investigations, improve the public's access to recall data, and implement the tire efficiency testing program.

- $133 million is requested for Highway Safety Research and Development, an increase of $28 million over FY 2010 funding levels. Within this amount:

    - $44 million is requested for the National Center for Statistics and Analysis, to enhance the traffic record assessment process and improve highway safety data. To ensure the highest quality of data is available for agency decision making, NHTSA will launch a multi-year redesign of the National Automotive Sampling Systems (NASS).
    - $2 million is requested for the proposed Driver Licensing and Medical Fitness to Drive Clearinghouse, an electronic virtual clearinghouse of driver-licensing medical review and medical fitness to drive information.

- NHTSA requests 684 FTE, an increase of 67 FTE over the FY 2010 affordable level to improve 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 .

$5 million is requested for the operation of the National Driver Register. In FY 2012, these funds are included within the Highway Safety Research and Development account.

Also, 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 TFF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2010 enacted and 2011 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

NHTSA Administrative Expenses Overview

In the 2012, NHTSA requests $138,860,000 for Administrative Expenses. This is a net increase of $19,759,999 above the 2010 Administrative Expenses level of $119,100,000. The growth in administrative expenses is attributed primarily to Salaries and Benefits, Working Capital Fund, Administrative Services and CIO Operations. In 2012, the increase in Salaries and Benefits is attributed to personnel compensation associated with new hires; WCF increase is due to overall Department-wide increases; also administrative services grows primarily due to increases in security for PIV charges, costs associated with new hires and CIO increases.

The overall changes by category are provided as follows. Salaries and Benefits increases from $84,403,007 to $95,277,672 for a net change of $10,874,663 and new FY 2012 FTEs, (primarily in Vehicle Safety); Other Objects/Non-Salary activities increase from $34,696,992, to $43,582,328 for a net change of $8,885,336. In 2012, NHTSA is realigning Administrative FTEs

and Administrative Expenses within the Agency across all funds based primarily on the Direct Program FTE allocation, where applicable. In 2012, NHTSA also realigns $6,623,000 for NOPUS ($1,656,000) and Highway Safety Research ($4,967,000) from Other Services to the program.

ACTIVITY	Average cost /FTE	2010 Base	Annualization of 2011 FTE	New FTE in FY 2012	2012 Base	Variance FY 2010 vs FY 2012
PERSONNEL RESOURCES						
FTE - NEW AND ANNUALIZED	$140,000	446	10	52	508	62
FTE - INDIRECT		171	5	0	176	5
Total		617	15	52	684	67
Administrative Expenses						
Salaries and Benefits (11 & 12)		84,403,007			95,277,672	10,874,663
Travel (21)		1,420,980			1,890,132	469,152
Transportation of Things (22)		70,325			150,207	79,882
GSA Rent (23)		7,944,525			8,185,128	240,603
Communications, Rent & Utilities (23)		3,846,194			3,674,123	(172,071)
Printing (24)		357,642			431,894	74,252
Other Services (25)		18,949,772			26,962,364	8,012,592
Supplies (26)		1,080,375			1,089,992	9,617
Equipment (31)		1,027,179			1,198,488	171,309
Administrative Expenses Total		**119,100,000**			**138,860,000**	**19,759,999**

Salaries and Benefits – $95,277,672 (increases by $10,874,663)

Vehicle Safety requests $64,168,965 in salaries and benefits, an increase of $12,722,996 above the 2010 level. Salaries and Benefits increases reflect annualized FY 2011 FTEs, new FY 2012 FTEs, and the redistribution of 57 administrative support staff. In 2012, NHTSA is realigning Administrative FTEs and Administrative Expenses within the Agency across all funds based primarily on the Direct Program FTE allocation. In total, 40 percent of new FTE hires in Vehicle Safety will be in Enforcement, 18 percent in National Center for Statistics and Analysis (NCSA), 29 percent in Research and Analysis programs, and 13 percent will be in Rulemaking program.

Highway Safety Research and Development requests $18,199,185 in salaries and benefits. This is a net decrease of $3,192,846 below the 2010 funding level. The net decrease in salaries and benefits is due to the redistribution of 57 administrative support staff and 8 field oversight staff, partially offset by realignment of 9 NDR FTE in 2012, and 7 new FTE hires in FY 2012.

Highway Traffic Safety Grants requests $12,909,521 in salaries and benefits, an increase of $2,497,789 above the 2010. This increase supports the realignment of 8 field oversight staff in Headquarters plus 7 planned new FTE hires to support the expanding state grant programs.

Working Capital Fund - $13,011,172 (increases by $2,164,576)

Increases will support key activities such as:

- CIO Initiatives including cyber security
- Financial Assistance Reporting System
    - For DOT to procure new system to meet requirements in the Transparency Act. Due to the large volumes of grants managed by DOT, additional reporting systems and support will be needed to fully implement the requirements
- IdeaHub (Departmental Program) – an online communication tool designed to bring comprehensive, cultural change to the DOT through the use of a collaborative website.

CIO Operations - $8,901,428 (increases by $5,450,111)

Increases will support Departmental and NHTSA activities such as:

- $3.0M - Converting one-half of NHTSA systems to be compatible with Personal Identity Verification (PIV) access requirements by 2013
- $1.0M - Capitalize Web Infrastructure
- $1.5M – Implement Document Management System

Administrative Services - $10,425,550 (increases by $6,254,800)

Increases primarily due to:

- $2.7M – To support new FTEs, including space reconfiguration, and to support essential services and activities in FY 2012.
- Approximately $1.0M – Interfaces required between NHTSA and the planned new DOT financial system for PRISM and GTS
- Approximately $600K - FAA-MAPS- program management systems
- Approximately $600K - MAPS Interface with new Departmental Financial System
- Approximately $78K – Property Management System upgrades
- Approximately $575K – Security investigations
- Approximately $475K – Interagency Agreements/One DOT Procurement System
- Approximately $225K – Employee Assistance Program related to new hires

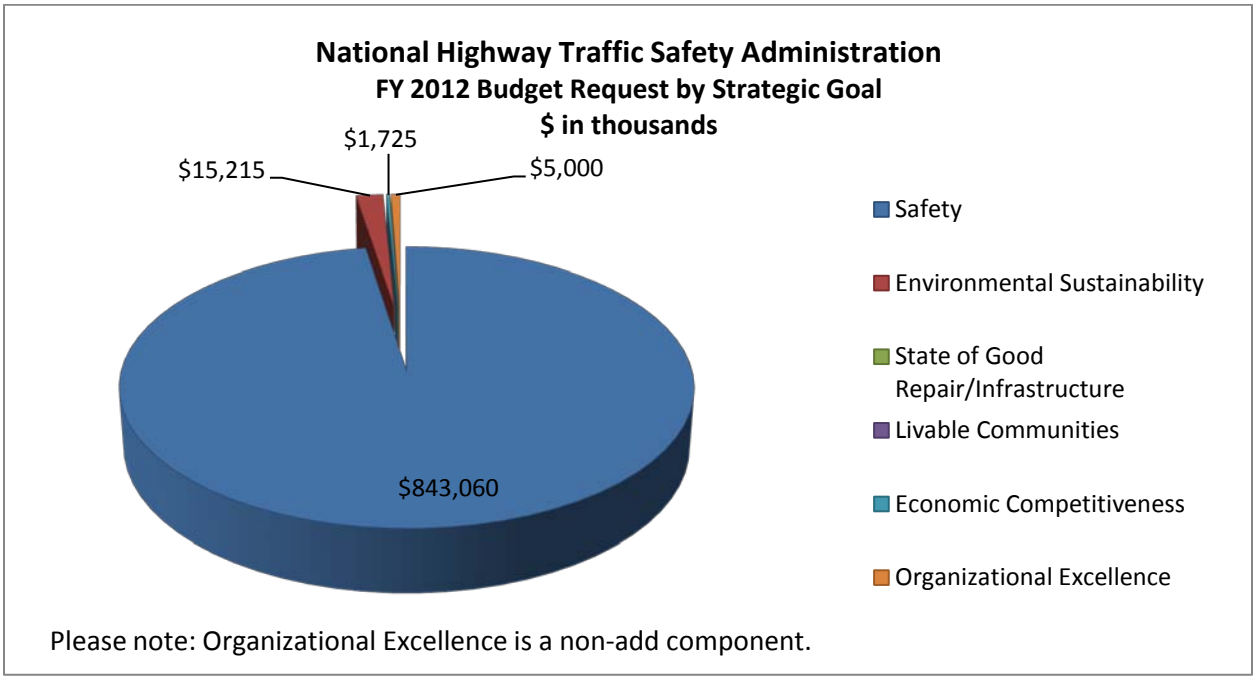
Training - $998,888 (increases by $722,513)

Increases primarily due to:

- Employee development and training
- Mandatory core competencies such as IT and Acquisitions

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Annual Performance Results and Targets



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

DOT High Priority Performance Goal: Safety

Rate of highway fatalities per 100 M VMT. *Shared Measure with FHWA and FMCSA.*						
	2007	2008	2009	2010	2011	2012
Target	1.38	1.37	1.35	1.30	1.10	1.05
Actual	1.36	1.26	1.13			

DOT Strategic Goal: Safety

DOT Accountability Measures

Rate of passenger vehicle occupant fatalities per 100 M passenger VMT.						
	2007	2008	2009	2010	2011	2012
Target	1.10 r	1.06	1.02	0.99	0.85	0.85
Projection *			0.98 – 1.04 [1]	0.87		
Actual	1.04 r	0.93				

Rate of large truck and bus fatalities per 100 M VMT. [2]						
	2007	2008	2009	2010	2011	2012
Target	0.175	0.171	0.167	0.164	0.160	0.157
Projection *			0.140 – 0.154 [3]	0.108 – 0.119		
Actual	0.169 r	0.155				

Rate of motorcyclist highway fatalities per 100,000 motorcycle registrations.						
	2007	2008	2009	2010	2011	2012
Target	76	76	77	78	63	63
Projection *			73.75 – 74.96 [3]	65		
Actual	72.20 r	68.51 r				

Rate of non-occupant fatalities per 100 M VMT. [3]						
	2007	2008	2009	2010	2011	2012
Target	0.15	0.19	0.19	0.19	0.16	0.16
Projection *				0.16		
Actual	0.18	0.18 r	0.16 [3]			

* Projections are based on historical trend data.
r = data revised since previous release.

[1] Actual CY 2009 fatality numbers projected to be available March 2011, with fatality rate data available upon FHWA release of VMT and motorcycle registrations.
[2] Re-baselined starting in 2008 to include fatalities of other road users in crashes involving a large truck and/or motor-coach, and to use total VMT in calculating rate, rather than truck VMT.
[3] Re-baselined starting in 2008 when measure became a DOT sub-metric.

NHTSA Safety Intermediate Outcome Measures

Rate of .08+ BAC impaired driving fatalities per 100 M VMT.						
	2007	2008	2009	2010	2011	2012
Target [4]	NA	Base	NA	NA	0.36	0.36
Actual	0.43	0.39	0.36			

Percentage of front seat occupants using shoulder harness seat belts.						
	2007	2008	2009	2010	2011	2012
Target	83	84	85	86	86	86
Actual	82	83	84	85		

Percentage of restraint use among 0 through 7 year olds.						
	2007	2008	2009	2010	2011	2012
Target	89	90	90	91	90	90
Actual	89	87	88			

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

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OPERATIONS AND RESEARCH
VEHICLE SAFETY
(liquidation of contract authorization)
(limitation on obligations)
([highway]transportation trust fund)

[For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under subtitle C of title X of Public Law 109-59 and chapter 301 and part C of subtitle VI of title 49, United States Code, $132,837,000, of which $30,445,000 shall remain available through September 30, 2012.]

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
PROGRAM AND FINANCING SCHEDULE

	Justifications ($000)		
	FY 2010	FY 2011	FY 2012
Description	Actual	CR Annualized	Request
Obligations by program activity:			
Research and Analysis	35,715,932	35,545,000	-
Rulemaking	22,183,868	21,688,000	-
Enforcement	17,955,107	18,077,000	-
Administrative Expenses	63,221,933	65,117,000	-
Adjustments to be distributed			
Total Direct Obligations	139,076,840	140,427,000	-
Reimbursable Program			
Total new obligations	**139,076,840**	**140,427,000**	**-**
Budgetary resources available for obligation:			
Unobligated balance available, start of year	1,781,138	3,178,923	3,834,049
New budget authority (gross)	140,427,000	140,427,000	
Resources available from recoveries of prior year obligations	1,397,785	-	-
Unobligated balance transferred from other accounts			
Total budgetary resources available for obligation	143,605,923	143,605,923	3,834,049
Total new obligations (-)	(139,076,840)	(140,427,000)	-
Unobligated balance expiring or withdrawn (-)			
Unobligated balance available, end of year (unexpired)	3,178,923	3,834,049	3,834,049
New budget authority (gross), detail			
Discretionary			
Appropriation	140,427,000	140,427,000	-
Portion applied to liquidate contract authority (-)	-	-	-
Appropriation (total)	140,427,000	140,427,000	-
Discretionary spending authority from offsetting collections:			
Offsetting collections (cash) (unexpired only)	474,060	-	-
Change in uncollected cust paymts fm Fed sources (unexp)			
Spending authority from offsetting collections (total)	474,060	-	-
Total new budget authority (gross)	**140,901,060**	**140,427,000**	**-**
Change in unpaid obligations			
Obligated balance, start of year: gross	73,253,004	75,531,270	79,958,270
Adjustment to obligated balance carried forward, start of year	-	-	-
Total New obligations (gross)	139,076,840	140,427,000	-
Total outlays (gross)	(130,631,000)	(136,000,000)	(38,000,000)
Recoveries of prior year obligations, expired accts (-)	(5,243,848)	-	-
Recoveries of prior year obligations, unexpired accts (-)	(923,726)	-	-
Obligated balance, end of year gross	**75,531,270**	**79,958,270**	**41,958,270**
Outlays (gross), detail			
Outlays from new discretionary authority	80,664,567	81,447,660	-
Outlays from discretionary balances	49,966,433	54,552,340	-
Total outlays (gross)	**130,631,000**	**136,000,000**	**38,000,000**

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
OBJECT CLASS SCHEDULE

	Unrounded Amounts		
	FY 2010	FY 2011	FY 2012
Description	Actual	CR Annualized	Request
Direct Obligations:			
Personnel Compensation:			
Full-time permanent	37,111,595	39,223,109	-
Other than full-time permanent	722,071	873,960	-
Other personnel compensation	549,397	843,794	-
Total personnel compensation	**38,383,063**	**40,940,863**	**-**
Civilian personnel benefits	10,322,882	10,505,106	-
Travel and Transportation of Persons	551,617	538,590	-
Transportation of things	-	70,325	-
Rental payments to GSA	1,524,608	1,524,608	-
Communications, utilities, and miscellaneous charges	2,992,923	2,776,743	-
Printing and reproduction	-	357,642	-
Other services	46,638,983	47,142,944	-
Research and development contracts	35,715,932	35,543,000	-
Supplies and materials	1,604,941	-	-
Equipment	1,341,891	1,027,179	-
Total new obligations	**139,076,840**	**140,427,000**	**-**

EXHIBIT III-1

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

	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST	FY 2010 - 2012 CHANGE
Safety Performance (Rulemaking)	$ 21,688	$ 21,688	$ 24,363	$ 2,675
Safety Assurance (Enforcement)	18,079	18,079	19,568	1,489
Research and Analysis	35,543	35,543	35,591	48
Administrative Expenses *	65,117	65,117	91,187	26,070
TOTAL, VEHICLE SAFETY (TF)	**$ 140,427**	**$ 140,427**	**$ 170,709**	**$ 30,282**
FTE's:				
Direct Funded	323	342	452	129
Reimbursable, allocated, other	-	-	-	-

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

EXHIBIT III - 2

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2011 TO FY 2012

Appropriations, Obligation Limitations, and Exempt Obligations

OPERATIONS AND RESEARCH

VEHICLE SAFETY RESEARCH

($000)

ITEM	Change from FY2011 to FY2012	FY2012 PC&B by Program	FY2012 FTEs by Program	FY2012 Contract Expenses	Total
Vehicle Safety (General Fund - Appn.)					**140,427**
Adjustments to Base					
FY 2012 #FTE Per Program Increase	12,877	12,877	110		12,877
Annualization of FY 2011 Pay Raise	-	-			-
Annualization of FY 2011 FTE	-	-			-
FY 2012 Pay Raise	-	-			-
One Less Compensable Day	(247)	(247)			(247)
GSA Rent*	4,397	-			4,397
WCF*	(3,393)	-			(3,393)
Inflation	-	-			-
Program Increases/Decreases*	12,436	-			12,436
Subtotal, Adjustment to Base	**26,070**	12,630	110	-	**26,070**
Program Increases/Decreases	4,212	-	-	4,212	**4,212**
Total FY 2012 Request	**30,282**	**12,630**	**110**	**4,212**	**170,709**

* In 2012, 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 2012 budget request includes $170,708,723 for Vehicle Safety Research activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll through the issuance and enforcement of Federal Motor Vehicle Safety Standards (FMVSS); research involving biomechanics, crash avoidance and mitigation technologies; alternative fuels; and issuance and enforcement of fuel efficiency standards. In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

FY 2012 - Vehicle Safety

$170,708,723

Program Activity	FY 2010 Actual*	FY 2012 Request	Changes FY 2010 - 2012
Safety Performance (Rulemaking)	$21,688,000	$24,363,000	$2,675,000
Safety Assurance (Enforcement)	$18,079,000	$19,568,000	$1,489,000
Vehicle Safety Research and Analysis	$33,943,000	$35,591,000	$1,648,000
Vehicle Safety Administrative Expenses	$65,117,000	$91,186,723	$26,069,724
Total	**$138,827,000**	**$170,708,723**	**$31,881,724**

* FY 2010 does not include $1,300,000 and $300,000 for FARS and NASS, respectively, which are shown in HSRD.

Rulemaking Programs: ($24,363,000)

The activities funded through the Rulemaking programs will support the Department's Safety goal through the issuance of Federal Motor Vehicle Safety Standards and related safety equipment. 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. For child passenger safety, NHTSA provides ratings to consumers for child seat ease-of-use.

Additionally, Rulemaking programs issue automotive fuel economy standards required by the Energy Policy and Conservation Act, which support the Departmental goal of Environmental Stewardship. Funding also provides for the international harmonization of vehicle safety standards with other countries.

Enforcement Programs: ($19,568,000)

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

Research and Analysis: ($35,591,000)

The Vehicle Safety Research and Analysis programs support DOT Safety goals through conducting motor vehicle safety research and development on advanced vehicle safety technology, improving vehicle crashworthiness and crash avoidance, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

Vehicle Safety Administrative Expenses: ($91,186,723)

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 FTE's 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 Highway Safety Grant programs.

Detailed Justification for Safety Performance (Rulemaking) Programs

What Do I Need To Know Before Reading This Justification?

- In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.
- NCAP: NCAP is required to test vehicles as they become available to provide consumers safety ratings in a timely manner. Effectively managing the crash test program has grown increasingly difficult over the past several years because new vehicles have become available in the market throughout the year, instead of just the historical September/October timeframe.

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

FY 2012 – SAFETY PERFORMANCE (RULEMAKING)

$24,363,000

Program Activity	FY 2010 Actual	FY 2012 Request	Changes FY 2010 - 2012
Safety Standards Support	$2,300,000	$2,400,000	$100,000
New Car Assessment Program	$10,393,000	$14,043,000	$3,650,000
Fuel Economy Program	$8,900,000	$7,900,000	($1,000,000)
Transportation/Climate Change Center	$20,000	$20,000	$0
Theft Program	$75,000	$0	($75,000)
Total	**$21,688,000**	**$24,363,000**	**$2,675,000**

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

In FY 2012, we are requesting $24,363,000 for Rulemaking programs, which is an increase of $2,675,000 over the FY 2010 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.
- Publish a final rule establishing fuel economy standards for new cars and light trucks produced in 2017 and subsequent model years.
- Implement the enhanced NCAP program by providing consumers with comparative safety information for the same percentage of the new vehicle fleet that was covered before the enhancements were adopted beginning with the 2012 model year.

Without the additional funding requested for Rulemaking in FY 2012, we will not be able to (1) update the safety standard for automatic transmission shift patterns or (2) conduct the additional testing to bring our NCAP safety ratings up to their historical average of about 80 percent of new cars and light trucks.

What is the program?

RULEMAKING **Safety Standards Support**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$2,300,000	$2,400,000	$100,000

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 Federal Motor Vehicle Safety Standards and related safety equipment. 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 (MVMT) while in 2009, that number decreased to 1.13 fatalities per 100 MVMT. For passenger cars, occupant fatalities fell by 8.2% between 2008 and 2009, while those for heavy truck occupants reduced by 26% 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 2012, we request $2,400,000 for Safety Standards Support, which is a $100,000 increase over the FY 2010 funding level. Funding at this level will allow us to carry-out planned agency programs and initiate new ones, such as conducting a feasibility study related to the effect of driver performance on the wide variety of gear shift patterns in current vehicles. Crashworthiness efforts in FY 2012 will focus on child protection and motorcoach safety issues, as well as new initiatives on pedestrian protection and the upgrade of event data recorder

requirements. Our crash avoidance activities will include developing new rules for light vehicle tires that reduce the incidence of tire failures due to tire age, and heavy vehicle stability control systems to reduce heavy vehicle rollover and loss of control crashes. We will continue to evaluate restraints for wheelchair-seated drivers, and complete a feasibility study on a performance focused lighting standard. FY 2012 funding will enable the agency to accomplish the following initiatives, if deemed necessary for safety:

- Issue a proposal for new tire aging requirements for light vehicle tires.
- Issue a proposal for heavy vehicle electronic stability control systems.
- Complete feasibility study on a performance focused lighting standard.
- Complete the evaluation and characterization for wheelchair-seated occupants and continue the research of occupant kinematics from deploying air bags, frontal and side.
- Conduct a feasibility study to address variety of automatic transmission shift patterns
- Issue a final rule to require lap/shoulder belts on motorcoaches.
- Issue an upgrade of emergency evacuation requirements for motorcoaches and buses.
- Issue a proposal for evaluating child restraint systems in side impacts.
- Issue a proposal to incorporate a new child side impact dummy into Part 572, "Anthropomorphic test devices."
- Develop a final rule for light vehicle Event Data Recorders.
- Issue a proposal implementing the Global Technical Regulation on pedestrian protection.
- Develop a final rule for implementing the Global Technical Regulation on head restraints.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$10,393,000	$14,043,000	$3,650,000

NCAP helps consumers make informed decisions on their vehicle purchases by providing safety ratings on vehicles and child safety seats. This program informs consumers of the relative safety of vehicles based on front and side impact, as well as rollover tests, using a 5-star safety rating system. Child safety seats are similarly rated for their ease of use. Certain advanced crash avoidance technologies are certified to minimum performance specifications. Vehicle safety ratings and other safety information are provided on our www.safercar.gov website, at the point of sale on the Monroney price sticker applied to new vehicles, and through trade shows and other outlets. Child safety seat Ease of Use ratings and child safety related information are also available from www.safercar.gov.

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 in 1978 to provided frontal impact ratings. The program later expanded to include side impact and rollover ratings. Congress also required that a child restraint safety rating consumer information program be established. Most recently, the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT Safety Act) required dissemination of child safety information, such as the rear visibility of vehicles, brake transmission system interlocks, and power windows that automatically reverse for passenger vehicles. These activities inform consumers of vehicle safety features, which in turn encourage manufacturers to produce safer products. In 2009, we announced a new consumer information program that will be part of NCAP, to assist parents and caregivers to find 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 decisions, which encourages manufacturers to continually improve safety. For example, approximately 97 percent of new vehicles now receive 4- or 5-star ratings for the driver in frontal crashes, compared to 30 percent of new vehicles in 1978. Manufacturers now routinely use the ratings provided by NCAP in their advertising and consumers have generated demand for safety features that go beyond Federal requirements, thereby reducing deaths and injuries from motor vehicle crashes, directly supporting the DOT's safety goals.

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

In FY 2012, we request $14,043,000 for NCAP, which is a $3,650,000 increase over the FY 2010 funding level. In FY 2010, we began implementing the enhanced crash test programs and the new Crash Avoidance NCAP program. 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. Thus, the percentage of the vehicle fleet rated reduced from approximately 80 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 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. The increase is to conduct these new tests and increase ratings coverage of the new vehicles in order to reach 80% of the new fleet and improve consumer access to the enhanced crash test program information, including advanced technologies, as well as child safety information. In FY 2012 we will:

- Conduct vehicle crash and rollover tests to provide consumers with new vehicle safety ratings on approximately 80 percent of the model year 2013 vehicle fleet, the same level as reached for MY 2010 vehicles.
- 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.
- Disseminate information on child seat/vehicle matchups on www.safercar.gov.
- Provide consumers with up-to-date information about hazards 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.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$8,900,000	$7,900,000	($1,000,000)

First enacted by Congress in 1975, the purpose of the Corporate Average Fuel Economy (CAFE) program was to reduce energy consumption by increasing the fuel economy of cars and light trucks. Regulating CAFE is the responsibility of NHTSA and the Environmental Protection Agency (EPA). NHTSA sets fuel economy standards for cars and light trucks sold in the U.S.; EPA calculates the average fuel economy for each manufacturer. As part of our CAFE our website includes fuel economy information at www.nhtsa.gov/fuel-economy, which provides the public with information about the CAFE program, including a program overview, related rulemaking activities, research, fleet characteristics and summaries of manufacturers' fuel economy performance since 1978. Currently, NHTSA and EPA have initiated a new program to improve the fuel efficiency and greenhouse gas (GHG) emissions of medium- and heavy-duty vehicles and work trucks, which account for 21% of petroleum consumed by on-highway vehicles. Our fuel economy programs directly support the Department's Environmental Sustainability goals.

Why Is This Particular Program Necessary?

Our country needs to critically reduce oil consumption and address global climate change. In this context, DOT and EPA coordinate to establish standards for CAFE and emissions of GHG for motor vehicles. This program contributes to the DOT Environmental Sustainability goal, and provides environmental benefits and cost benefits to consumers. DOT and EPA are continuing work to reduce oil consumption and address global climate change by developing programs for passenger cars, light trucks, and medium- and heavy duty vehicles and work trucks. These programs also fulfill the obligations imposed by the Energy Independence and Security Act of 2007 (EISA).

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 MY 2012 to 2016 light-duty vehicles. The average model year 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 $7.9M funding will be used to provide support for the completion of required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2017

and beyond; future analyses under the National Environmental Policy Act; and funding to 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 agency will also continue to acquire additional data related to mass reduction, vehicle size and safety. The FY 2012 budget request will support work continuing in the following areas of fuel economy regulation required by EISA:

Light Duty Vehicles

- Develop technical information in support of continuing development of fuel economy standards. This includes:
    - Complete studies to support issuing final rules for 2017 and beyond fuel economy regulations
    - Continue study of the effects of mass reduction and vehicle size on safety
    - Conduct 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

- Conduct studies to support issuing a proposal for truck trailer fuel efficiency
- Analysis of standards under the National Environmental Policy Act

RULEMAKING **Transportation/Climate Change Center**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$20,000	$20,000	$0

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 annually and distributed, and 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 2012 – SAFETY ASSURANCE (ENFORCEMENT)

$19,568,000

Program Activity	FY 2010 Actual	FY 2012 Request	Changes FY 2010 - 2012
Vehicle Safety Compliance	$8,096,000	$8,705,000	$609,000
Safety Defects Investigation	$9,829,000	$10,611,000	$782,000
Odometer Fraud	$154,000	$252,000	$98,000
Total	**$18,079,000**	**$19,568,000**	**$1,489,000**

In FY 2012, we are requesting $19,568,000 for Enforcement programs, which is an increase of $1,489,000 over the FY 2010 funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives, such as:

- Increase the agency's capacity for the number and depth of defect investigations NHTSA can perform to protect the public from unsafe vehicles and improve the public's access to NHTSA's recall data
- Implement the tire efficiency testing program.

Without the additional funding requested for Enforcement in FY 2012, we will not be able to implement the Congressionally mandated tire efficiency testing program fully or meet the heightened expectations that Congress and the public now have for the breadth and depth of NHTSA's defect investigations.

What Is This Program?

ENFORCEMENT **Vehicle Safety Compliance**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$8,096,000	$8,705,000	$609,000

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. An FMVSS defines minimum levels of safety performance, including crash protection, crash survivability, crash avoidance; and other regulations 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 our FMVSS, which prevent fatalities, injuries, and property damage due to the failure of motor vehicles and items of motor vehicle equipment (tires, child safety restraints, etc.). The program works closely with Rulemaking on the development of new and amended FMVSS, developing objective and repeatable test procedures that we use to determine compliance. This program is necessary to identify motor vehicles, motor vehicle equipment, and imported vehicles that do not meet applicable FMVSS and regulations. When such a noncompliance is confirmed, we must ensure that the manufacturer or importer recalls the vehicle or equipment and provides a remedy for the noncompliance. Additionally, we determine whether vehicles that weren't manufactured to U.S. safety standards can be modified to meet those standards so that they can be imported for sale. Finally, this program is necessary to enforce our CAFE regulations.

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, 2009, there have been 966 safety recalls of motor vehicles involving over 20 million vehicles which failed to comply with Federal Motor Vehicle Safety Standards. Of these, OVSC investigations influenced 301 recalls (31%) involving over 5 million vehicles (25%). During the same period, an additional 188 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 80% of these (150 recalls) involving 70% of the equipment in question (2.8 million items). Consumers have benefitted greatly from both the industry's generally successful attempts to comply with the OVSC's performance tests, and from OVSC's compliance tests and investigations. These tests and investigations ensured that millions of consumers were protected from the risks that posed by noncompliant vehicles and items of equipment. Also, since model year 2000, OVSC has collected on average about $33 million dollars each year in fines for CAFE violations.

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

In FY 2012, NHTSA is requesting $8,705,000 for the Vehicle Safety Compliance program, which is $609,000 above the FY 2010 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 2012, 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.

Anticipated FY 2012 Accomplishments:

- Completion of critical vehicle crashworthiness and crash avoidance compliance testing by September 2012, including testing for compliance with, and/or developing test procedures for, several new or substantially revised standards including light vehicle tires, ESC, roof crush, side impact, and ejection mitigation. Completion of critical equipment compliance testing (including items such as child seats, seat belts, and brake hoses) by September 2012.
- Continued outreach to foreign vehicle and equipment manufacturers and focused enforcement of imported motor vehicle equipment.

- Ensures registered importer applications and vehicle importation eligibility petitions are processed in a timely manner.
- Continued 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.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$9,829,000	$10,611,000	$782,000

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. NHTSA developed and maintains a comprehensive and sophisticated data warehouse/system (Advanced Retrieval Tire, Equipment, Motor Vehicle Information System, or ARTEMIS) to access 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. 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.

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 them and ensures that they sufficiently and quickly fixed to 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 using 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 Early Warning Reporting 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 2012, NHTSA is requesting $10,611,000 for Safety Defects Investigation activities, which is $782,000 above the FY 2010 funding level. Additionally, we are seeking a substantial increase in federal positions in order to improve support for this program. This request will enable our 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.

As a result of the Toyota recalls for unintended acceleration, Congress questioned the size of ODI's staff and whether it is sufficient to handle the breath of its mission. Congress has made clear that ODI needs to expand its capabilities in the area of vehicle electronics by hiring more electrical engineers and software engineers. In addition to theses staffing improvements, Congress also indicated that we need to enhance the accessibility of our vehicle safety databases. At the same time, the amount of investigative work ODI is expected to do—including field inspections of vehicles involved in incidents--has risen dramatically.

The increased expectations will require substantial changes to ODI's complaint and investigation database, website and outreach efforts. The funding increase of $782,000 will allow for changes to the ARTEMIS data architecture, as well as to the public and internal websites in order to improve the quantity and quality of information available to and from ODI. Specifically, these changes will allow us to better collect and respond to consumer complaints. Our request will also allow us to increase consumer awareness of the importance of filing safety defects reports, responding to recall notices, and other information sharing provided by ODI. We anticipate that these combined efforts will improve our ability to identify and respond to safety defect trends.

Increased staffing will be needed to improve ODI's data quality and consumer access to the vehicle safety data base; review Early Warning Reporting (EWR) data from manufacturers, which is voluminous and likely to grow in volume and assist with any revisions to EWR rules; screen complaints and other information for possible defect trends, in coordination with the EWR division, and conduct 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.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$154,000	$252,000	$98,000

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 2012, NHTSA is requesting $252,000 for the Odometer Fraud Investigation program, which is $98,000 above the FY 2010 funding level. The FY 2012 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. Additional funding in FY 2012 will allow the Office of Odometer Fraud to maintain and improve its case electronic management system and address specialized criminal law enforcement needs to ensure officer safety and efficient investigative practices.

In FY 2012, the Office of Odometer Fraud Investigation requires additional investigative personnel to effectively combat the proliferation of foreign made electronic odometer tampering devices. These devices are easily available via the internet and are capable of "hacking" into a vehicle's controller network to manipulate stored values.

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 257 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.
- Support labor intensive investigations concerning America's aging fleet.
- Adequately address 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 2012 – VEHICLE SAFETY RESEARCH AND ANALYSIS

$35,591,000

Program Activity	FY 2010 Actual*	FY 2012 Request	Changes FY 2010 - 2012
Safety Systems	$8,226,000	$8,376,000	$150,000
Biomechanics	$11,000,000	$13,000,000	$2,000,000
Heavy Vehicles	$2,115,000	$2,215,000	$100,000
Crash Avoidance	$8,104,000	$10,500,000	$2,396,000
Alternative Fuels Vehicle Safety	$4,498,000	$1,500,000	($2,998,000)
Total	**$33,943,000**	**$35,591,000**	**$1,648,000**

*Does not include $1,300,000 for FARS or $300,000 for NASS in FY 2010, which are included in HSR&D.

In FY 2012, we are requesting $35,591,000 for Vehicle Safety Research and Analysis programs, which is an increase of $1,648,000 over the FY 2010 funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives, such as:

Safety Systems

- Implement new crashworthiness activities including Child Protection, Dynamic Rollover, Offset/Oblique Impact, support Enforcement in defect investigations, etc;

Biomechanics

- Implement the 5-year Bio Plan.
- Develop WORLDSID, Child, THOR, and Rollover dummy families for federalization.
- Conduct AACN (Advanced Automatic Crash Notification) research.
- Utilize CIREN to support injury criteria and dummy development.

Heavy Vehicles

- Conduct research to support Rulemaking on crash avoidance for Motorcoaches, Tractor Trailers, and Single Unit Trucks.

Crash Avoidance

- Implement Distraction Plan.
- Increase efforts on Alcohol interlocks.
- Conduct research to support rulemaking on Crash Avoidance technologies.
- Implement V2V and V2I programs.
- Develop and implement a Pedestrian program.

Alternative Fuels

- Implement research plan for Lithium Ion Battery Safety to support rulemaking
- Conduct research on compressed gas (Natural Gas/Hydrogen) safety for possible FMVSS 304 upgrade.

Without the additional funding Research has requested for FY 2012, we will not be able to support Rulemaking with an updated Biomechanics program, including AACN, CIREN and developing new test dummies and injury criteria for Rollover, Child protection, and Offset Frontal or implement Crash Avoidance research activities, including Distraction, Alcohol, Pedestrians, and Heavy Vehicles at the increased pace commensurate with these safety problems.

What Is This Program?

RESEARCH & ANALYSIS **Safety Systems**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$8,226,000	$8,376,000	$150,000

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 33,308 people in the United States in 2009. In addition, 2,217,000 people suffered injuries in motor vehicle crashes. 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 all age occupants. 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 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 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. Additionally, the FY 2012 budget request will allow us to further the research to develop dynamic rollover test performance specifications. 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. Key areas of new and continued research include:

- Initiate research to support the integration of vehicle-to-vehicle communication technologies and occupant protection systems to mitigate the consequences of crashes to occupants.
- Initiate testing of heavy vehicle rear underride guards.
- Initiate research on dynamic evaluation of head restraints.
- Initiate an evaluation of the performance of the post-FMVSS No. 214 (2007 final rule) fleet in side impacts using the 5th percentile female WorldSID dummy.
- Continue research on occupant protection in rollover crashes by developing a dynamic rollover test procedure and appropriate performance criteria.
- 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.
- Continue to collect fleet performance data for advanced applications related to frontal crash protection using the upgraded rigid load cell barrier.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$11,000,000	$13,000,000	$2,000,000

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 (2007).
- Developed injury risk curves and combined rating scheme for New Car Assessment Program (2008).

- Test tools for research and/or incorporation into regulation:
    - Enhancements to advanced frontal dummy (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 (2009).
    - Developed new dummy biofidelity rating system (BioRank).
    - Developed finite element models of crash dummies – advanced frontal crash test dummy (2009);
    - 6-yr-old child dummy (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. In FY 2012, 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 $2 million in additional funding will allow us to initiate the following activities:

- Acquire and evaluate advanced front, side and rear impact crash test dummies.
- Develop prototype of the advanced child crash test dummies.
- Perform critical experiments to support material definition in advanced human computer modeling.
- Conduct studies to monitor and evaluate the implementation of automatic crash notification systems.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$2,115,000	$2,215,000	$100,000

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?

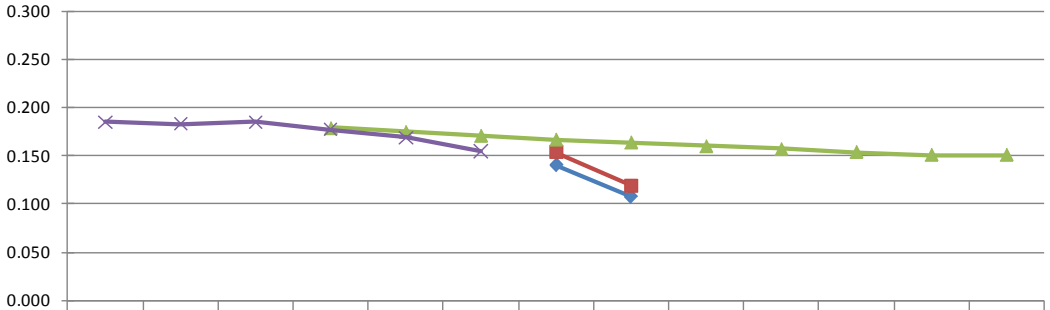
Heavy vehicles continue to be a significant factor in vehicle crashes. The transport of goods across the US is dependent on this growing fleet of vehicles. Also, motorcoaches are becoming an increasingly attractive travel mode for Americans. Research must be done to ensure the performance of these vehicles 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 change 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 Vehicle Miles Traveled



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Projection Min							0.140	0.108					
Projection Max							0.154	0.119					
Target				0.179	0.175	0.171	0.167	0.164	0.160	0.157	0.154	0.151	0.151
Actual	0.185	0.183	0.185	0.177	0.169	0.155							

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

The $100K increase is needed to address several recommendations from NTSB regarding crash avoidance safety systems for trucks and motorcoaches and to support agency regulatory decisions on these technologies. This includes funding to study the possibility of mandating forward collision avoidance and mitigation systems in motorcoaches.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$8,104,000	$10,500,000	$2,396,000

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, research areas include distraction and inattention, impaired drivers (e.g. alcohol), controls and displays as well as additional human factors 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 belt usage, 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 (1) lighting and conspicuity (what do drivers need in order to see and be seen), (2) Driver assistance technologies (what is the best way to present safety warnings to drivers), (3) Evaluating ways to modify unsafe driving behaviors (e.g. distraction and alcohol impairment), and (4) 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 2012 requested level is a 30% increase over 2010. The 2012 program will support the following key program areas:

- Driver Distraction: A key Departmental priority is to comprehensively address the dangerous practice of distracted driving. An increased funding level is needed to support the research initiatives outlined in the NHTSA Distraction Plan. Anticipated distraction research in 2012 includes: Development of distraction guidelines for portable devices as well as in-vehicle systems that use voice interfaces; Conducting studies to evaluate the crash risk of hand held and hands-free cell phones; Performing analysis of naturalistic driving data; Continuing research supporting guidelines and standardization of driver interfaces; and Evaluation of distraction monitoring systems.
- Vehicle controls: Upgrading requirements for vehicle controls (e.g. electronic control systems and pedal placement)
- Pedestrian safety (e.g. quiet cars and pedestrian collision avoidance systems).
- Support Agency decision making (rulemaking or consumer information programs) using the Advanced Collision Avoidance Technology Simulation tools (SIM tools) for the next generation of active safety systems. This will require developing and conducting objective test procedures and driver simulator testing, as well as adapting the SIM tools for the specific new technologies. This may include head-on collision avoidance, pedestrian detection, and intelligent speed adaptation systems.
- Support for V2V and V2I (vehicle communications) research.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$4,498,000	$1,500,000	($2,998,000)

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.

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. NHTSA research must be at the forefront of the research involved in the safety and performance of these systems to best determine the performance requirements of these new systems 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 technologies used in hybrid fuel cell and internal combustion engine vehicles.

- Research and determine safety concerns of high voltage battery electronic control systems.
- Continue battery abuse testing for hybrid and plug-in electric vehicle systems.
- Continue review and testing of safety performance of compressed natural 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.

Vehicle Safety Administrative Expenses

ADMINISTRATIVE EXPENSES

The 2012 Vehicle Safety budget request includes a total budget of $170,708,723 and 452 FTE. Of this amount $91,186,723 is for administrative expenses. Administrative expenses increase $26,069,723 above the 2010 funding level.

In the 2012 request, NHTSA re-allocated its administrative expenses using a methodology based primarily on the Direct FTP allocation for many of its category areas: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. The FY 2012 Administrative Expense increases are a combination of overall charges associated with new FTE and the redistribution of administrative expenses based on the direct FTE allocation. In addition, there are increases to Admin Expenses in Travel, Working Capital Fund, Training, CIO Operations (due to the DOT/OCIO) and Supplies.

Administrative Expense

Program Activity	FY 2010 Actual	FY 2012 Request	FY 2012-2010 Change
Salaries and Benefits	$51,445,969	$64,168,965	$12,722,996
Travel	$538,590	$998,897	$460,307
Transportation of Things	$70,325	$73,546	$3,221
Rent, Communications & Utilities	$4,301,351	$8,395,784	$4,094,433
Printing and Reproduction	$357,642	$0	($357,642)
Other Service	$7,375,944	$16,006,614	$8,630,670
Supplies and Materials	$0	$726,192	$726,192
Equipment	$1,027,179	$816,725	($210,454)
Total Administrative Expense	**$65,117,000**	**$91,186,723**	**$26,069,723**
FTE (includes indirect FTE)	323	452	129
FTP (includes indirect FTP)	352	500	148

Notes:

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

OPERATIONS AND RESEARCH
(liquidation of contract authorization)
(limitation on obligations)
([highway]transportation trust fund)
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Contingent upon enactment of multi-year surface transportation authorization legislation, $133,191,276, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended, for payment of obligations incurred in carrying out operations and research authorized under titles 23 and 49, United States Code, as amended by such authorization: Provided, That funds available for the implementation or execution of operations and research authorized under title 23, United States Code, shall not exceed $133,191,276 in fiscal year 2012: Provided further, That within the $133,191,276 obligation limitation for operations and research, $50,000,000 shall remain available until September 30, 2013 and shall be in addition to the amount of any limitation imposed on obligations for future years. [For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, $117,376,000 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 2011, are in excess of $117,376,000 for programs authorized under 23 U.S.C. 403: Provided further, That within the $117,376,000 obligation limitation for operations and research, $29,737,000 shall remain available until September 30, 2012 and shall be in addition to the amount of any limitation imposed on obligations for future years.] vehicle safety

(liquidation of contract authorization)
(limitation on obligations)
([highway]transportation trust fund)
VEHICLE SAFETY

In addition, contingent upon enactment of multi-year surface transportation authorization legislation, $170,708,723 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 title 49, United States Code, as amended by such authorization: Provided, That funds available for the implementation or execution of functions of the Secretary with respect to traffic and highway safety programs authorized under title 49, United States Code, shall not exceed $170,708,723 in fiscal year 2012: Provided further, That within the $170,708,723 obligation limitation for operations and research, $40,000,000 shall remain available until September 30, 2013 and shall be in addition to the amount of any limitation imposed on obligations for future years: Provided further, That the obligation limitation for fiscal year 2012 shall not apply to the obligation of funds previously made available in other years.

OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT &
VEHICLE SAFETY (in FY 2012)
PROGRAM AND FINANCING SCHEDULE

	Justifications ($000)		
	FY 2010	FY 2011	FY 2012
Description	Actual	CR Annualized	Request
Obligations by program activity:			
Highway Safety Programs	44,403,485	45,769,235	59,807,000
Research and Analysis	25,909,344	27,607,850	44,311,000
Vehicle Safety Research	-	-	170,708,723
National Driver Register	3,991,399	4,116,000	-
Administrative Expenses	34,824,087	34,866,915	29,073,276
Direct program activities, subtotal	109,128,315	112,360,000	303,900,000
Reimbursable Program	16,196,836	25,000,000	25,000,000
Total new obligations	**125,325,151**	**137,360,000**	**328,900,000**
Budgetary resources available for obligation:			
Unobligated balance available, start of year	11,390,659	3,973,157	1,465,051
Adjustment of unobligated bal brought forward, Oct 1	-9,006,029	-	-
Unobligated balance (total)	2,384,630	3,973,157	1,465,051
Contract authority	111,407,000	112,360,000	303,900,000
Unobligated balance of contract authority permanently reduced	-2,299,000		
Contract authority - mandatory (total)	109,108,000	112,360,000	303,900,000
Recoveries of prior year unpaid obligations	488,334	-	-
Collected	18,616,407	-	-
Change in uncollected payments, Federal sources	-1,299,063	-	-
Spending authority from offsetting collections, mand (total)	17,805,678	-	-
Total Budgetary Resources Available	129,298,308	139,026,048	330,365,051
Total new obligations (-)	-125,325,151	-137,360,000	-328,900,000
Unobligated balance available, end of year	**3,973,157**	**1,666,048**	**1,465,051**
New budget authority (gross), detail			
Discretionary			
Appropriation (trust fund)	109,136,916	112,360,000	303,900,000
Appropriations applied to liquidate contract authority	-109,136,916	-112,360,000	-303,900,000
Appropriation (total)	**-**	**-**	**-**
Discretionary spending authority from offsetting collections:			
Reimbursable Program	16,196,836	25,000,000	25,000,000
Mandatory			
Contract Authority	109,214,916	112,360,000	303,900,000
Contract Authority Permanently Reduced	-2,299,000	-	-
Contract Authority (total mandatory)	106,915,916	112,360,000	303,900,000
Total new budget authority (gross)	**123,112,752**	**137,360,000**	**328,900,000**
Change in unpaid obligations			
Unpaid Obligated balance, start of year:	116,542,818	128,680,621	122,611,719
Adjustment to unpaid obligations, brought forward, Oct 1	9,776,570	-	-
Total new obligations	125,325,151	137,360,000	328,900,000
Total outlays (gross)	-143,271,113	-121,534,000	-230,265,000
Recoveries of prior year obligations (-)	-488,334	-	-
Unpaid obligations, end of year (gross)	**107,885,092**	**143,573,621**	**221,047,719**
Outlays (gross), detail			
Outlays from new discretionary authority	74,994,992	64,964,280	176,121,000
Outlays from discretionary balances	50,097,920	56,569,720	54,144,000
Total outlays (gross)	**125,092,912**	**121,534,000**	**230,265,000**

OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT &
VEHICLE SAFETY (in FY 2012)
OBJECT CLASS SCHEDULE

	Justifications ($000)		
	FY 2010	FY 2011	FY 2012
Description	Actual	CR Annualized	Request
Direct Obligations:			
Personnel Compensation:			
Full-time permanent	16,685,440	17,373,576	63,290,966
Other personnel compensation	363,416	1,124,711	2,300,409
Total personnel compensation	**17,048,856**	**18,498,288**	**65,591,375**
Civilian personnel benefits	4,781,596	4,645,413	16,776,775
Travel and Transportation of Persons	454,488	518,663	1,509,268
Rental payments to GSA	6,236,025	6,398,216	8,185,128
Communications, utilities, and miscellaneous charges	1,069,451	1,097,266	3,674,123
Other services	45,912,467	52,485,830	127,312,236
Research and development contracts	32,799,000	27,607,850	79,902,000
Supplies and materials	1,080,375	1,108,474	949,095
Subtotal, Direct Obligations	**109,382,258**	**112,360,000**	**303,900,000**
Reimbursable Obligations:			
Other services from non-federal sources	16,196,836	25,000,000	25,000,000
Subtotal, Reimbursable Obligations	16,196,836	25,000,000	25,000,000
Total new obligations	**125,579,094**	**137,360,000**	**328,900,000**

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 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST	FY 2012 - 2010 CHANGE
Highway Safety Programs *	$ 44,609	$ 44,609	$ 59,807	$ 15,198
Research and Analysis - NCSA**	26,908	26,908	44,311	17,403
Administrative Expenses ***	33,983	33,983	29,073	(4,910)
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (TF)	**$ 105,500**	**$ 105,500**	**$ 133,191**	**$ 27,691**
FTE's:				
Direct Funded	184	184	135	(49)
Reimbursable, allocated, other	-	-	-	-

Note: All funds for the Highway Safety Research & Development Program are from the Trust Fund.
* HSP in 2010 and 2011 does not include $4,967 in Highway Safety Research that was funded through Grants Administrative Expenses.

*In 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund.
**Research and Analysis -NCSA in 2010 and 2011 does not include NOPUS ($1,656) and Program Evaluation ($579) that were funded through Grants Administrative Expenses.
***Administrative expenses and Administrative FTEs within the Agency have been realigned in 2012 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 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST	FY 2012 - 2010 CHANGE
National Driver Register (TF)	$ 2,500	$ 2,500	$ -	$ (2,500)
National Driver Register Modernization (Rebased - GF)	3,350	3,350	-	(3,350)
Administrative Expenses (TF)	1,500	1,500	-	(1,500)
TOTAL NATIONAL DRIVER REGISTER*	**$ 7,350**	**$ 7,350**	**$ -**	**$ (7,350)**
FTE's:				
Direct Funded	9	9	-	(9)
Reimbursable, allocated, other	-	-	-	-

Note: NDR has funding from the TF and from the GF for modernization in 2010 and 2011 only.

*In 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund.

EXHIBIT III - 2

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2011 TO FY 2012
Appropriations, Obligation Limitations, and Exempt Obligations
OPERATIONS AND RESEARCH

HIGHWAY SAFETY RESEARCH & DEVELOPMENT
($000)

ITEM	Change from FY2011 to FY2012	FY 2012 PC&B by Program	FY 2012 FTEs by Program	FY 2012 Contract Expenses	Total
Highway Safety (TF Ob. Lim)					**105,500**
Adjustments to Base					
FY 2012 #FTE Per Program Increase	(3,123)	(3,123)	(49)		(3,123)
Annualization of FY 2011 Pay Raise	-	-			-
Annualization of FY 2011 FTE	-	-			-
FY 2012 Pay Raise	-	-			-
One Less Compensable Day	(70)	(70)			(70)
GSA Rent	(3,646)	-			(3,646)
WCF	3,683	-			3,683
Inflation	26	-			26
Program Increases/Decreases	(1,779)	-			(1,779)
					-
Subtotal, Adjustment to Base*	**(4,910)**	(3,193)	(49)	-	**(4,910)**
Program Increases/Decreases**	32,601	-	-	32,601	**32,601**
Total FY 2012 Request	**27,691**	**(3,193)**	**(49)**	**32,601**	**133,191**

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

** In 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development account.

EXHIBIT III - 2

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2011 TO FY 2012
Appropriations, Obligation Limitations, and Exempt Obligations

NATIONAL DRIVER REGISTER
($000)

ITEM	Change from FY2011 to FY2012	FY 2012 PC&B by Program	FY 2012 FTEs by Program	FY 2012 Contract Expenses	Total
National Driver Register (TF Ob. Lim.)					**4,000**
National Driver Register (GF)					**3,350**
Adjustments to Base					
FY 2012 #FTE Per Program Increase	(1,153)	(1,153)	(9)		(1,153)
Annualization of FY 2011 Pay Raise					
Annualization of FY 2011 FTE	-	-			-
FY 2012 Pay Raise	-	-			-
One Less Compensable Day		-			-
GSA Rent	(326)	(326)			(326)
WCF	-	-			-
Travel	(21)				(21)
Program Increases/Decreases	-	-			-
Subtotal, Adjustment to Base	**(1,500)**	-	-	-	**(1,500)**
Program Increases/Decreases	(5,850)	-	-	(5,850)	**(5,850)**
Total FY 2012 Request*	**(7,350)**	**-**	**-**	**(5,850)**	**(7,350)**

* In 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance Statement

The FY 2012 budget request includes $133,191,276 for behavioral research activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll by research into highway safety issues, and the development of effective countermeasures. These driving issues include licensing, alcohol- and drug-impaired driving, older drivers, and motorcycle safety; safety of occupants, such as occupant protection, seat belts, pupil transportation; non-occupants, such as pedestrians and cyclists; emergency medical services; emerging traffic safety issues; and continued maintenance/improvement of the efficiency of vehicle crash data bases.

FY 2012 – Highway Safety Research and Development

$133,191,276

Program Activity	FY 2010 Actual	FY 2012 Request	Changes FY 2010 - 2012
Highway Safety Research and Development*	$44,609,000	$59,807,000	$15,198,000
National Center for Statistics and Analysis*	$26,908,000	$44,311,000	$17,403,000
HSRD Administrative Expenses	$33,983,000	$29,073,276	($4,909,724)
TOTAL	**$105,500,000**	**$133,191,276**	**$27,691,276**

*In FY 2012, includes $5,000,000 and $1,700,000 for Highway Safety Research and NOPUS, respectively, which were previously included in Highway Safety Grant Administrative Expenses.

Highway Safety Programs: ($59,807,000)

- 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, 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. Additionally, NHTSA's highway safety programs support DOT's Livability goals through programs designed to keep pedestrians and bicyclist safe on our roadways. In FY 2012, the National Driver Register (NDR) is eliminated as a separate account and moves to the Highway Safety Research and Development fund.

Research and Analysis - NCSA: ($44,311,000)

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 trends, development of alternative solutions, and the assessment of costs, benefits, and effectiveness.

Highway Safety Research and Development Administrative Expenses: ($29,073,276)

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the agency's Highway Safety Research and Development programs. Included herein are the costs associated with the salaries and benefits of NHTSA employees who directly and indirectly support these programs together with other related expenses such as transportation, rent, communications, utilities, printing, supplies, and equipment. This amount includes a realignment of FTE's 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 2012:

- **Medical Clearinghouse**: The proposed Driver Licensing and Medical Fitness to Drive Clearinghouse, requested at $2M 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 new initiative is a drawdown of $2.5 million from Section 402 Grants for a Cooperative Research and Evaluation Program that would significantly increase the range of innovative and evidence-based program options available to address the highway safety issues confronting States.
- **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 Transportation Safety Institute (TSI), a component of the Department's Research and Innovative Technology (RITA) Administration, NHTSA 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 $2.5M 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.
- **National Driver Register**: In FY 2012, the National Driver Register (NDR) is eliminated as a separate account and moves to the Highway Safety Research and Development fund.

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

FY 2012 – HIGHWAY SAFETY PROGRAMS
$59,807,000

Program Activity	FY 2010 Actual*	FY 2012 Request	Changes FY 2010 - 2012
Impaired Driving	$11,456,000	$12,000,000	$544,000
Drug Impaired Driving	$1,488,000	$1,637,000	$149,000
Safety Countermeasures	$4,345,000	$4,780,000	$435,000
National Occupant Protection	$10,282,000	$11,996,000	$1,714,000
Enforcement and Justice Services	$3,501,000	$3,851,000	$350,000
Emergency Medical Services	$2,144,000	$2,391,000	$247,000
Enhanced 9-1-1/ National 9-1-1 Office	$1,250,000	$1,375,000	$125,000
National Emergency Medical Services Information System	$1,500,000	$2,000,000	$500,000
Driver Licensing	$1,002,000	$1,118,000	$116,000
Highway Safety Research*	$7,541,000	$13,049,000	$5,508,000
International Program	$100,000	$110,000	$10,000
Medical Clearinghouse	$0	$2,000,000	$2,000,000
National Driver Register**		$3,500,000	$3,500,000
Total* **	**$44,609,000**	**$59,807,000**	**$15,198,000**

**Excludes funding from Grant Administrative Expenses in FY 2010 and FY 2011.*
***In 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund. NDR was funded at $4M in TF and General Funds of $3.35M for modernization in FY 2010.*
****Cooperative Research and Evlauation ($2,500,000) and Traffic Safety Core Competencies Training ($2,500,000) are new draw-downs in FY 2012 from the Section 402 Grants and are not reflected in the Highway Safety Research & Development total.*

In FY 2012, we are requesting $59,807,000 for Highway Safety Programs, which is an increase of $15,198,000 over the FY 2010 funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives, such as:

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.

Drug Impaired Driving

- Develop improved drug impaired driving countermeasures.

Safety Countermeasures

- Create an updated child pedestrian safety video *and Keep on Looking.*
- Promote *Standardized Pedestrian Crosswalk Enforcement Guidelines* through law enforcement agencies.
- Develop an implementation guide to encourage use of agency older driver tools and materials to be distributed to social service agencies, law enforcement and Area Agencies on Aging.
- Support a State motorcycle graduated licensing program in pilot state(s).

National Occupant Protection:

- Promote the new November *Click or Ticket* campaign to the remaining 24 States and to develop new enforcement countermeasure strategies for law enforcement to address fatalities in suburban areas where a significant portion of motor vehicle fatalities are occurring.

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).

Emergency Medical Services

- Continue implementation of the National EMS Education Agenda,
- Initiate a Culture of Safety for EMS providers and their patients and
- 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.

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.

National EMS Information System

- 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 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.

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 our research into behavioral issues regarding driver distraction (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 their keeping their eyes on the forward roadway when driving.

Cooperative Research and Evaluation Program

- Start this cooperative research and evaluation program with the States.

What Is This Program?

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$11,456,000	$12,000,000	$544,000

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 first offenders, and
- closely monitor high risk (e.g., repeat and high Blood Alcohol Content (BAC)) offenders.

We also provide 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 *Over the Limit. Under Arrest* mobilization planners and results, and resource guides is available at www.stopimpaireddriving.org.

Why Is This Particular Program Necessary?

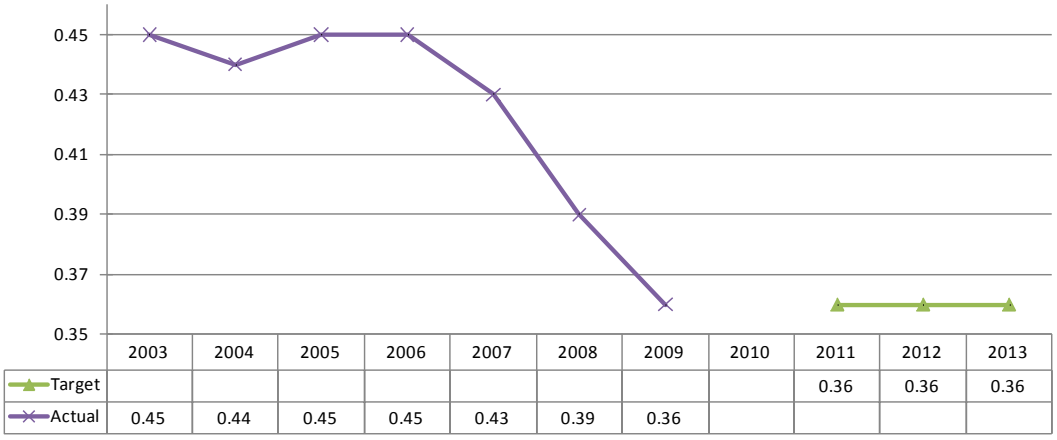
Nearly one-third of traffic fatalities each year occur in crashes that involve an impaired driver (in which a driver or motorcycle rider had a blood alcohol concentration, or BAC, of .08 or greater). A strong national impaired driving program provides technical assistance to States and communities so that they can effectively reduce the impaired driving problem. Approximately one-third of impaired driving offenders are subsequently arrested again for impaired driving. Therefore, appropriate sentencing and supervision are critically important. However, according to Fatality Analysis and 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, 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 Driving While Intoxicated (DWI) courts reduce recidivism dramatically.

NHTSA Safety Intermediate Outcome Measure

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



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Target									0.36	0.36	0.36
Actual	0.45	0.44	0.45	0.45	0.43	0.39	0.36				

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

Nearly 10,839 people died in impaired driving crashes in 2009. Although the number of impaired driving fatalities has decreased along with overall fatalities over the last two 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 New Mexico model.

In FY 2012, the Impaired Driving Program will develop and demonstrate further countermeasures to reduce the incidence of impaired driving. These efforts will include:

- Demonstrate the use of a combined message that addresses both impaired driving and seat belt use to maximize public awareness
- Demonstrate various models of high visibility enforcement, including the use of multiple waves, the application of a sustained enforcement model and use of data-driven law enforcement deployment approaches
- Develop and implement a high visibility enforcement model that focuses on young drivers and provides guidance for parents on critical role they play in enforcing family rules
- Facilitate coordination of ignition interlock program results and activities across the country and establish a resource center for their use in overseeing interlock programs
- Provide technical assistance to States to promote enhanced ignition interlock programs, improved reporting of BAC testing results and adoption of model impaired driving information systems (MIDRIS)
- Use Law Enforcement Liaisons, Traffic Safety Resource Prosecutors, Judicial Outreach Liaisons and Fellows to actively promote use of the high visibility enforcement model, ignition interlocks and DWI courts, 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 comprehensive statewide impaired driving programs following the New Mexico model.

FY 2010 Actual	FY 2012 Request	Change FY 2010-2012
$1,488,000	$1,637,000	$149,000

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 DEC and 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 2012 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 "NIDA 7" 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 impair driving.
- Delivery of updated training to law enforcement in Drug Evaluation and Classification (DEC) and Advanced Roadside Impaired Driving Enforcement (ARIDE).
- Increasing the number of State JOLs. Deliver updated training, education and technical assistance to prosecutors and judges through the network of 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.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$4,345,000	$4,780,000	$435,000

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. In 2008 (latest data available), these population groups accounted for 42.8% (15,936) of all highway fatalities (37,261). We provide 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. Motorcycle rider fatalities 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.

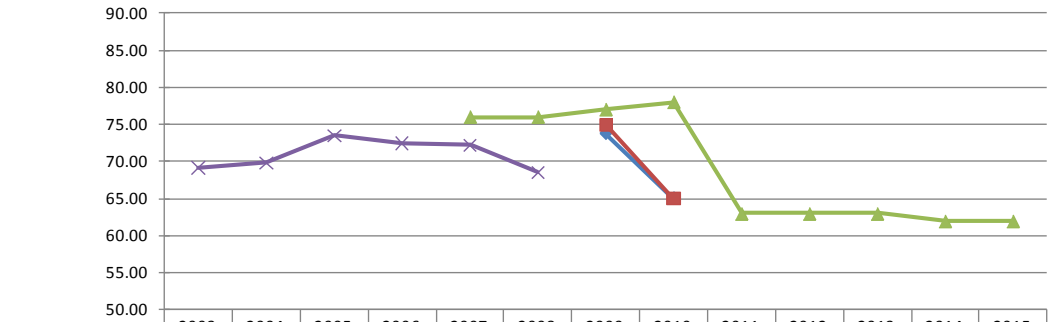
How Do You Know The Program Works?

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 programs 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
	State of Utah Functional Ability in Driving : Guidelines and Standards for Health Care Professionals	http://www.nhtsa.gov/people/injury/olddrive/utah/Utah_introduction.htm

DOT Strategic Goal: Safety

Motorcyclist Fatalities per 100,000 Motorcycle Registration

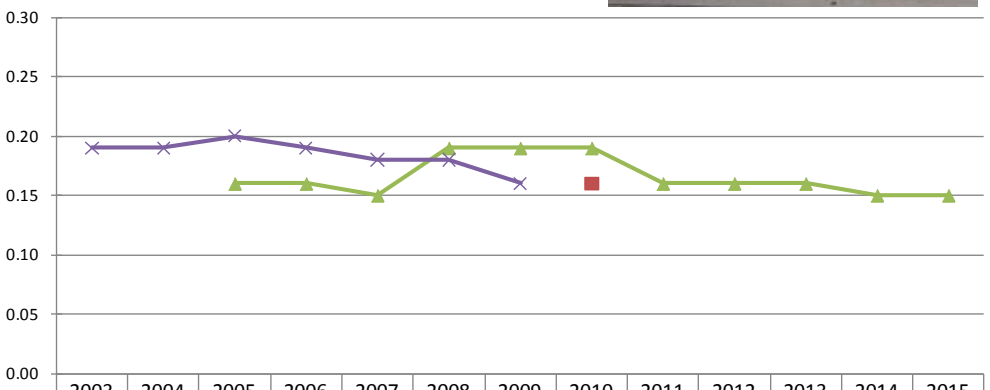


	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Projection Min							73.75	65.00					
Projection Max							74.96	65.00					
Target					76.00	76.00	77.00	78.00	63.00	63.00	63.00	62.00	62.00
Actual	69.16	69.83	73.48	72.42	72.20	68.51							

Pedestrians and Bicyclists

DOT Strategic Goal: Safety

Non-Occupant Fatalities per 100 Million VMT



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Projection Min								0.16					
Projection Max								0.16					
Target			0.16	0.16	0.15	0.19	0.19	0.19	0.16	0.16	0.16	0.15	0.15
Actual	0.19	0.19	0.20	0.19	0.18	0.18	0.16						

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

The FY 2012 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:

- 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
- Promote *Medical Fitness Guidelines* for State driver licensing practices, including development of a new implementation guide to encourage use of agency older driver tools and materials.
- Establish an older driver clearinghouse to provide information on all elements of older driver safety and provide technical assistance to the public on older driver issues
- Support initiation of a State motorcycle graduated licensing program in pilot states.
- Conduct a State demonstration program to develop new strategies and tactics for law enforcement to reduce motorcycle crashes and related injuries and fatalities
- Conduct High Visibility Enforcement demonstration programs in selected sites to reduce impaired motorcycle operation
- Publish revised *Motorcycle Operator Licensing Manual* and promote the use of updated motorcycle operator licensing knowledge tests.
- Conduct State pedestrian and motorcycle safety program assessments
- Create updated child pedestrian safety video *And Keep on Looking* to Safe Routes to School programs
- Release and promote *Standardized Pedestrian Crosswalk Enforcement Guidelines* through law enforcement agencies
- Complete enforcement and educational activities in focus city/focus state pedestrian safety demonstration sites
- Develop an implementation guide 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 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$10,282,000	$11,996,000	$1,714,000

The National Occupant Protection Program directly supports our overall safety goal of reducing highway fatalities by increasing use of age appropriate occupant restraint devices. We conduct 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. We provide occupant protection research, program guidelines, National *Click it or Ticket* mobilization planners, and other resources to help State and local communities to increase seat belt, child safety seat and booster seat use at www.nhtsa.gov/Driving+Safety/Occupant+Protection.

Why Is This Particular Program Necessary?

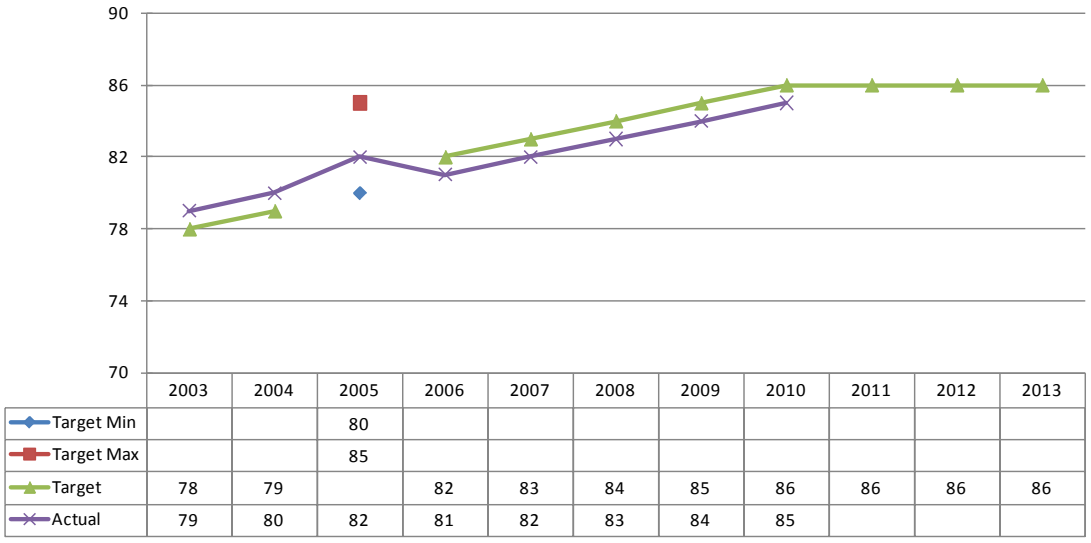
Proper use of vehicle occupant protection systems is the best protection in the event of a crash. Occupant restraint use has risen gradually for the past several years; however belt use in serious crashes remains relatively low. In 2009, 12,432 of those killed in crashes were unrestrained. An additional 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, 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 is 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

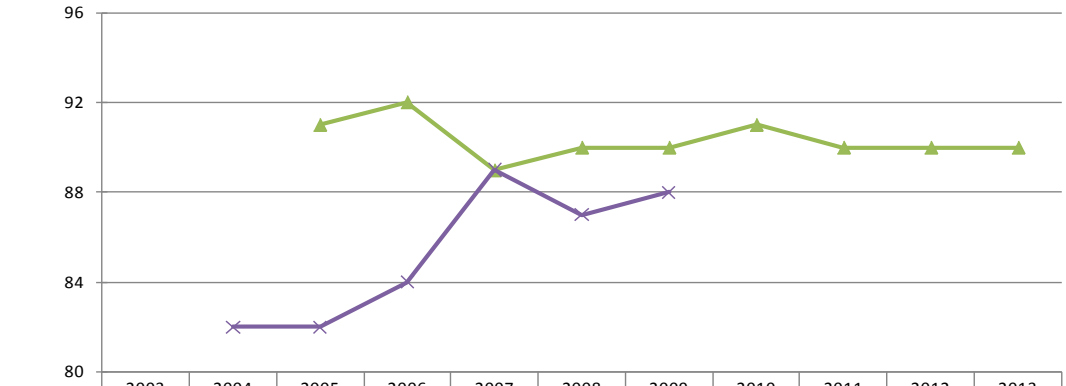
Percent of Front Seat Occupants Using Shoulder Harness Seat Belts



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Target Min			80								
Target Max			85								
Target	78	79		82	83	84	85	86	86	86	86
Actual	79	80	82	81	82	83	84	85			

NHTSA Safety Intermediate Outcome Measure

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



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Target			91	92	89	90	90	91	90	90	90
Actual		82	82	84	89	87	88				

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

In FY 2012, NHTSA requests an additional $1,714,000 to augment the Occupant Protection Program, with a heightened emphasis on the hardest-to-reach non-belt users, such as nighttime, rural, minority, and young adult vehicle occupants, and distracted driving. In addition, we will pursue further increases in overall seat belt and child restraint use by continuing to support 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.

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 Secretary has exerted national leadership in identifying and leading efforts to address this emerging safety problem that had not been anticipated in Departmental budgets and the Department has shown flexibility in identifying resources necessary to address the safety threat.

In FY 2012, funds would be used to publish "best practices" from the State demonstration programs, which will help other communities to develop effective distracted driving programs. The agency also plans to thoroughly evaluate these practices to ascertain effectiveness of both programmatic and communication strategies.

NHTSA would also use funds to provide guidance and educational material for the distracted driving grant program proposed in FY 2012. Funds would also be used to develop and refine a national paid media/messaging campaign. In addition, these funds would be used to support efforts to maintain and support a distraction web page as a clearinghouse for information for State and local decision makers. Specifically, we requests funds to:

- Promote the benefits of conducting nighttime seat belt enforcement and further integrate nighttime seatbelt enforcement in the national CIOT campaign.
- 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.).
- Develop programs to reduce suburban unrestrained fatalities since recent data show that nearly 75 percent of traffic fatalities fall within a short radius of urban areas.
- Partner with School Resource Officers in high schools to develop strategies for increasing teen seat belt use.
- 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).
- 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.
- Identify, evaluate and publish "best practices" of the s*tatewide* 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 and to alter driver behavior to reduce the incidence of distracted driving.
- Develop guidance for establishing new state distracted driving laws to reduce distraction crashes, fatalities and injuries and facilitate eligibility for the new Distracted Driving Grant Program.
- Develop 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.
- Create distracted driving training for private sector and the general public and make available on-line.
- 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 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$3,501,000	$3,851,000	$350,000

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. We collaborate with the Department of Justice and other law enforcement partners to employ a comprehensive approach to improving traffic safety, which includes such key initiatives s as Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) and training and technical assistance to prosecutors and judges. We provide 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?

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 a data-driven demonstration program to combat speeding in rural areas are needed to reduce identified safety problems and help states reach traffic safety performance goals.

How Do You Know The Program Works?

Results from the DDACTS case studies completed in FY 2010 demonstrated the 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 affects the use of existing resources. This initiative, along with the continued use of HVE, prosecutorial and judicial training, and Driving While Intoxicated (DWI) courts results in improved safety and enhanced quality of life 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?

The additional funds requested for FY 2012 will support the expansion of DDACTS, which is crucial to re-establishing traffic safety as a core component of effective law enforcement agency overall programs. Law enforcement agencies are more willing to recognize the value of traffic law enforcement when it can show a positive effect in reducing overall community social harm. Without the additional funding, we will delay the initiation of demonstration projects establishing the effect of young males speeding in rural areas, especially before and after school, and while driving distracted, primarily through texting and cell phone usage.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$2,144,000	$2,391,000	$247,000

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. 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. We provide 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%. Counties with coordinated systems for trauma care have been shown to have crash fatality rates as much as 50% 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?

In FY 2012, the Office of EMS will take essential steps in improving the efficiency and effectiveness of the nation's EMS system. Without additional requested funding NHTSA would delay implementation of an educational program in Advanced Automatic Collision Notification (AACN) for EMS personnel and 911 call centers, as well as, delay identification of EMS performance measurements and pilot testing.

Specific FY 2012 efforts will include:

- 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.
- 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 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.
- Through the *National EMS Assessment* identify gaps in EMS services and/or in data and develop strategies for addressing them.
- Continue coordination with Federal partners to assure the inclusion of EMS and 911 providers in preparedness efforts at the local, State and Federal levels.
- Implement an educational program in Advanced Automatic Collision Notification for EMS providers and 911 call centers.
- Identify EMS performance measurements and conduct pilot tests in the use of performance standards and benchmarking.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$1,250,000	$1,375,000	$125,000

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 in 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?

FY 2012 funding for the National 911 Program will provide funding to support continued refinement of the 911 system to support emergency response. Without additional requested funding we will not develop 911 authority and Public Safety Answering Point (PSAP) manager training to prepare for new responsibilities related to migration to Next Generation 911.

Specific FY 2012 activities include:

- 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 Federal government 911 information.
- Developing 911 authority and PSAP manager training to enhance community use of 911 services.
- Developing NG911 training program and strategies for its nation-wide implementation.
- Conducting two State 911 assessments to perform an independent analysis of the State's 911 system and to make recommendations for its improvement.
- Monitoring State implementation of Model 911 legislation and publish an initial compliance report.
- Developing an AACN PSAP Personnel education program and conducting two pilot courses.
- Administering the ENHANCE 9-1-1 Act of 2004 grant program including continued oversight and evaluation of the twenty nine (29) State 911 grants.
- In coordination with CDC, providing assistance to PSAPs in developing guidance/strategies to address H1N1 and other potential pandemics.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$1,500,000	$2,000,000	$500,000

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.

In FY 2012, the NHTSA Office of EMS will increase support for nationwide standardization and acquisition of critical EMS patient care data through the NEMSIS by doing the following:

- Continuing operation of the NEMSIS Technical Assistance Center to expand the National EMS Database with EMS response and patient outcome records.
- Increasing from 35 to 40 the number of States that contribute data to NEMSIS.
- Continuing implementation of NEMSIS Version 3.0 to refine provider data reporting and information.
- Continuing effort 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.

Without additional requested funding, NHTSA would not develop the NEMSIS-based quality improvement tool kits for local EMS providers.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$1,002,000	$1,118,000	$116,000

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 before 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 risks 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 and 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 confirm 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?

The FY 2012 Driver Education and Teen Safety Program will focus resources on several key issues, including:

- Monitoring and assessment of state compliance with new national standards for driver education program design. Case studies will be initiated in 5 to 10 states to identify best practices for implementing the National Standards for Driver Education that were completed in FY 2010.

- Identification of obstacles to GDL and driver licensing law enforcement and approaches for overcoming these obstacles. Proactive enforcement increases the likelihood that suspended drivers or GDL drivers will comply with the law. Demonstration programs will be initiated in selected states with high crash rates. These states will deploy enforcement approaches, particularly with regard to GDL drivers, intended to increase compliance.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$12,508,000*	$13,049,000	$541,000

**Includes $4,967,000 from Grant Administrative Expenses in FY 2010 and FY 2011, which has been realigned in FY 2012 to be funded out of Highway Safety Research and Development.*

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 BAC limit, advancement of Graduated Driver Licensing (GDL) 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 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.

In FY 2012, the Highway Safety Research Program will include:

Impaired Driving

- Initiate 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

- Continue to measure the prevalence of drug use by drivers and the increase risk of crash involvement due to drug use by drivers.

Occupant Protection

- Initiate a study to calculate the economic benefits to a State that has upgraded their seat belt law to primary enforcement status.
- Initiate research using highly reflective seat belts in a corporate fleet to assess whether increased visibility affects seat belt usage

Pedestrian Safety

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

Motorcycles

- Evaluate the use of high visibility enforcement in reducing alcohol-impaired motorcycle riding, and continue to investigate the effects of motorcycle safety training on rider skills and crashes.

Older Drivers

- Continue research into the effects of medical conditions on driving performance.
- Initiate research to examine aging and driving among minority populations.

Young and Novice Drivers

- Continue a field test to train young drivers to keep their eyes on the forward roadway and assess the retention of attention maintenance behaviors in young drivers.
- Conduct a meta-analysis of Graduated Driving Licensing systems in the 50 States.

Distracted Driving

- Complete a statewide distracted driving demonstration program evaluation.
- Conduct a nationally representative distracted driving telephone survey.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$100,000	$110,000	$10,000

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/ Economical Commission for Europe (UN ECE) Working Group1, 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 2012, the Behavioral International Program will take important steps in furthering international cooperation, including:

- Initiate development of a good practice manual on pedestrian safety, in collaboration with appropriate international organizations.
- Develop training modules to support the good practice manuals (e.g., impaired driving, occupant protection, speeding, helmet use, data) made available to mature and emerging nations.
- Support activities of UN ECE (WG.1) on Road Traffic Safety, UNRSC, and WHO, 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 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$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 to 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 recently released *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 2012, the Driver Licensing and Medical Fitness to Drive Clearinghouse will be established to 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 2012 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.
- Designing and developing the electronic site that will house the clearinghouse.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$5,850,000	$3,500,000	-$2,350,000

(NOTE: In 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund. Includes $3,350,000 for modernization in FY 2010. This amount does not reflect the NDR administrative expenses.

In FY 2012, NDR is eliminated as a separate account, and moves to the Highway Safety Research and Development fund. The 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 making hiring and certification decisions. 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 "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 also 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 2009 the NDR processed over 84 million transactions from State and Federal users, identifying 8.9 million probable problem drivers many of who were convicted of driving under the influence of drugs or alcohol. This is a 78% increase in use of the NDR by the States since 2002. The NDR is a mission critical system in NHTSA and currently contains 48 million pointer records in the system.

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

NHTSA is requesting $3,500,000 in program funding to operate the NDR in FY 2012. This is a $2,350,000 reduction from the FY 2010 funding level. The implementation of the modernized NDR system will occur in 2011. Bringing the new server-based system on-line allows the legacy mainframe to be taken off-line, after parallel testing, and not operated any longer. During FY 2012 only the new system will be operated.

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***

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$0	$2,500,000*	$2,500,000

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

This new program is 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 FHWA with AASHTO (American Association of State Highway and Transportation Officials) 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 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 identify and evaluate innovative programs that are currently unproven would not be initiated. States would have a reduced ability to make data-driven program and funding decisions.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$0	$2,500,000	$2,500,000

**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 specific 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 (RITA) Administration, NHTSA 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 from State and Community formula Grant funding (see Sec 402) to provide a stable funding source to develop a cadre of professional highway

Why Is This Particular Program Necessary?

The Nation invests more than $650M 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 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 the 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 2012, 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% more hands on courses than currently offered.
- Develop new distance learning options in order to meet State and local needs.

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

What Do I Need To Know Before Reading This Justification?

- NOPUS/Occupant Protection Surveys – In FY 2012, this program consolidates occupant protection surveys support. Funding for NOPUS was formerly funded out of Highway Traffic Safety Grant Administrative Expenses.
- Regulatory Analysis/Program Evaluation – Prior to FY 2012, this program was funded out of Administrative Expenses. In FY 2012, this program is realigned to be funded as part of the NCSA program.

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

FY 2012 – NATIONAL CENTER FOR STATISTICS AND ANALYSIS
$44,311,000

Program Activity	FY 2010 Actual*	FY 2012 Request	Changes FY 2010 - 2012
Traffic Records	$1,650,000	$1,650,000	$0
Fatality Analysis Reporting System (FARS/FastFARS)*	$8,472,000	$11,210,000	$2,738,000
National Automotive Sampling System	$12,530,000	$19,686,000	$7,156,000
State Data Systems	$2,490,000	$2,861,000	$371,000
Special Crash Investigations	$1,700,000	$2,204,000	$504,000
Data Analysis	$1,666,000	$2,850,000	$1,184,000
NOPUS/Observational Occupant Protection Use Surveys***	$1,656,000	$2,800,000	$1,144,000
Regulatory Analysis / Progam Evaluation****	$579,000	$1,050,000	$471,000
Total	**$30,743,000**	**$44,311,000**	**$13,568,000**

**In FY 2010, reflects $1,300,000 funded from the Vehicle Safety account. FY 2012 includes database consolidation initiative.*
***In FY 2010, reflecst $300,000 funded from the Vehicle Safety account.*
****not funded under NCSA (Highway Safety Research and Development) in FY 2010 and FY 2011; previously funded from Grant Administrative Expenses.*
*****not shown under NCSA (Highway Safety Research and Development) in FY 2010 and FY 2011; previously funded from Administrative Expenses.*

In FY 2012, we are requesting $44,311,000 for NCSA programs, which is an increase of $13,568,000 over the FY 2010 funding level. Funding at this level will allow us to maintain our core programs and take on several new initiatives. Key initiatives include:

Traffic Records

- Modifying and enhancing the traffic record assessment process by updating relevant assessment documents, expanding assessment team roster and encouraging cross modal participation in the process.
- Identifying "best practices" by States for improvements implemented in their traffic records systems.
- Completing the revision of the 2006 Traffic Records Advisory and initiate a marketing plan for the new advisory.
- Promoting the National Information Exchange Model (NIEM) for State traffic records data transfer in a unified format.
- Providing 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.
- Producing State "Tri-Data" reports, a synopsis of a State's most recent Traffic Records Assessment, Section 408 Data Improvement grant application, and Traffic Records Strategic plan.

FARS

- Provide the FastFARS data to publish quarterly and annual projections of motor vehicle traffic fatalities.
- Continue to improve methodologies for data collection; quality and faster dissemination for decision-makers use.

National Automotive Sampling Systems (NASS)

- Initiate a sample redesign for NASS that will identify the optimal data collection locations. $6M of the NASS increase is for a significant expanded data collection, network and operation.
- Provide a nationally representative sample of data from approximately 5000 crashes at 24 crash research sites.
- Provide data for internal and external analysis to identify the primary factors related to the source of crashes and outcomes to develop and evaluate countermeasures and measure progress in reducing crashes and their severity.

Modernization & Consolidation

- Initiate Modernization & Consolidation (ModCon) of the National Automotive Sampling System's (NASS) Electronic Data System (EDS) and the Fatality Analysis Reporting System (FARS)

State Data Systems

- Publish and updated CODES States "Best Practices" Report
- 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 promote the adoption of the Model Minimum Uniform Crash Criteria (MMUCC) by States as their basic police reported crash data set. Publish the fourth edition of the MMUCC guideline.

Special Crash Investigations

- Conduct crash investigation in key areas,
    - Identifying unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research.
    - Back over crashes specifically those events involving sensing systems and cameras.
    - 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).
    - Crash investigations support for vehicle electronics research.
    - Event data recorders.
    - Performance of child safety seats, especially in vehicles equipped with LATCH.

Data Analysis

- Complete a revamp of the patchwork of data web pages that have not been updated for more than 10 years.
- Begin development of an enhanced web-based analytical/mapping tool for end users to generate statistics and location maps of crashes of interest.

NOPUS/Observational Occupant Protection Use Surveys

- Initiate a sample re-design for NOPUS.
- Initiate a State Belt Use Survey sample frame development.

Regulatory Analysis/Program Evaluation

- Complete the analysis of the societal cost of motor-vehicle crashes.
- Complete the evaluation of Lower Anchorages and Tethers for Children (LATCH) and other child restraint systems.

- Complete the regulatory impact analyses of fuel economy for 2016-2019 heavy trucks and 2017-2021 passenger vehicles.
- Begin surveys to evaluate the actual on-road functional performance of advanced crash-avoidance technologies such as lane departure warning systems and lane-keeping systems.

What Is This Program?

NCSA **Traffic Records**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$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, citation/adjudication, driver licensing, vehicle registration, injury surveillance and roadway information. These data systems provide the data that are used by NHTSA to administer its programs as a data-driven agency. State traffic records also are the essential building blocks for the implementation and evaluation of State highway safety policy and programs. Additional information on our Traffic Records program can be found at www.nhtsa.gov/people/perform/default.htm.

Why Is This Particular Program Necessary?

Data from State traffic records systems are used by the States for developing their highway safety plans, assessing performance, and to quantify improvements from highway safety countermeasure programs. Since the quality of State Traffic Records systems is often quite varied, and is hampered by lack of adequate technical and financial resources, the Traffic Records program provides technical assistance and supports the Section 408 data improvement grant program.

How Do You Know The Program Works?

States must quantify improvements in one or more of their traffic records systems to qualify for subsequent year Section 408 Data Improvement Grant monies. Currently, every state that has applied for a grant has qualified and measurable progress has been documented. Additionally, a technical program assessment is conducted every five years as a requirement of Section 408. A recently published GAO report stated that "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 they visited had implemented projects to improve data systems such as switching to electronic data reporting and adopting forms consistent with national guidelines such as Model Minimum Uniform Crash Criteria (MMUCC).

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

The FY 2012 request for the Traffic Records program is $1,650,000. With funding at this level the Traffic Records program will assist States with efforts to improve their traffic records systems. We will:

- Provide technical assistance to benchmark the current state of their traffic records systems and to provide recommendations on ways to improve each of the six core systems via traffic records assessments.
- Develop technical training for State traffic records data users and policy makers.
- Modify and enhancing the traffic record assessment process by updating relevant assessment documents, expanding assessment team roster and encouraging cross modal participation in the process.
- Identify "best practices" by States for improvements implemented in their traffic records systems.
- Monitor the effectiveness of States' executive level Traffic Records Coordinating Committees (TRCCs).
- Assist with the Agency review of the Sec. 408 State data improvement grant applications.
- Complete the revision of the 2006 Traffic Records Advisory and initiate a marketing plan for the new advisory.
- Promote the National Information Exchange Model (NIEM) for State traffic records data transfer in a unified format.
- 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 Data Improvement grant application, and Traffic Records Strategic plan.

NCSA **Fatality Analysis Reporting System (FARS) /FastFARS**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$8,472,000*	$11,210,000	$2,738,000

**includes $1.3M funded in Vehicle Safety in FY 2010.*

FARS is the sole source for standardized, State-documented, information on a national census of police-reported traffic crashes in which at least one fatality occurred. 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 is available on our website at www.nhtsa.gov/FARS.

Why Is This Particular Program Necessary?

Data collected in FARS is 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 usage 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.

The program provides the necessary data for the agency and Department strategic plans by providing data that are utilized in creating the metrics which are used to track performance of NHTSA's activities under the Department and performance targets.

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. This data is used to:

- Identify trends in highway safety problem areas and measure progress;
- Provide 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; and
- Provide science-based Healthy People 2010/2020, 10-year national objectives for promoting health and preventing disease related to motor vehicle crashes.

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

In FY 2012, we request $11,210,000 for FARS, which is an increase of $2,738,000 over FY 2010 funding. This will sustain the cost of living increases in the State cooperative agreements and sustain the quality control initiative started as a result of additional funding provided by Congress beginning in FY 2009.

Effective with the 2010 data collection year, NHTSA began the process of integrating core data elements in the FARS and National Automotive Sampling System (NASS) General Estimates System (GES) databases. This is in support of a longer term goal of having a single database that holds data from both systems.

In FY 2012, 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 2011 file and 2010 final file available to the public.
- Provide the FastFARS data to publish quarterly and annual projections of motor vehicle traffic fatalities.
- Continue to improve methodologies for data collection; quality and faster dissemination for decision-makers use.
- Based on current project plans, the development, implementation, testing and acceptance and implementation of the modernization and consolidation project are three years away. A discussion of ModCon follows.

Modernization & Consolidation (ModCon) of NASS's Electronic Data System (EDS) and Fatality Analysis Reporting System (FARS) (A portion of the ModCon (IT) is included under the FARS request.)

Included in the FY 2012 request are funds that will allow us to modernize and consolidate the our information technology databases in the Electronic Data System (EDS) and the Fatality Analysis Reporting System (FARS) into a single enterprise architecture database that will meet

future data security, collection, storage and distribution requirements. This updated crash data network would be utilized for all our data collection and storage infrastructure past, present and future programs.

The modernization of the current EDS and FARS systems will reduce the overall risk of system failure given the legacy aspects of both systems (infrastructure, architecture, development environment, data products delivery system, etc) and allow both systems to provide modernized output tools, products and services to all data customers, internal as well as external.

The consolidation of the current EDS and FARS systems will provide increased data linkage between the two individual systems while providing future cost and labor savings to the Agency in managing, hosting and supporting a single IT Investment rather than two individual systems.

Modernization and consolidation of EDS and FARS will also produce a technologically modern data collection, data processing and data output environment that is far more adaptable to current and future trends for collecting, storing and distributing data. Modernization will also greatly reduce the risk of compromising critical and sensitive data that is an inherent risk in a legacy, client-server, and distributed network.

Based on current project plans, the development, implementation, testing and acceptance and implementation of the modernization and consolidation project are three years away.

The proposed sequence of activity for FY 2012 – FY 2016 would be:

- Procurement process and contract award
- Continue project planning and IT Investment management (concurrent with procurement)
- Phase 1 – Assess the current EDS and FARS IT investments with regard to all aspects of infrastructure, operating environment, hardware, software, processes and procedures.
- Phase 2 - Produce alternatives for modernization and consolidation. Alternatives must conform to agency guidelines and templates and must consider project parameters detailed within the General Requirements
- Phase 3 – Development of project plan based on selected/approved modernization and consolidation alternative
- Phase 4 – Implementation of project plan to include legacy conversion, new development, etc.
- Phase 5 – Testing and acceptance of approved alternative based on project plan acceptance criteria.
- Phase 6 – Training
- Phase 7 – Transition from current EDS/FARS systems to replacement system

ModCon Budget Requests/Projections

($000)

Program	2012	2013	2014	TOTAL
Mod/Con	$1,500	$4,000	$4,500	$10,000

NCSA **National Automotive Sampling System**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$12,530,000*	$19,686,000	$7,156,000

**Includes $300K funded in Vehicle Safety in FY 2010.*

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 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.

Why Is This Particular Program Necessary?

NASS CDS is the sole source for nationally representative in-depth data on 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 is the sole source for trends on the number and severity of crash related non-fatal injuries in the United States.

The program provides 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.

How Do You Know The Program Works?

NASS data are used by government, industry, and academia in the US and around the world. Numerous users of NASS CDS data have requested NHTSA to expand NASS data collection from its 24 Primary Sampling Units (PSU) to its original 1977 design of 75 PSUs. Specifically, in May 2009 the Insurance Institute for Highway Safety (IIHS) testified before Congress on the importance of NASS/CDS and the need to expand the program. IIHS detailed how NASS provides a "vital means of understanding injury mechanisms and identifying way to improve vehicle crashworthiness and restraint system performance." Additionally, in response to a 2009 Federal Register Notice requesting comments for Office of Management and Budget approval of our data collection activities, users such as The Alliance of Automobile Manufacturers, The Children's Hospital of Philadelphia, and others have requested similar increases to assure a larger more representative sample size of crashes. Having additional NASS cases increases the precision in which the agency can determine/validate areas of specific interest to Rulemaking, Office of Defects Investigation, and Behavioral Safety Research areas along with assisting researchers around the world make informed decisions on vehicle design and safety policy.

Examples of Use:

- Identify, develop, and evaluate motor vehicle crashworthiness performance.
- Analysis of the 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).

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

Our safety researchers and automobile manufacturers recognize the current NASS sample size is not large enough to identify trends or problems at vehicle make/model level in a timely manner. The original NASS sample design completed in 1977 called for 75 Primary Sampling Units (PSUs). Full funding for NASS was never realized. In the early 1980's funding was limited to support 50 PSUs. Over the years it was reduced to 24 PSUs due to budget constraints and costs to operate the system. In addition, the demographics of the country and data needs have changed significantly since the 1977. As a result, an updated NASS CDS and GES sample design would be initiated prior to any expansion of the program based on data needs assessment. In FY 2012, NHTSA is requesting an additional $7,156,000 for NASS to continue redesigning the sample, data and collection process and to initiate a pilot study and phase-in implementation for

collecting additional cases to facilitate vehicle safety and behavioral programs performance and decision making.

The significant increase in the number of collection sites and potential in doubling the cases will greatly improve national representativeness of the NASS sample and our ability to answer detailed questions on specific areas of interest in a more timely and accurate manner. Timeliness and accuracy of the data are critical to saving lives by meeting the needs of the highway safety community. The national representativeness is required to verify how weather, behavior, rural/urban and other factors related to location effect crashes. The increased number of cases provides data to study the effects of behavioral (driver distraction, pedal placement) vehicle based new technology in crash avoidance (lane departure warning systems, forward looking radar, etc), defect identification (e.g., air bag non-deployments and component failures), and crashworthiness (rollover, side impact, child safety seats, air bags) in a more timely manner. The increased sample size will allow engineers and scientists the ability to answer the detailed research questions using a single year of data that currently takes many years of data.

In FY 2012, a sample redesign will identify the data collection locations. It is anticipated an additional 15-25 data collection sites could be added to the sample through a phased-in approach throughout FY 2012 and into FY 2016. Contingent on sample design and data collection goals, an estimated 40-50 data collection sites could be operational for CY 2016. The phase-in of the additional data collection sites would allow for a continual sample of annual cases with minimal disruption. There will be no break in data collection years for NASS so parallel systems will operate for 2013-2015 while maintaining the current data collection infrastructure.

Anticipated FY 2012 Accomplishments

Provide data for internal and external analysis to identify the source of injuries for the development and evaluation countermeasures.

NASS CDS

- Collect a nationally representative sample of data from approximately 5000 crashes at 24 crash research sites.
- Create a file for analysis and make the data in the 2011 annual file available to the public.
- Complete the CDS sample redesign and identify the data collection locations.
- Begin phasing in the new collection locations by identifying and establishing cooperation with law enforcement agencies, hospitals, tow yards, etc.

NASS GES

- Collect a nationally representative sample of data from approximately 55,000 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 2011 annual file available to the public.

NASS Modernization Budget Requests/Projections

($000)

Program	2012	2013	2014	TOTAL
NASS Modernization	$6,000	$5,000	$4,000	$15,000

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$2,490,000	$2,861,000	$371,000

The State Data Systems 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, Model Minimum Uniform Crash Criteria (MMUCC) and the Not-in-Traffic Surveillance (NiTS) program. The State data crash files program consists of data files collected from 33 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 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.

Why Is This Particular Program Necessary?

Our State-based data collection programs provide us and the States with critical data that supports highway safety program. For example, the State data files provide us a data set containing of police accident report (PAR) based crash information to support NHTSA's rulemaking, research, and evaluation programs such the National Crash Assessment Program (NCAP), back-over crashes, vehicle aggressiveness, and Electronic Stability Control (ESC). We also use this data to augment existing data by filling in injury and fatality data gaps that help us analyze highway safety programs, such as vehicle aggressiveness, rear seat occupant protection, back over crashes, and general decline in injury crashes. It allows us to research methodologies and collect 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. Finally, we use crash and medical outcome data linked 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.

How Do You Know The Program Works?

The State Data Crash files help us develop and evaluate driver behavioral programs, evaluate vehicle crashworthiness regulations, and studies 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 finding and quantifying the size and scope of problems.

CODES has been utilized at the State level as the sole source of State-specific research data utilized by traffic safety decision makers to support safety legislation in primary seat belt laws, motorcycle helmet laws, and GDL laws.

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, closed in trunk). This program allows us to research methodologies and understand motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas.

The Model Minimum Uniform Crash Criteria (MMUCC) guideline has allowed states all across the United States to significantly improve the quality of the state crash data they collect, which is an invaluable asset for effective implementation of highway safety programs. Updating MMUCC every five years allows the Federal and State government to address emerging issues such as distracted driving and all terrain vehicle crashes, and the collaborative approach to updating the Guideline has played a key role in keeping it current.

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

In FY 2012, we are requesting $2,861,000 for State Data Systems, which is a 15 percent increase over the FY 2010 funding level. This funding is required to maintain the current operational level, and will allow for more state data files.

State Data Systems provide valuable information for analyses and data collection programs, which support NHTSA's mission. Without state data, NHTSA cannot perform its mission. State data serve as the foundation for NHTSA's national data systems. The State Data Systems support NHTSA's efforts to identify traffic safety problems, help develop and implement vehicle and driver countermeasures, evaluate motor vehicle standards, and to study crash avoidance issues, crashworthiness issues, and regulations.

Because the national data systems do not generate sufficient outcome information for all events and persons involved, and because crash data alone do not provide information about the medical and financial outcome of the injured victims, NHTSA's focus has expanded to include injury outcome data, available only at the state level, and to develop the capability for linking these data to the crash data in all states with population-based state crash and injury data. These linked data

have extraordinary value for highway safety at the national level because Congress is interested in having effectiveness defined in terms of impact on deaths, injuries, injury severity and health care costs.

Also, NHTSA has collaborated with public and private agencies to promote the voluntary implementation of uniform guidelines for crash data element criteria by States developing or updating their crash data systems. The MMUCC guideline needs to be updated based on NHTSA's review of its national data systems.

In FY 2012, the State-based data program activities will continue to support the Agency by filling in gaps with injury and fatality data to assist in analysis of highway safety programs. These efforts will include:

- Continue collecting and processing data annually from 33 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 create a greater demand for CODES linked data by continuing to educate others on the costs and consequences of motor vehicle injuries information.
- Publish and updated CODES States "Best Practices" Report.
- Continue to provide support to CODES States through designated CODES Resource Centers to help provide training, technical assistance, and program expertise.
- Continue to promote the adoption of the Model Minimum Uniform Crash Criteria (MMUCC) by States as their basic police reported crash data set. Publish the fourth edition of the MMUCC guideline.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$1,700,000	$2,204,000	$504,000

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?

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.

How Do You Know The Program Works?

We utilize the in-depth crash investigations data on 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?

We request $2,204,000 for SCI in FY 2012, which is $504,000 over the FY 2010 funding level. This includes normal inflation of the SCI contracts. In addition, with the expectation of a new Event Data Recorder (EDR) Rule, SCI will require expanded support for EDR collection equipment and training.

For 2012 the NHTSA's SCI will continue to perform in-depth investigations on approximately 160 cases across the country through three SCI investigation teams. NHTSA will focus the investigations on:

- Identifying unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research.
- Back over crashes specifically those events involving sensing systems and cameras.
- 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).
- Crash investigations support for vehicle electronics research.
- Event data recorders.
- Performance of child safety seats, especially in vehicles equipped with LATCH.
- Crashworthiness performance of alternative fuel (e.g. hybrid, electric, etc.) vehicles.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$1,666,000	$2,850,000	$1,184,000

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 also obtains the RLPolk vehicle registration data that are used to support annual publications and are used in enforcement efforts. 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 the historic data analysis. We also provide data and analytical expertise required for the States towards their new performance targets. 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 2012, NHTSA is requesting a total of $2,850,000 for the Data Analysis Program, an increase of $1,184,000 over the enacted FY 2010 funding level. Included in the request are the following initiatives:

- Complete a revamp of the patchwork of data web pages that have not been updated for more than 10 years ($784,000). This is a two-year effort with rest of the funding of $230,000 to be requested in FY 2013. There will be an annual enhancement and maintenance cost of $80,000 to continue to support this effort once implemented.
- Begin development of an enhanced web-based analytical/mapping tool for end users to generate statistics and location maps of crashes of interest ($400,000). These tools will be used by States in highway program performance evaluations and in the Data Driven Approach to Traffic Safety (DDACTS) program. This is a three-year effort with additional request for funding of $350,000 in FY 2013 and $200,000 in FY 2014. There will be an annual maintenance cost of $20,000 to continue to support this effort once implemented.

Anticipated FY 2012 Accomplishments

- Provide quarterly estimates of fatalities for CY 2011 and CY 2012 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 which 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 and Large Truck 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.
- Enhance the web based data reporting and analytical tools for easy public access and transparency.
- Without funding at the requested level, providing for the on-site analytical support will use more of the available funding leaving little available for necessary website improvements in providing data to the public.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$1,656,000	$2,800,000	$1,144,000

***not funded/shown under NCSA in FY 2010; previously funded from Grant Administrative Expenses.*

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 directly observe the 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% 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 and verified annually by NHTSA. The most recent State Belt Use Surveys showed that in 2009, seat belt use in the United States ranged from 67.6 percent in Wyoming to 98.0 percent in Michigan. States have used these results to qualify for grants under the Section 402 and the former Section 406 programs and they are used as an annual state performance measure.

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

The NOPUS/Occupant Protection Surveys Program (NOPUS, NSUBS, and State Belt Survey Implementation Support) requests $2,800,000. Previously, only the NOPUS had direct funding (FY 2010 funding level - $1,656,000) provided in Grant Administration. The additional funding will support:

- $400,000 for a sample re-design for NOPUS, since the current sample will be 7 years old in FY 2012.
- $600,000 for State Belt Use Survey sample frame development and statistical oversight. This requirement has resulted from the need to improve and make more consistent across the States the conduct of these surveys. A Final Rulemaking to require these changes is expected in late FY 2010 or early FY 2011.
- $144,000 expected inflationary increase for conducting the NOPUS.

In FY 2012, NOPUS/Occupant Protection Surveys Program funding is requested to:

- Analyze and report on 2011 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 2012 NOPUS survey in June 2012.
- Analyze and report the results of the 2012 NOPUS in overall seat belt use and motorcycle helmet use.
- Provide statistical support for NHTSA's safety initiatives to raise seat belt use rates, and improve motorcycle safety and child passenger safety.
- Provide data and analytical support in NHTSA and DOT strategic plans.
- Provide technical assistance to States in the design of state seat belt use surveys.
- Report on the results of State Seat Belt Use Surveys conducted in 2011.
- Initiate the NOPUS sample re-design.

- Implement the final rule on the Uniform Criteria for State Observational Surveys of Seat Belt Use.

This proposal combines the needs of NOPUS, NSUBS and support for the State Belt Use Surveys and provides a stable source of funds that would guarantee the viability of NHTSA occupant protection surveys in the future and eliminate reducing funds from other important programs.

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$579,000	$1,050,000	$471,000

****not shown under NCSA in FY 2010; previously funded under the administrative expenses in Highway Safety Research and Development*

This program addresses three strategic goals:

1) Improve vehicle safety by justifying cost effective rulemakings,
2) Improve vehicle fuel economy by justifying cost effective rulemakings, and
3) Program evaluation is a key component of the Department's organizational excellence goal.

Four 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 estimate the costs of future regulations or 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.
- Regulatory review of standards to determine whether they need to be updated to keep pace with technology.

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. 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?

There are many new crash avoidance technologies on the near horizon that the agency needs cost estimates to justify future safety standards. Similarly, the agency is evaluating several safety standards to determine how much they improved safety and at what cost.

- The previous funding level has been at $579,000. The increase includes $350,000 in funding used for this purpose, but provided from the Vehicle Safety Program in previous years, as well as an inflationary increase of $121,000.
- Funding at higher levels would provide the agency with more cost estimates. Without verification from these cost tear/down studies of its own, the agency would have to rely primarily on cost estimates from manufacturers or suppliers, which may include some bias.

FY 2012 programs:

NHTSA will:

- Complete the analysis of the societal cost of motor-vehicle crashes.
- Complete the evaluation of Lower Anchorages and Tethers for Children (LATCH) and other child restraint systems.
- Complete the regulatory impact analyses of fuel economy for 2016-2019 heavy trucks and 2017-2021 passenger vehicles.
- Begin surveys to evaluate the actual on-road functional performance of advanced crash-avoidance technologies such as lane departure warning systems and lane-keeping systems.
- Begin impact analyses for regulations to protect pedestrians.
- Continue cost analysis of advanced crash-avoidance technologies and regulatory reviews of existing standards.

Highway Safety Research and Development Administrative Expenses

ADMINISTRATIVE EXPENSES

The 2012 budget request includes a total budget of $133,191,276 and 135 FTE. Of this amount $29,073,276 is for administrative expenses, which is a decrease of $4,909,724 below the 2010 funding level.

In 2012, NHTSA re-allocated its administrative expenses using a methodology based primarily on the Direct FTP allocation for many of its category areas: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. The biggest decrease comes from Salaries and Benefits which includes a decrease of 57 admin staff FTE that were realigned from HSP to VS to re-allocate staff based on a proportionate share of direct FTE as well as a realignment of 8 FTE to Grant plus 7 new FTE. The Rent, Communication & Utilities was redistributed also to properly align cost based on FTE.

Administrative Expense

Program Activity	FY 2010 Actual	FY 2012 Request	FY 2012-2010 Change
Salaries and Benefits	$21,392,031	$18,199,185	($3,192,846)
Travel	$484,410	$510,371	$25,961
Transportation of Things	$0	$76,661	$76,661
Rent, Communications & Utilities	$6,979,856	$3,463,467	($3,516,389)
Printing and Reproduction	$0	$431,894	$431,894
Other Service	$4,046,328	$5,941,977	$1,895,649
Supplies and Materials	$1,080,375	$222,903	($857,472)
Equipment	$0	$226,818	$226,818
Total Administrative Expense	**$33,983,000**	**$29,073,276**	**($4,909,724)**
FTE (includes indirect FTE)	184	135	(49)
FTP (includes indirect FTP)	188	146	(42)

Notes:

- Travel funding does not include TSI Travel, which is funded through program funds.
- In 2012, National Driver Register is eliminated as a separate account and moves to the Highway Safety Research Development Fund.

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HIGHWAY TRAFFIC SAFETY GRANTS
(liquidation of contract authorization)
(limitation on obligations)
([highway] transportation trust fund)

Contingent upon enactment of multi-year surface transportation authorization legislation, $556,100,000, 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 provisions of title 23, United States Code, and the provisions of Public Law 109-59, as amended by such authorization: Provided, That funds available for the planning or executing of highway traffic safety programs authorized under title 23, United States Code, shall not exceed total obligations of $556,100,000 in fiscal year 2012, of which $235,000,000 shall be for ``Highway Safety Programs''; $35,000,000 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"; $18,600,000 shall be for ``Administrative Expenses''; $37,000,000 shall be for ``High Visibility Enforcement Program''; and $7,000,000 shall be for ``Motorcyclist Safety'': 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, $620,697,000 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 2011, are in excess of $620,697,000 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; $124,500,000 shall be for ``Safety Belt Performance Grants'' under 23 U.S.C. 406, and such obligation limitation shall remain available until September 30, 2012 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, of which up to $50,000,000 may be made available by the Secretary as grants to States that enact and enforce laws to prevent distracted driving; $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; $19,697,000 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 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, production, and use of broadcast and print media advertising for distracted driving prevention: 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.]

HIGHWAY TRAFFIC SAFETY GRANTS
PROGRAM AND FINANCING SCHEDULE

	Justifications ($000)		
	FY 2010	FY 2011	FY 2012
Descriptions	Actual	CR Annualized	Request
Obligations by program activity:			
Section 402 Formula Grants	234,854,659	235,000,000	235,000,000
Section 405 Combined Occupant Protection Grants	25,000,000	25,000,000	35,000,000
Section 406 Safety Belt Performance	11,184,631	124,500,000	-
Section 408 State Traffic Info. Systems Improvements	34,499,872	34,500,000	34,500,000
Section 410 Impaired Driving Countermeaseures	138,954,998	139,000,000	139,000,000
Section 411 Distracted Driving	-	-	50,000,000
Section 3010 High Visibility Enforcement Program	29,000,000	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	7,000,000	7,000,000	-
Administrative Expenses - Chapter 4 of Title 23	18,434,003	18,500,000	18,600,000
Safety Belt Performance Sec 406 UA/CAF	1,328,200	-	-
Total Direct Obligations	507,256,363	619,500,000	556,100,000
Total new obligations	**507,256,363**	**619,500,000**	**556,100,000**
Budgetary resources available for obligation:			
Unobligated balance available, start of year	15,367,902	97,545,671	97,545,671
New budget authority (gross)	587,043,000	619,500,000	556,100,000
Resources available from recoveries of prior year obligations	2,146,612	-	-
Unobligated balance transferred to other accounts (-)	-	-	-
Unobligated balance transferred from other accounts (+)	244,520	-	-
Total budgetary resources available for obligation	604,802,034	717,045,671	653,645,671
Total new obligations (-)	(507,256,363)	(619,500,000)	(556,100,000)
Unobligated balance available, end of year	**97,545,671**	**97,545,671**	**97,545,671**
New budget authority (gross), detail			
Discretionary			
Appropriation (trust fund)	619,500,000	619,500,000	556,100,000
Portion applied to liquidate contract authority (-)	(619,500,000)	(619,500,000)	(556,100,000)
Appropriation (total)	**-**	**-**	**-**
Mandatory			
Contract Authority	626,047,000	619,500,000	556,100,000
Unobligated balances permanently reduced	(39,004,000)	(14,004,000)	
Contract Authority (total mandatory)	587,043,000	605,496,000	556,100,000
Total new budget authority (gross)	**587,043,000**	**605,496,000**	**556,100,000**
Change in unpaid obligations			
Obligated balance, start of year: (gross)	851,966,019	791,288,740	707,773,740
Total New obligations	507,256,363	619,500,000	556,100,000
Total outlays (gross)	(565,787,030)	(703,015,000)	(676,681,000)
Recoveries of prior year obligations (-)	(2,146,612)		
Obligated balance, end of year (gross)	**791,288,740**	**707,773,740**	**587,192,740**
Outlays (gross), detail			
Outlays from new discretionary authority	349,306,068	254,485,770	253,995,000
Outlays from discretionary balances	216,480,962	449,171,230	422,686,000
Total outlays (gross)	**565,787,030**	**703,657,000**	**676,681,000**

HIGHWAY TRAFFIC SAFETY GRANTS
OBJECT CLASS SCHEDULE

	Unrounded Amounts		
	FY 2010	FY 2011	FY 2012
Descriptions	Actual	CR Annualized	Request
Direct Obligations:			
Personnel Compensation:			
Full-time permanent	7,752,370	8,016,439	9,990,347
Other than full-time permanent	47,514	177,515	216,339
Other personnel compensation	114,320	154,715	188,554
Total personnel compensation	7,914,204	8,348,669	10,395,240
Civilian personnel benefits	2,015,033	2,063,063	2,514,281
Travel and Transportation of Persons	363,120	376,875	380,864
Transportation of things	-	-	-
Rental payments to GSA	183,892	183,892	
Communications, utilities, and miscellaneous charges	-	-	-
Printing and reproduction	-	-	-
Other services	7,957,754	7,527,500	5,013,773
Supplies and materials	-	-	140,897
Equipment	-	-	154,945
Grants and subsidies	488,822,360	601,000,000	537,500,000
Total new obligations	**507,256,363**	**619,500,000**	**556,100,000**

EXHIBIT III-1

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

	FY 2010 ACTUAL	FY 2011 CR ANNUALIZED	FY 2012 REQUEST	FY 2012 - 2010 CHANGE
Section 402 Formula Grant Program	$235,000	$235,000	$235,000	$ -
Section 405 Combined Occupant Protection Grants	$25,000	$25,000	$35,000	10,000
Section 406 Safety Belt Performance Grant Program	$124,500	$124,500	$0	(124,500)
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	$0	$0	$50,000	50,000
Section 2011 Child Safety and Booster Seat Grants	$7,000	$7,000	$0	(7,000)
Section 3010 High Visibility Enforcement	$29,000	$29,000	$37,000	8,000
Section 3011 Motorcyclist Safety Grants	$7,000	$7,000	$7,000	-
Grant Administrative Expenses*	18,500	18,500	18,600	100
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**$ 619,500**	**$ 619,500**	**$ 556,100**	**$ (63,400)**
FTE's:				
Direct Funded	79	82	97	18
Reimbursable, allocated, other		-	-	-

Note: All funds for Grant Programs are from the Trust Fund.

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

EXHIBIT III - 2

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations

HIGHWAY TRAFFIC SAFETY GRANTS
($000)

ITEM	Change from FY2011 to FY 2012	FY 2012 PC&B by Program	FY 2012 FTEs by Program	FY 2012 Contract Expenses	Total
Highway Safety Grants (Oblim)					**619,500**
Adjustments to Base					
FY 2012 #FTE Per Program Increase	2,547	2,547	15		2,547
Annualization of FY 2012 Pay Raise	-	-			-
Annualization of FY 2011 FTE	-	-			-
FY 2012 Pay Raise	-	-			-
One Less Compensable Day	(50)	(50)			(50)
GSA Rent	(184)	-			(184)
WCF	1,658	-			1,658
Inflation	4	-			4
Program Increases/Decreases	(3,876)	-			(3,876)
Subtotal, Adjustment to Base	**100**	-	-	-	**100**
Program Increases/Decreases	(63,500)	-	-	-	**(63,500)**
Total FY 2012 Request	**(63,400)**	-	-	-	**556,100**

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 4, 2011. NHTSA proposes the restructuring of our grant program to provide States with resources to improve highway traffic safety for all road users. A total of $556,100,000 is proposed for NHTSA's Highway Traffic Safety Grants in FY 2012.

FY 2012 – Highway Traffic Safety Grants

$556,100,000

Program Activity	FY 2010 Actual	FY 2012 Request	Changes FY 2010 - 2012
Program Activity	$601,000,000	$537,500,000	($63,500,000)
Highway Safety Traffic Grants Administrative Expenses	$18,500,000	$18,600,000	$100,000
Total Grants	**$619,500,000**	**$556,100,000**	**($63,400,000)**

Section 402 State and Community Formula Grants: $235,000,000

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.

Section 405 Combined Occupant Protection Grants: $35,000,000

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 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. 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 Prevention 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 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 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 2009 High Visibility Enforcement (HVE) program will be modified to provide increased 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: $18,600,000

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 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 also includes the realignment of funding for Highway Safety Research ($4,967,000) and the National Occupant Protection Use Survey ($1,656,000) to be funded out of the Highway Safety Research and Development Account. 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, National Driver Register and Vehicle Safety programs.

Detailed Justification for Highway Traffic Safety Grant Programs

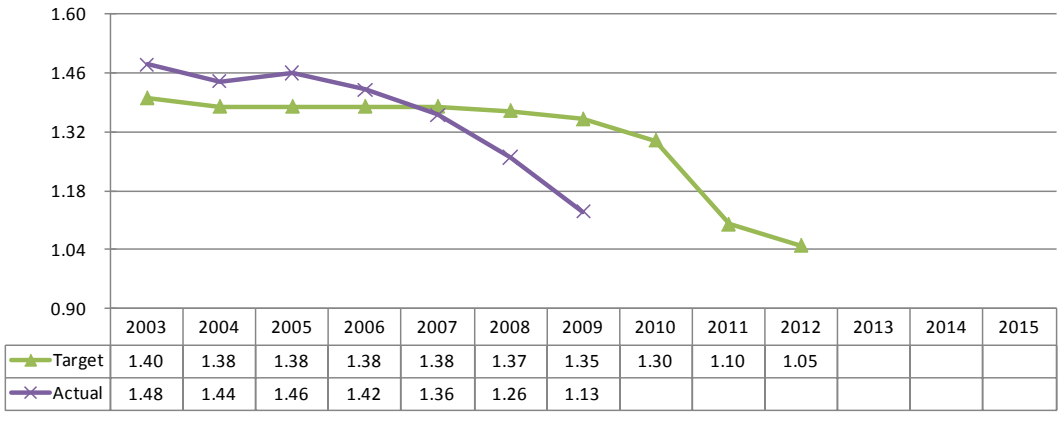
What Do I Need To Know Before Reading This Justification?

NHTSA's FY 2012 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



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Target	1.40	1.38	1.38	1.38	1.38	1.37	1.35	1.30	1.10	1.05			
Actual	1.48	1.44	1.46	1.42	1.36	1.26	1.13						

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

FY 2012 – HIGHWAY TRAFFIC SAFETY GRANTS

$556,100,000

Program Activity	FY 2010 Actual	FY 2012 Request	Changes FY 2010 - 2012
Section 402 State and Community Formula Grants*	$235,000,000	$235,000,000	$0
Section 405 Combined Occupant Protection Grants**	$25,000,000	$35,000,000	$10,000,000
Section 406 Seat Belt Performance Grants	$124,500,000	$0	($124,500,000)
Section 408 State Traffic Safety Information System Improvement Grants	$34,500,000	$34,500,000	$0
Section 410 Impaired Driving Countermeasures Grants	$139,000,000	$139,000,000	$0
Section 411 Distracted Driving Prevention Grants	$0	$50,000,000	$50,000,000
Section 2011 Child Safety and Child Booster Safety Incentive Grants	$7,000,000	$0	($7,000,000)
Section 3010 High Visibility Enforcement	$29,000,000	$37,000,000	$8,000,000
Section 3011 Motorcyclist Safety Grants	$7,000,000	$7,000,000	$0
Total	**$601,000,000**	**$537,500,000**	**($63,500,000)**

**Includes Cooperative Research and Evaluation ($2,500,000) and Traffic Safety Core Competencies Training ($2,500,000) activities that are discussed in Highway Safety Research & Development.*

***Combines former Section 405 and Section 2011 grants in 2012*

What Is This Program?

HIGHWAY TRAFFIC SAFETY GRANTS	**Section 402 State and Community Formula Grants**

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$235,000,000	$235,000,000	$0

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?

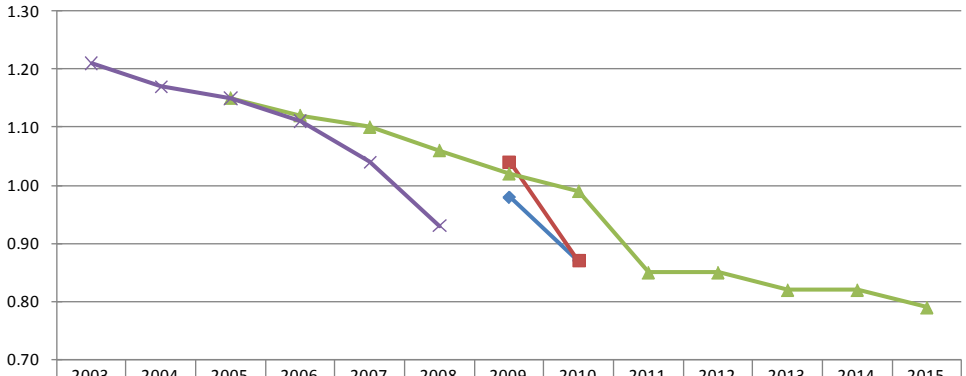
In 2009, the Nation lost an estimated 33,963 people to motor vehicle crashes and another 2 million were injured in highway crashes. In addition to the human suffering caused by the tragedy of highway crashes, NHTSA estimates crashes cause the American economy more than $230 billion in societal costs 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 Indiana Affairs, that submit approved highway safety plans, and sign assurances, 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.
- 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 countermeasure 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 Fatality per 100 Passenger VMT



	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Projection Min							0.98	0.87					
Projection Max							1.04	0.87					
Target			1.15	1.12	1.10	1.06	1.02	0.99	0.85	0.85	0.82	0.82	0.79
Actual	1.21	1.17	1.15	1.11	1.04	0.93							

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. Fatal traffic crashes have decreased by 9.7 percent from 2008 to 2009, and the fatality rate dropped to 1.13 fatalities per 100 million vehicle miles of travel in 2009. This marks the lowest fatality rates since 1950, 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 $235 million in FY 2012, which is consistent with FY 2010 funding. 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 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 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$25,000,000	$35,000,000	$10,000,000

The Combined Occupant Protection Grants provides 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. This amended program consolidates and streamlines the existing Section 405 (Occupant Protection Incentive Grants) and Section 2011(Child Safety and Child Booster Seat Safety Incentive Grants) grant 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. Grant funds could be used for a variety of occupant protections 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 over age 4 in 2008 (latest data available), seat belts saved an estimated 13,250 lives. If all passengers had worn seat belts in 2008, an estimated 4,152 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 our *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 their children ride properly securing in an age appropriate child restraint or booster seat until they are 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 84 percent, up from less than 60 percent, the use rate 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 $35 million in FY 2012, for the proposed re-constituted Section 405 program which combines the former Section 405 and Section 2011 Child Safety Seat and Booster Seat program. This represents an increase of $3 million over the FY 2010 funding level for the 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.

HIGHWAY TRAFFIC SAFETY GRANTS | **Section 408 State Traffic Safety Information System Improvement Grants**

FY 2010 Actual	FY 2012 Request	Change FY 2010 – 2012
$34,500,000	$34,500,000	$0

The State 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 countermeasures 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 2012, which is consistent with FY 2010 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. This grant program, at a slightly increased level, would strengthen the past work under the traffic records grant program allowing more states to enhance their data collection and analysis programs and make better grant allocation and evaluation decisions.

FY 2010 Actual	FY 2012 Request	Change FY 2010 – 2012
$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 increase the funding levels to States 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 of 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, DWI courts, 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 million in FY 2012, which is consistent with FY 2010 funding. In recent years, more than 30 percent of drivers involved in fatal crashes have a BAC 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 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$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 message 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% 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 2012. 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 be adequate to encourage States to pass new laws to prevent distracted driving and, in particular, to ban texting while driving.

FY 2010 Actual	FY 2012 Request	Change FY 2010 – 2012
$29,000,000	$37,000,000	$8,000,000

This proposal would modify the existing 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 olds) and occupant protection (18 – 34 year olds), including late night, sports programming and alternative media consumed by the target audiences. The agency will also focus on newly arrived Latinos, using Spanish-language media venues.

Why Is This Particular Program Necessary?

- The funds provided 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 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 *Over the limit Under Arrest* 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 million in FY 2012, which is $8 million more than the FY 2010 funding. Funding in this area will support national and state efforts to increase safety belt by adding an additional media buy in November for CIOT. Also, media costs have increased significantly since 2006, when the program began: broadcast television costs are up 15.4%, cable costs are up 5.3%, and radio costs are up more than 60%. The FY 2012 budget request is proposed to fund four media buys; two for occupant protection mobilization – Memorial Day and November and two for the impaired driving crackdowns--Labor Day and December.

HIGHWAY TRAFFIC SAFETY GRANTS — Section 3011 Motorcyclist Safety Grants

FY 2010 Actual	FY 2012 Request	Change FY 2010 - 2012
$7,000,000	$7,000,000	$0

The Motorcyclist Safety Grants encourage States to adopt effective motorcyclist safety programs. The amended 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 new 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?

Motorcycle fatalities have increased by over 110 percent from 1997 to 2009, while registrations have risen by 103 percent from 1997 to 2008 (latest registration data available). 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.

Occupant Fatality Rates by Vehicle Type, 1997 and 2007

Fatality Rate		Motorcycles	Passenger Cars	Light Trucks
1997	Per 100,000 Registered Vehicles	55.30	17.81	15.23
	Per 100 Million Vehicle Miles Traveled	20.99	1.45	1.24
2007	Per 100,000 Registered Vehicles	72.48	12.06	12.34
	Per 100 Million Vehicle Miles Traveled	38.01	1.03	1.06
Percent Change, 1997-2007	Per 100,000 Registered Vehicles	31.07	-32.28	-19.00
	Per 100 Million Vehicle Miles Traveled	81.09	-28.76	-14.79

Source: NCSA

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 % and brain injuries by 41 to 69%. 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?

We are requesting $7 million in FY 2012, which is consistent with FY 2010 funding. 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.

HIGHWAY TRAFFIC SAFETY GRANTS ADMINISTRATIVE EXPENSES

ADMINISTRATIVE EXPENSES

The 2012 budget request includes a total budget of $556,100,000 and 97 FTE. Of this amount $18,600,000 is for administrative expenses, an increase of $100,000 above the 2010 funding level.

In 2012, NHTSA re-allocated its administrative expenses using a methodology based primarily on FTE for many of its category areas: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. Additionally, 8 FTEs that provide state grant oversight are aligned from the Highway Safety account plus 7 new FTEs are proposed.

In 2012, Highway Safety Research ($4,967,000) and NOPUS ($1,656,000) have been moved from Grant administrative expenses to the Highway Safety Research and Development program to better align activities. This reflects a total of $6,623,000 decrease from the administrative expenses. Increases in Salaries and Benefits ($2,497,788), Other Services for WCF ($1,658,285), Administrative Services ($1,006,280), Training ($129,121) and CIO ($1,265,613) and general Supplies and Equipment ($140,897 and $154,945 respectively) offset the decrease.

Administrative Expense

Program Activity	FY 2010 Actual	FY 2012 Request	FY 2012-2010 Change
Salaries and Benefits	$10,411,733	$12,909,521	$2,497,788
Travel	$376,875	$380,864	$3,989
Transportation of Things	$0	$0	$0
Rent, Communications & Utilities	$183,892	$0	($183,892)
Printing and Reproduction	$0	$0	$0
Other Service	$7,527,500	$5,013,773	($2,513,727)
Supplies and Materials	$0	$140,897	$140,897
Equipment	$0	$154,945	$154,945
Total Administrative Expense	**$18,500,000**	**$18,600,000**	**$100,000**

FTE (includes indirect FTE)	79	97	18
FTP (includes indirect FTP)	83	105	22

Notes:

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

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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***	$140,427,000
2012****	$0		2012	$0

* Requested as contract authority from the Trust Fund.
** Enacted from the Trust Fund.
*** Under Public Law 111-322, thru March 4, 2011, NHTSA is operating at the FY 2010 enacted level.
**** In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.

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*	$170,708,723		2012	$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*	$170,708,723		2012	

* In FY 2012, 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 2012 and re-based from the General Fund in 2010 and 2011.
** 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

* 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**	$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**	$0

* Under Public Law 111-322, thru March 4, 2011, NHTSA is operating at the FY 2010 enacted level.
** For FY 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund.

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

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

* Under Public Law 111-322, thru March 4, 2011, NHTSA is operating at the FY 2010 enacted level.
** For FY 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund.

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

* Under Public Law 111-322, thru March 4, 2011, NHTSA is operating at the FY 2010 enacted level.
** For FY 2012, National Driver Register is eliminated as a separate account and moved to the Highway Safety Research and Development fund.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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	$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	$0

* Under Public Law 111-322, thru March 4, 2011, NHTSA is operating at the FY 2010 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 2012 Request	FY 2012 Applied	FY 2012 Development
	A. Research and Analysis	**78,252**	**35,591**	**-**
	Vehicle Safety (VS)	35,591	35,591	-
	Data Collection (T)	42,661	-	-
	1. **Crashworthiness**	**21,376**	**21,376**	-
VS	a. Safety Systems	8,376	8,376	-
VS	b. Biomechanics	13,000	13,000	-
VS	2. **Crash Avoidance**	**12,715**	**12,715**	-
VS	a. Crash Avoidance & Pneumatic Tire Research	10,500	10,500	-
VS	b. Heavy Vehicles	2,215	2,215	-
	3. **Data Collections & Analyses (T)**	**42,661**	-	-
HS	a. Nat'l. Motor Vehicle Crash Causation Survey (T)	-		
HS	b. Fatality Analysis Reporting System (T)	11,210	N/A	N/A
HS	c. Early FARS (T)	-	N/A	N/A
HS	d. National Automotive Sampling System (NASS)(T)	19,686	N/A	N/A
HS	e. State Data Systems (T)	2,861	N/A	N/A
HS	f. Special Crash Investigations (T)	2,204	N/A	N/A
HS	g. Data Analysis Program (T)	2,850	N/A	N/A
HS	h. Regulatory Analysis/Program Evaluation*	1,050	N/A	N/A
HS	i. National Occupant Protection Use Survey and Other Surveys(T)**	2,800	N/A	N/A
VS	4. Alternative Fuels Vehicle Safety	1,500	1,500	-
B.	**Highway Safety Research**	**13,049**	**13,049**	**-**
	Subtotal	91,301	48,640	-
C.	**Administrative Expenses 1/**	**53,185**	**40,812**	**-**
	Vehicle Safety (VS)+ Highway Safety (HS)	40,812	40,812	-
	Highway Safety (HS)- Data Collection Technology	12,373	-	-
	Total R*D = VS+HS Research and Analysis, VS+ HS Admin	89,452	89,452	-
	Subtotal, Technology Investment (T)	55,034	-	-
	Total NHTSA	144,486	89,452	-
	Memo: Percentage Administrative to Total	36.8%	45.6%	0.0%

1/ Pro-rated share based on percentage of R&D program amounts shown above to Administrative Expenses for Vehicle Research, Behavioral Research.

*Prior to 2012, Regulatory Analysis/Program Evaluation was funded under Administrative Expenses for $579K.

**Prior to 2012, National Occupant Protection Use Survey was funded under Grant Administrative Expenses for $1,656K.

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Errata Sheet

- Schedules Q for FTEs were not updated to reflect the latest FTE levels.
- The Combined Schedule X for 8020 new obligations does not reflect the total admin expenses of $19M.

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