



NHTSA

FY 2009 BUDGET OVERVIEW

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

BUDGET OVERVIEW OF FY 2009 CONGRESSIONAL SUBMISSION

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Statement from the Administrator



The Department of Transportation and the National Highway Traffic Safety Administration (NHTSA) are committed to supporting a performance-based budget that addresses one of our Nation's most pressing public health problems – motor vehicle deaths and injuries. We intend to do this by meeting the Administration's highway safety goals, as well as achieving improvements directed by the President's Management Agenda. NHTSA's FY 2009 Budget Request of \$851 million includes \$105.5 million for Highway Safety Research and Development Programs, \$122 million for Vehicle Safety Research Programs, \$4 million for the National Driver Register, and \$619.5 million for State Highway Traffic Safety Grants, High Visibility Enforcement Support, and Grant Administration.

Keeping families safe on America's roadways remains the heart of NHTSA's mission – a goal shared by our many local, State, and national partners. However, highway safety begins with the family decision to purchase a vehicle. Whether used or new, individuals must research and make an informed decision on a vehicle's safety performance and roadworthiness. NHTSA's 5 star New Car Assessment Program (NCAP) provides consumers with a vehicle's crashworthiness and rollover ratings. In 2007, we held an NCAP public summit to hear stakeholder comments on how to improving the ratings system. In the coming year, NHTSA will implement changes aimed at improving the existing crashworthiness ratings and including new crash avoidance metrics. These improvements will aid consumers and families alike with this very important purchasing decision.

NHTSA is also improving its Child Restraint Ease of Use (EOU) Ratings Program. Child passenger safety must never be left to chance. When traveling by vehicle, what the distance, parents and caregivers must ensure that they have properly restrained all children in an age appropriate restraint system. Central to the NHTSA child passenger safety program is the "4 Steps for Kids" model, which demonstrates how to choose and use the right restraint system for children of all ages. NHTSA is working to make this parental responsibility easier by continuously challenging child seat manufacturers to improve the usability of their restraint systems. Last month, we released toughened 5 star EOU ratings, and made it difficult for manufacturers to achieve top scores. The new ratings will provide parents and caregivers with meaningful comparisons when selecting a seat that best fits their child's needs. It also encourages manufacturers to simplify their installation instructions and design child restraint features that are easier to use.

Parents and caregivers themselves must continue to be good role models by always buckling up, not speeding, driving distracted, and never drinking and driving. With peer pressure and the multitude of new communication and entertainment technologies being brought into the vehicle, parents have an even greater challenge to keep their young drivers safe. NHTSA recognizes this daunting challenge and is exploring more ways to enlist advanced vehicle technologies in protecting the family on the highway, while at the same time being cognizant to not add new distractions.

Young drivers are especially vulnerable to the risks of impaired driving due to their inexperience. Impaired driving continues to claim over 15,000 lives each year. Nearly a quarter of these deaths are drivers less than 21 years of age who have a BAC of more than 0.08, despite the fact that it is illegal for these drivers to drink alcohol. In August 2007, we convened a national ignition interlock summit to develop recommendations from judges, prosecutors, and treatment professionals for increasing the benefits of interlocks. The agency is now engaged in developing guidance on model interlock programs and curricula for educating judges, prosecutors, and others on interlock technology and its family and societal benefits.

Another significant national problem in the effort to reduce highway fatalities is rural safety. Fatalities from rural crashes account for 6 in every 10 motor vehicle fatalities. In 2006, over 23,000 people were killed in rural crashes. NHTSA is exploring promising strategies aimed at increasing seat belt use and reducing the incidence of impaired driving in rural areas.

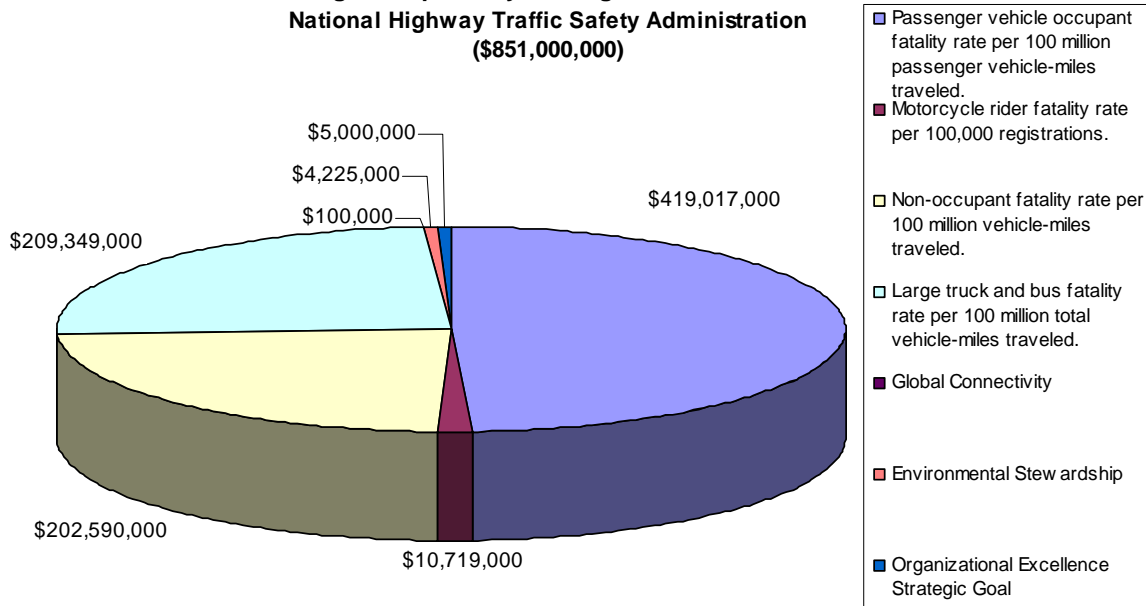
The final important line of defense, are sound motor vehicle regulations and traffic safety laws. NHTSA fully supports law enforcement efforts in keeping the traveling public and their families safe. The agency will continue to work with State and national law enforcement organizations to develop best practices in traffic law enforcement, in an age where resources are limited. High visibility sustained enforcement remains at the core of national initiatives to decrease impaired driving, as well as to promote increased seat belt and proper child seat use.

NHTSA's FY 2009 budget submission supports this priority approach to highway safety – family, technology, and enforcement. However, individual responsibility and personal accountability remain key to reducing motor vehicle crashes, fatalities, and injuries.

Nicole R. Nason

National Highway Traffic Safety Administration FY 2009 Budget Request

FY 2009 Budget Request by Strategic and Performance Goal



Overview from FY 2009 Congressional Justification

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

Administrator's Priorities

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

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

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

Highway safety is everyone's responsibility; each action made while driving has the potential to affect everyone in a community, from children to senior citizens. For this reason, NHTSA has sought the opinions of community members by holding a series of public forums designed to gather feedback on the agency's key programs. In August 2007, NHTSA held a public meeting

to examine the benefits of the expanded use of ignition interlock devices as a means to further reduce deaths and injuries caused by impaired drivers. The meeting provided an opportunity for judicial personnel, treatment professionals, equipment manufacturers, and others to discuss issues related to the use of ignition interlocks by impaired driving offenders, including but not limited to (1) technological issues, (2) legal issues, (3) current barriers to the use of ignition interlocks, and (4) issues related to training and education. Since this meeting, NHTSA has entered into a multi-year agreement with the Automotive Coalition for Traffic Safety to develop alcohol detection technologies that are less intrusive and integrated into the vehicle.

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

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

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

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

The agency is also exploring other avenues to reduce highway fatalities and injuries. For example, NHTSA is developing a motorcoach safety plan to address several short- and long-term issues to increase the safety of this growing transportation segment. In December, NHTSA conducted its first-ever crash of a motorcoach to provide necessary crash data needed to develop future countermeasures to improve the safety of this mode of transport.

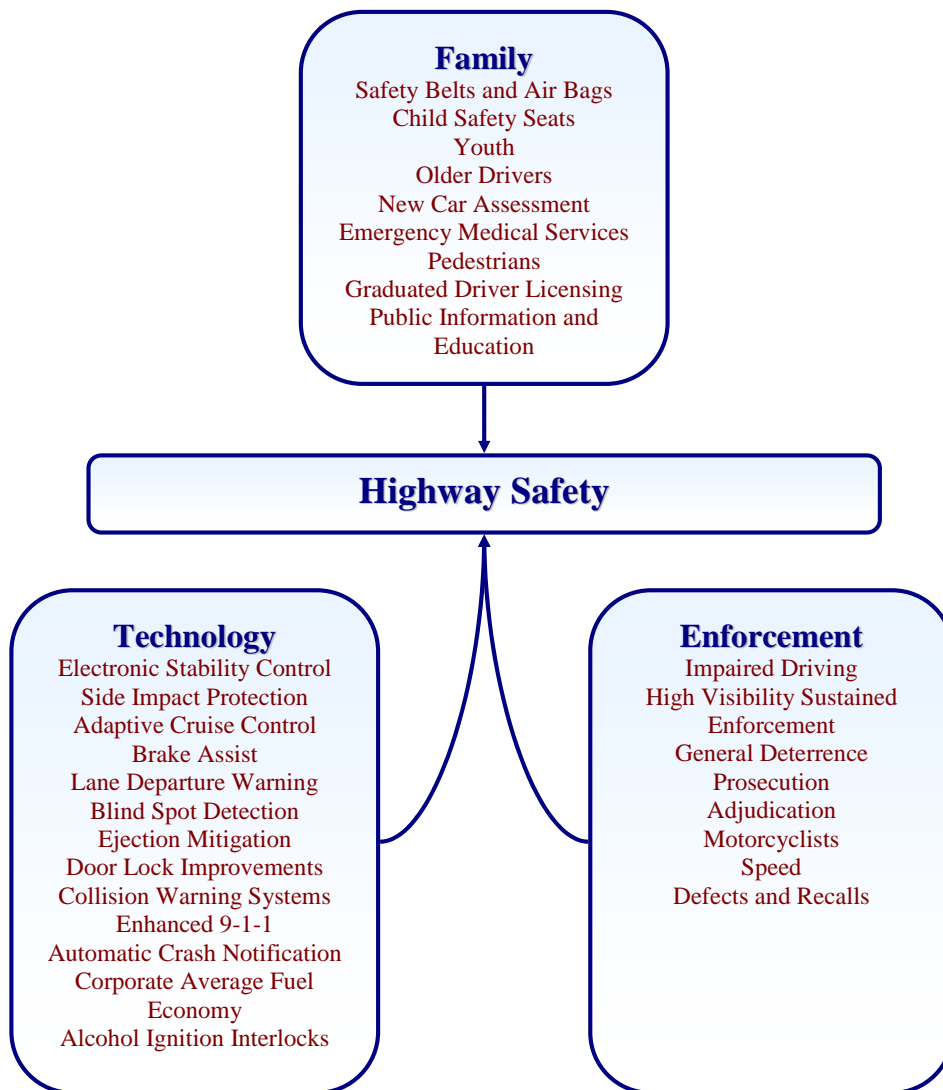
In FY 2009, the agency will demonstrate and evaluate a rural/suburban enforcement initiative combining alcohol, seat belt, and speed strategies through law enforcement leadership and incentives. This new initiative is designed to develop programs that will significantly increase law enforcement activity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

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

Family

Keeping families safe on our Nation’s highways is the core of NHTSA’s mission, a goal shared by our local, State, and national partners. Whether a new or seasoned driver, everyone in the family has a responsibility to do all they can to make each and every ride as safe as possible.

NHTSA’s Priority Approach to Highway Safety



Those responsibilities include buckling up, keeping kids in age-appropriate restraints, obeying speed limits, avoiding driver distractions, and not driving impaired. Parents have the additional responsibility of being actively involved in their teens’ driving education. We are seeing very promising safety results from State graduated driver licensing programs, but parents continue to be key contributors to young driver safety by establishing and enforcing reasonable safety practices.

Technology

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

Enforcement

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

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

Despite these real improvements, new trends are emerging with detrimental consequences. In impaired driving, fatalities have remained relatively stagnant. Additionally, an unprecedented and sustained spike in motorcycle fatalities has continued. NHTSA is not complacent; with 42,642 annual deaths resulting from motor vehicle crashes, the agency's work is far from complete. NHTSA is committed to reducing these preventable tragedies, and therefore respectfully requests support for the President's budget so life-saving measures may continue.

EXHIBIT II - 1

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

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

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

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

EXHIBIT II-2

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

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

Note: Totals may not add due to rounding.

EXHIBIT II - 5

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

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

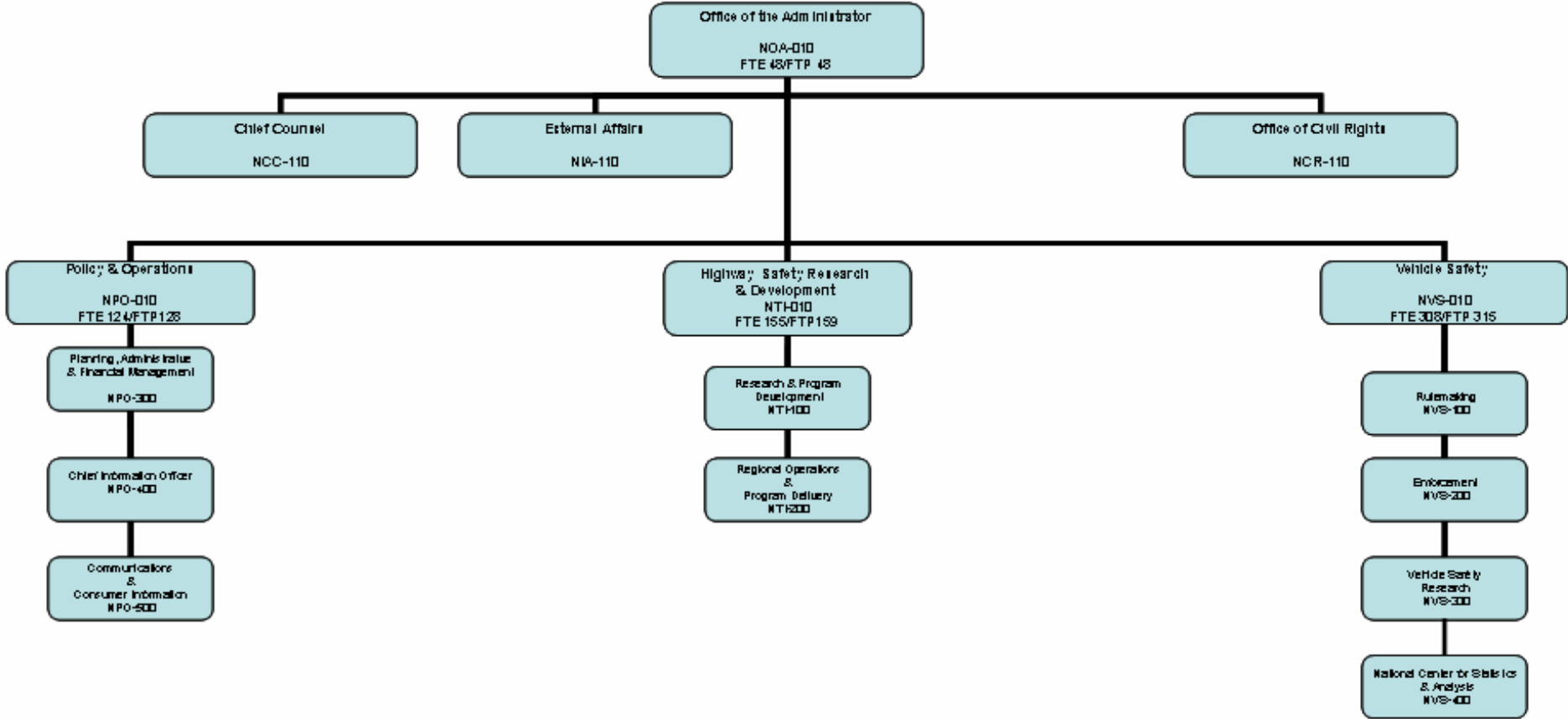
**EXHIBIT II-7
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME EQUIVALENT**

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

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

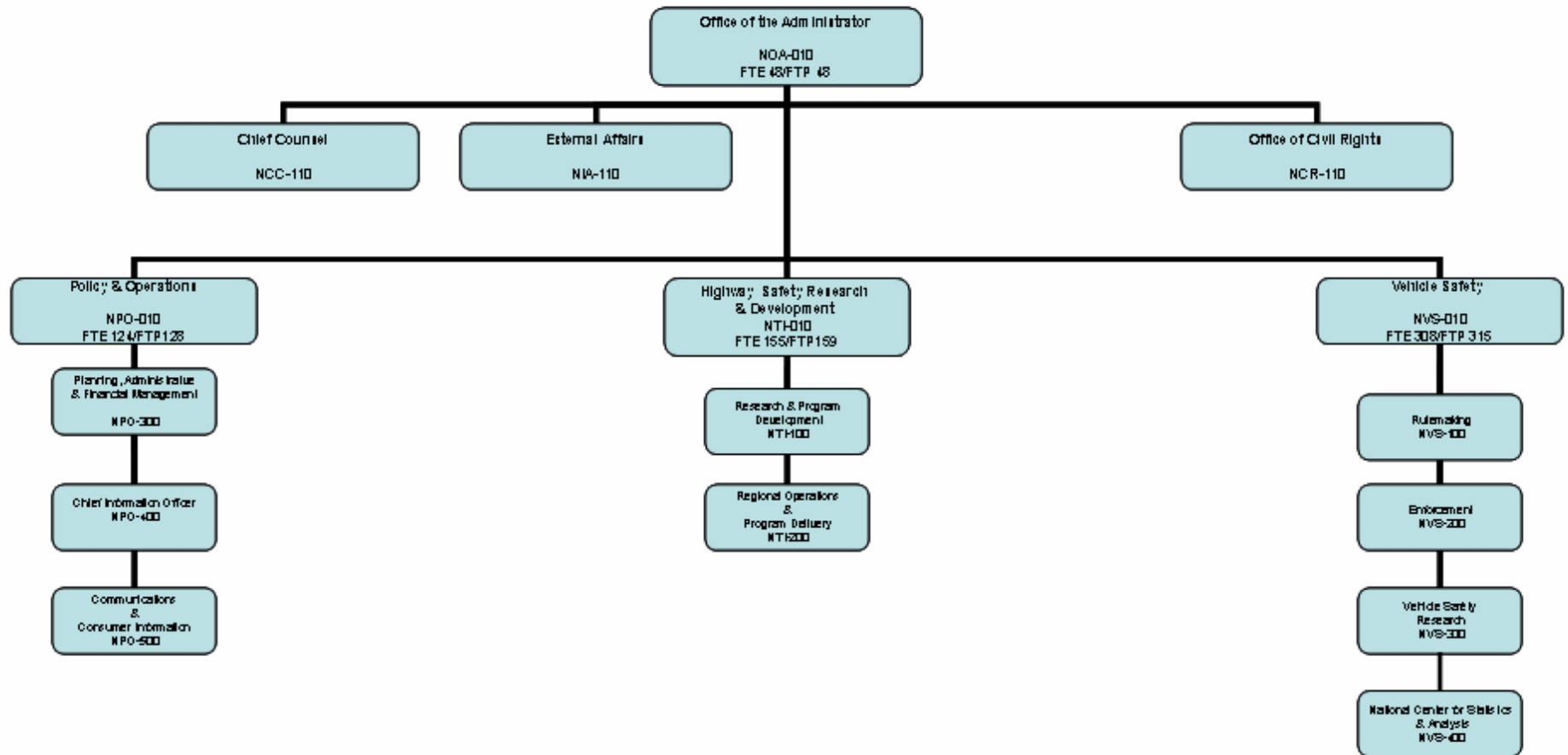
<u>ACCOUNT NAME</u>	<u>FY 2007 ACTUAL</u>	<u>FY 2008 ENACTED</u>	<u>FY 2009 REQUEST</u>
<u>DIRECTED FUNDED BY APPROPRIATION</u>			
Vehicle Safety Research (GF - Appn.)	0	355	0
<u>Operations and Research</u>	<u>553</u>	<u>198</u>	<u>553</u>
Highway Safety Research and Development (HTF Ob. Lim.)	198	198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

FY 2009 National Highway Traffic Safety Administration



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

FY 2008 National Highway Traffic Safety Administration



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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2009 CONGRESSIONAL BUDGET
ANALYSIS OF FUNDING REQUIREMENTS

Item	FY 2008					FY 2009					Change FY 2008 to FY 2009
	Vehicle Safety	Highway Safety Research & Development	Nat'l. Driver Reg.	Safety Grants	Grand Total	Vehicle Safety	Highway Safety Research & Development	Nat'l. Driver Reg.	Safety Grants	Grand Total	
FTP Positions	355	198	11	86	650	355	198	11	86	650	0
Full-time Equivalent Workyears (FTE's)	352	190	11	82	635	352	190	11	82	635	0
Total, Salaries	35,543,475	18,464,198	911,377	8,157,663	63,076,714	35,967,118	19,276,652	948,789	8,501,235	64,693,794	1,617,080
Total, Benefits	9,029,526	4,767,802	197,622	2,015,336	16,010,287	9,228,882	4,880,348	206,211	2,100,764	16,416,206	405,919
Total, Salaries and Benefits	44,573,000	23,232,000	1,109,000	10,173,000	79,087,000	45,196,000	24,157,000	1,155,000	10,602,000	81,110,000	2,023,000
Travel	536,000	482,000	21,000	375,000	1,414,000	536,000	482,000	21,000	375,000	1,414,000	0
Grand Total	126,572,000	107,750,000	4,000,000	599,250,000	837,572,000	122,000,000	105,500,000	4,000,000	619,500,000	851,000,000	13,428,000
Total, Program Funding Available	67,187,000	75,167,000	2,870,000	581,000,000	726,224,000	63,315,000	68,917,000	2,500,000	601,000,000	735,732,000	9,508,000
Highway Safety Research Development and Vehicle Safety Programs	67,187,000	75,167,000	0	0	142,354,000	63,315,000	68,917,000	0	0	132,232,000	-10,122,000
Safety Performance (Rulemaking)	12,768,000				12,768,000	16,668,000				16,668,000	3,900,000
1. Safety Standards Support	2,800,000				2,800,000	2,300,000				2,300,000	-500,000
2. New Car Assessment	7,893,000				7,893,000	10,393,000				10,393,000	2,500,000
3. Fuel Economy (CAFÉ)	1,880,000				1,880,000	3,880,000				3,880,000	2,000,000
4. Climate Control	20,000				20,000	20,000				20,000	0
5. Theft Control and Other Programs	175,000				175,000	75,000				75,000	-100,000
Safety Assurance (Enforcement)	18,277,000				18,277,000	17,477,000				17,477,000	-800,000
1. Vehicle Safety Compliance	7,696,000				7,696,000	8,096,000				8,096,000	400,000
2. Safety Defects Investigations	10,429,000				10,429,000	9,229,000				9,229,000	-1,200,000
3. Odometer Fraud Investigations	152,000				152,000	152,000				152,000	0
Highway Safety Program	1,249,000	42,559,000			43,808,000	0	42,009,000			42,009,000	-1,799,000
1. Impaired Driving	194,000	11,206,000			11,400,000	0	11,206,000			11,206,000	-194,000
2. Drug Impaired Driving	0	1,488,000			1,488,000	0	1,488,000			1,488,000	0
3. Pedestrian, Bicycle and Pupil Transp.	212,000	1,453,000			1,665,000	0	1,453,000			1,453,000	-212,000
4. Older Driver Safety	0	1,700,000			1,700,000	0	1,700,000			1,700,000	0
5. Motorcycle Safety	0	992,000			992,000	0	992,000			992,000	0
6. National Occupant Protection	0	11,132,000			11,132,000	0	10,282,000			10,282,000	-850,000
7. Enforcement and Justice Service	0	2,199,000			2,199,000	0	2,013,000			2,013,000	-186,000
8. Section 2017(b) Law Enforcement Trng.	0	500,000			500,000	0	500,000			500,000	0
9. Emergency Medical Services	0	2,320,000			2,320,000	0	2,144,000			2,144,000	-176,000
10. Enhance 911 and Nat'l. EMS Info.Sys.	0	1,250,000			1,250,000	0	1,250,000			1,250,000	0
NEMSIS	500,000	250,000			750,000	0	250,000			250,000	-500,000
11. Driver Licensing	0	1,002,000			1,002,000	0	1,002,000			1,002,000	0

Item	FY 2008					FY 2009					Change FY 2008 to FY 2009
	Vehicle Safety	Highway Safety Research & Development	Nat'l. Driver Reg.	Safety Grants	Grand Total	Vehicle Safety	Highway Safety Research & Development	Nat'l. Driver Reg.	Safety Grants	Grand Total	
12. Highway Safety Research	343,000	6,379,000			6,722,000	0	7,041,000			7,041,000	319,000
a. Regular Highway Safety Research	0	5,179,000			5,179,000	0	4,641,000			4,641,000	-538,000
b. Section 2013 Drug Impaired Driving	0	1,200,000			1,200,000	0	1,200,000			1,200,000	0
c. ACTS alcohol interlock initiative	0	0			0	0	1,000,000			1,000,000	1,000,000
d. Rural grant evaluations	0	0			0	0	200,000			200,000	200,000
e. Teens in driver's seats outreach	343,000	0			343,000	0	0			0	-343,000
13. Emerging Traffic Safety Issues	0	588,000			588,000	0	588,000			588,000	0
14. Behavioral International Programs	0	100,000			100,000	0	100,000			100,000	0
Total, Research and Analysis	34,893,000	32,608,000			67,501,000	29,170,000	26,908,000			56,078,000	-11,423,000
Research and Analysis	31,693,000				31,693,000	28,170,000				28,170,000	-3,523,000
1. Safety Systems	8,226,000				8,226,000	6,826,000				6,826,000	-1,400,000
2. Biomechanics	11,000,000				11,000,000	11,000,000				11,000,000	0
3. Heavy Vehicles	3,095,000				3,095,000	2,115,000				2,115,000	-980,000
a. Regular program	2,115,000				2,115,000	2,115,000				2,115,000	0
b. Commercial vehicle rollover	980,000				980,000	0				0	-980,000
4. Crash Avoidance and Pneumatic Tire Res.	8,104,000				8,104,000	8,104,000				8,104,000	0
5. Plastic and composite vehicles	343,000				343,000	0				0	-343,000
6. Hydrogen Fuel Cell & Alt. Fuel Veh. Saf.	925,000				925,000	125,000				125,000	-800,000
National Ctr. For Statistics and Analysis	3,200,000	32,608,000			35,808,000	1,000,000	26,908,000			27,908,000	-7,900,000
1. Traffic Records	0	1,650,000			1,650,000	0	1,650,000			1,650,000	0
2. Nat'l. Motor Veh. Crash Causation Survey	1,700,000	5,300,000			7,000,000	0	0			0	-7,000,000
3. Fatality Analysis Reporting System	250,000	7,172,000			7,422,000	0	7,172,000			7,172,000	-250,000
4. Early Fatality Analysis Reporting System	1,000,000	0			1,000,000	1,000,000	0			1,000,000	0
5. National Automotive Sampling System	250,000	12,230,000			12,480,000	0	12,230,000			12,230,000	-250,000
6. State Data Systems	0	2,890,000			2,890,000	0	2,490,000			2,490,000	-400,000
7. Special Crash Investigations	0	1,700,000			1,700,000	0	1,700,000			1,700,000	0
8. Data Analysis Program	0	1,666,000			1,666,000	0	1,666,000			1,666,000	0
NATIONAL DRIVER REGISTER			2,870,000		2,870,000			2,500,000		2,500,000	-370,000
HIGHWAY TRAFFIC SAFETY GRANTS				581,000,000	581,000,000				601,000,000	601,000,000	20,000,000
1. Sec.402 Formula Grants				225,000,000	225,000,000				235,000,000	235,000,000	10,000,000
2. Sec. 405 Occupant Protection Inc.Grants				25,000,000	25,000,000				25,000,000	25,000,000	0
3. Sec. 406 Saf. Belt Perf. Grants				124,500,000	124,500,000				124,500,000	124,500,000	0
4. Sec.408 State Traf. Saf. Info. Sys.Impr.				34,500,000	34,500,000				34,500,000	34,500,000	0
5. Sec.410 Alcohol Incentive Grants				131,000,000	131,000,000				139,000,000	139,000,000	8,000,000
6. Sec. 2010 Motorcyclist Safety				6,000,000	6,000,000				7,000,000	7,000,000	1,000,000
7. Sec.2011 Child Saf. and Booster Seat				6,000,000	6,000,000				7,000,000	7,000,000	1,000,000
8. Sec.2009 High Visibility Enforcement				29,000,000	29,000,000				29,000,000	29,000,000	0

Operations and Research
Vehicle Safety
(liquidation of contract authorization)
(limitation on obligations)
(highway trust fund)

Contingent upon the enactment of legislation authorizing contract authority and for payment of obligations incurred in carrying out the provisions of subtitle C of Title X of Public Law 109-59, and chapter 301 and part C of subtitle VI of Title 49, United States Code, \$122,000,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2009 are in excess of \$122,000,000 for programs authorized under such provisions: Provided further, That \$58,685,000 of this amount shall remain available until September 30, 2009, and \$63,315,000 shall remain available until September 30, 2010: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

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

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

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

FTE's:

Direct Funded	345	352	352	0
Reimbursable, allocated, other	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2009 CONGRESSIONAL BUDGET
ANALYSIS OF FUNDING REQUIREMENTS - VEHICLE SAFETY RESEARCH

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

FY 2009 Programs and Planned Activities

Vehicle Safety

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

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

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

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

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

Operations and Research
Highway Safety Research and Development

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

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, [\$107,750,000], \$105,500,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2008]2009, are in excess of [\$107,750,000]\$105,500,000 for programs authorized under 23 U.S.C. 403: Provided further, That \$36,583,000 of this amount shall remain available until September 30, 2009, and \$68,917,000 shall remain available until September 30, 2010: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

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

<u>ACTIVITY</u>	<u>FY 2007 ACTUAL</u>	<u>FY 2008 ENACTED</u>	<u>FY 2009 REQUEST</u>	<u>CHANGE FY 2008-2009</u>
Highway Safety Programs	37,886	42,559	42,009	-550
Research and Analysis	34,830	32,608	26,908	-5,700
Administrative Expenses	35,034	32,583	36,583	4,000
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (HTF)	107,750	107,750	105,500	-2,250

FTE's:

Direct Funded	178	190	190	0
Reimbursable, allocated, other	0	0	0	0

Note:

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2009 CONGRESSIONAL BUDGET
ANALYSIS OF FUNDING REQUIREMENTS - HIGHWAY SAFETY R&D

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

FY 2009 Programs and Planned Activities

Highway Safety Research and Development

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

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

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

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

National Driver Register

(Liquidation of contract authorization)

(Limitation on obligations)

(Highway trust fund)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, \$4,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs the total obligations for which, in fiscal year [2008] 2009, are in excess of \$4,000,000 for the National Driver Register authorized under such chapter: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

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

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2009 CONGRESSIONAL BUDGET
ANALYSIS OF FUNDING REQUIREMENTS - NATIONAL DRIVER REGISTER

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

FY 2009 Programs and Planned Activities

National Driver Register

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

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

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

Highway Traffic Safety Grants

(Liquidation of contract authorization)

(Limitation on obligations)

(Highway trust fund)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, to remain available until expended, [\$599,250,000] \$619,500,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2009, are in excess of [\$599,250,000] \$619,500,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, of which [\$225,000,000] \$235,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; \$25,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405; \$124,500,000 shall be for "Safety Belt Performance Grants" under 23 U.S.C. 406: Provided further, That unobligated balances and associated obligational authority for such grants may be made available for such grants in fiscal year 2010; \$34,500,000 shall be for "State Traffic Safety Information System Improvements" under 23 U.S.C. 408; [\$131,000,000] \$139,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Incentive Grant Program" under 23 U.S.C. 410; [\$18,250,000] \$18,500,000 shall be for "Administrative Expenses" under section 2001(a)(11) of Public Law 109-59; \$29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109-59; [\$6,000,000] \$7,000,000 shall be for "Motorcyclist Safety" under section 2010 of Public Law 109-59; and [\$6,000,000] \$7,000,000 shall be for "Child Safety and Child Booster Seat Safety Incentive Grants" under section 2011 of Public Law 109-59: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States: Provided further, That not to exceed \$750,000 of the funds made available for the "High Visibility Enforcement Program" shall be available for the evaluation required under section 2009(f) of Public Law 109-59: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

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

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2009 CONGRESSIONAL BUDGET
ANALYSIS OF FUNDING REQUIREMENTS - HIGHWAY TRAFFIC SAFETY GRANTS

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

FY 2009 Programs and Planned Activities

Highway Traffic Safety Grants

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

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

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

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

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

Section 410 (Alcohol Impaired Driving Countermeasures Incentive Grants): \$139,000,000 – SAFETEA-LU amended the alcohol-impaired driving counter measures incentive grant program to encourage States to adopt and implement effective programs to reduce impaired driving and its tragic consequences. States can qualify for a Section 410 grant as either a high alcohol fatality rate State; a low alcohol fatality State or as a programmatic State by meeting several eligibility criteria.

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

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

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

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

Highway Traffic Safety Grants
Distribution of NHTSA Section 402
(Basic Formula Grants)
FY 2009 Estimated Obligations
(Dollars in Thousands)

STATE/TERRITORY	Estimated Obligations	STATE/TERRITORY	Estimated Obligations
ALABAMA	\$3,950	NEBRASKA	\$2,299
ALASKA	1,174	NEVADA	1,641
AMERICAN SAMOA	587	NEW HAMPSHIRE	1,174
ARIZONA	3,850	NEW JERSEY	5,477
ARKANSAS	2,942	NEW MEXICO	1,953
CALIFORNIA	22,257	NEW YORK	12,722
COLORADO	3,746	NORTH CAROLINA	6,164
CONNECTICUT	2,295	NORTH DAKOTA	1,580
DELAWARE	1,174	N. MARIANAS	587
DISTRICT OF COLUMBIA	1,174	OHIO	8,403
FLORIDA	11,079	OKLAHOMA	3,594
GEORGIA	6,447	OREGON	2,902
GUAM	587	PENNSYLVANIA	8,895
HAWAII	1,174	PUERTO RICO	2,463
IDAHO	1,413	RHODE ISLAND	1,174
ILLINOIS	9,222	SEC. OF INTERIOR	4,697
INDIANA	4,916	SOUTH CAROLINA	3,275
IOWA	3,300	SOUTH DAKOTA	1,610
KANSAS	3,524	TENNESSEE	4,609
KENTUCKY	3,458	TEXAS	16,479
LOUISIANA	3,470	UTAH	1,918
MAINE	1,174	VERMONT	1,174
MARYLAND	3,542	VIRGIN ISLANDS	587
MASSACHUSETTS	4,228	VIRGINIA	5,160
MICHIGAN	7,525	WASHINGTON	4,616
MINNESOTA	4,723	WEST VIRGINIA	1,576
MISSISSIPPI	2,702	WISCONSIN	4,737
MISSOURI	5,049	WYOMING	1,174
MONTANA	1,544	TOTAL	\$234,870

Totals may not add
due to rounding.

Performance Overview

EXHIBIT II - 3

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

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

EXHIBIT IV-1

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

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

Highway Safety Performance

The Department has made transportation safety its highest priority. The 2006 fatality rate of 1.41 equates to 42,642 lives lost from motor vehicle crashes. This is unacceptable as even one fatality is one too many. While firmly committed to meeting the 1.0 fatality rate goal, the Department has realized it will not reach this goal by 2008 as originally planned. To most effectively align program and policy actions needed to meet key challenges, the Department has established four fatality sub-measures—passenger vehicles, nonoccupants, motorcycle riders, and large-truck- and large-bus-related fatalities—which represent the breadth of all highway users. The purpose of this approach is to more closely examine the fatality rates of the different segments of highway users and devote greater energy and resources and develop new strategies to combat sub-measure trends that are impeding progress to the overall 1.0 goal. The funding requests for NHTSA, the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) contribute to the DOT Safety strategic objective and its new target, as stated in the DOT 2006-2011 Strategic Plan, to reduce highway fatalities to 1.0 per 100 million VMT by 2011. The DOT overall fatality rate target for 2009 is 1.35 fatalities per 100 million VMT.

DOT Performance Measures

Reduce the passenger vehicle fatality rate per 100 million VMT.

The passenger vehicle occupant fatality rate (includes passenger cars, pickup trucks, vans, and sport utility vehicles) has declined sharply since 1995 when the rate was 1.44. In 2006 (the latest rate data available), the passenger vehicle occupant fatality rate declined to 1.10. The number of passenger vehicle occupant fatalities decreased in 2006 to 30,521 from 31,549 in 2005. DOT has set a 2009 target rate of 1.04 fatalities per 100 million VMT.

Reduce the motorcycle rider fatality rate per 1,000,000 registrations.

Motorcycle rider fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. In 2006 motorcycle rider fatalities increased to 4,810 (increasing for the 9th year in a row), from 4,576 in 2005. This is a 5.1 percent increase in just one year and accounts for 11 percent of the 42,642 total fatalities in motor vehicle crashes in 2006. DOT has set its FY 2009 motorcycle rider fatality rate at 77.

Reduce the nonoccupant fatality rate per 100 million VMT.

According to 2006 FARS data, the number of nonoccupants of all types (pedestrians, pedalcyclists and occupants of motor vehicles not in transport and of non-motor vehicle transport devices) killed in motor vehicle crashes decreased by 1 percent, to 5,740 fatalities in 2006, as compared to 5,864 in 2005. The number of pedestrian fatalities decreased from 4,892 in 2005 to 4,784 in 2006, a 2.2-percent decrease, whereas the number of cyclists killed decreased by 1.7-percent from 786 in 2005 to 773 in 2006. To re-align the non-occupant fatality rate goal with current trends, DOT re-baselined the measure for FY 2008 and has set its FY 2009 target to 0.19 fatalities per 100 million VMT.

Reduce the large truck and bus fatality rate per 100 million VMT.

The new DOT large truck and bus sub-measure will track fatalities involving both occupants and non-occupants in a crash involving a truck with a gross vehicle weight rating of 10,000 pounds

or more and/or motor coach. This new measurement uses total VMT, rather than truck VMT. Total VMT captures the traffic volumes of all vehicles, which is important given that approximately three-fourths of fatal large truck crashes in recent years have involved a passenger vehicle. The DOT FY2008 fatality rate target for large truck and buses is 0.167.

NHTSA Intermediate Outcome Measures

NHTSA's intermediate performance measures support both the overall DOT Safety goal and the new key focus area performance targets. NHTSA's intermediate performance measures for 2009 include: (1) reducing the fatality rate in crashes where blood alcohol concentration (BAC) was .08+; (2) increasing seat belt use; (3) increasing restraint use among 0-7 year-olds; and (4) reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.

Reduce the rate of fatalities in high BAC (.08+) crashes per 100 million VMT.

Fatalities in alcohol-related crashes in 2006 remained essentially the same as in 2005, claiming 17,602 lives. Recognizing fatalities in crashes with high blood alcohol concentration (BAC .08 g/dL and above) make up 85 percent of the alcohol problem, for FY 2006 NHTSA created a new goal to reduce the rate of fatalities in BAC (.08+) crashes for 2006 and beyond. In 1996 the BAC (.08+) crash fatality rate per 100 million VMT amounted to 0.61 and decreased significantly to 0.50 in 2006. This is a "declaration of success" for State .08 laws. However, the median BAC value for alcohol-involved drivers was 0.16; meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in all States. NHTSA has set its FY2008 high BAC fatality rate target at 0.47.

Increase seat belt use.

In 2007 (latest data available), the National Occupant Protection Use Survey (NOPUS) showed a 7 percentage-point increase in belt use since 2002, which amounted to an 81 percent usage rate – a one percent drop from the 2005 all-time high usage rate of 82 percent. NHTSA has set its 2009 target at 85 percent. Seat belt use is statistically lower in States with secondary belt enforcement laws than in States with primary laws, and even lower in rural areas than in urban or suburban areas. In 2005, States that allowed more stringent enforcement of their belt use laws ("primary" States) reached a milestone of 85 percent belt use, as compared to 74 percent use in other States.

Increase restraint use among 0 through 7 year olds.

Restraint use by young children reached record levels in 2004 (latest data available), with 98 percent of infants and 93 percent of toddlers restrained. In 2005, an estimated 420 children (under 5 years of age) were saved as a result of child restraint use. If 100 percent of children were protected by child restraints, an estimated 518 lives (that is an additional 98) could have been saved in 2005. The agency re-baselined its restraint use target for 2007 after data showed a significant decline from 88 percent in 2002 to 82 percent in 2004 (data in 2003 was not collected and data for 2005 is not yet available). For 2009, the agency has set its target at 86 percent.

Reduce the percentage of improperly licensed motorcyclists involved in fatal crashes.

In 2005, nearly one out of four motorcycle operators (24%) involved in fatal crashes were operating their vehicles with invalid licenses at the time of the collision, while only 12 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses. NHTSA has established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes. For 2009, the agency has set its target at 22 percent.

Program Assessment Ratings Tool (PART) Assessment

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

<u><i>Program</i></u>	<u><i>PART Cycle</i></u>	<u><i>Score</i></u>	<u><i>OMB Assessment</i></u>
Grant Management Program	FY 2004	78	Moderately Effective
	FY 2009	93	Effective
Operations and Research Program	FY 2006	75	Moderately Effective

FY 2009 REQUEST SUMMARY
(dollars in thousands)

	FY 2007 <u>Enacted 1/</u>	FY 2008 <u>Enacted</u>	FY 2009 <u>Request</u>	Change <u>FY 08-09</u>
<u>ADMINISTRATIVE EXPENSES (See attached)</u>	101,344	104,725	108,645	3,920
<u>VEHICLE SAFETY FUNDING</u>				
Safety Performance (Rulemaking)	14,013	12,768	16,668	3,900
Safety Assurance (Enforcement)	18,094	18,277	17,477	(800)
Highway Safety Programs	0	1,249	0	(1,249)
Research and Analysis (non-NCSA)	34,094	31,693	28,170	(3,523)
Research and Analysis (NCSA only)	990	3,200	1,000	(2,200)
Administrative Expenses	54,041	59,385	58,685	(700)
Total, Vehicle Safety Funds	121,232	126,572	122,000	(4,572)
<u>HIGHWAY SAFETY RESEARCH AND DEVELOPMENT FUNDING</u>				
Highway Safety Programs	37,886	42,559	42,009	(550)
Research and Analysis (NCSA only)	34,830	32,608	26,908	(5,700)
Administrative Expenses	35,034	32,583	36,583	4,000
Total, Highway Safety R&D funds	107,750	107,750	105,500	(2,250)
<u>NATIONAL DRIVER REGISTER (NDR) FUNDING</u>				
Contract Program	2,875	2,870	2,500	(370)
Administrative Expenses	1,125	1,130	1,500	370
Total NDR funds	4,000	4,000	4,000	0
<u>HIGHWAY TRAFFIC SAFETY GRANTS FUNDING</u>				
Section 402 Formula Grants	220,000	225,000	235,000	10,000
Section 405 Occupant Protection Incentive Grants	25,000	25,000	25,000	0
Section 406 Safety Belt Performance Grt. Pgm.	124,500	124,500	124,500	0
Section 408 State Traffic Safety Info. Sys. Improv.	34,500	34,500	34,500	0
Section 410 Alcohol Incentive Grants	125,000	131,000	139,000	8,000
Section 2010 Motorcyclist Safety	6,000	6,000	7,000	1,000
Section 2011 Child Safety and Booster Seat Grants	6,000	6,000	7,000	1,000
High Visibility Enforcement	29,000	29,000	29,000	0
Grant Administrative Expenses:	17,750	18,250	18,500	250
-Highway Safety R&D-Research	(4,967)	(4,967)	(4,967)	0
-Research & Analysis (NCSA only)-NOPUS	(1,639)	(1,656)	(1,656)	0
-Administrative Expenses	(11,144)	(11,627)	(11,877)	(250)
Highway Traffic Safety Grants funds	587,750	599,250	619,500	20,250
Total, NHTSA PROGRAM FUNDING	820,732	837,572	851,000	13,428

1/ Excludes \$346K transferred from FHWA as a 1-time adjustment for pay raise

	<u>FY 2007</u> <u>Enacted 1/</u>	<u>FY 2008</u> <u>Enacted</u>	<u>FY 2009</u> <u>Request</u>	<u>Change</u> <u>FY 08-09</u>
<u>Safety Performance (Rulemaking)</u>				
Safety Standards Support	2,277	2,800	2,300	(500)
New Car Assessment Program	7,814	7,893	10,393	2,500
Section 10307 NCAP accelerated testing schedule	2,581	0	0	0
Fuel Economy Program	1,269	1,880	3,880	2,000
Climate Control	20	20	20	0
Theft Control and Other Programs	52	175	75	(100)
Total, Safety Performance	14,013	12,768	16,668	3,900
<u>Safety Assurance (Enforcement)</u>				
Vehicle Safety Compliance	7,619	7,696	8,096	400
Safety Defects Investigation	10,325	10,429	9,229	(1,200)
Odometer Fraud	150	152	152	0
Total, Safety Assurance	18,094	18,277	17,477	(800)
<u>Highway Safety Programs</u>				
Impaired Driving	10,098	11,206	11,206	0
Impaired Driving (Vehicle-funded)	0	194	0	(194)
Drug Impaired Driving	1,485	1,488	1,488	0
Automotive Coalition for Traffic Safety (ACTS)	0	0	1,000	1,000
Evaluation of Rural Demonstration Grant Programs	0	0	200	200
Peds/Bicycle/Pupil Transportation	1,648	1,453	1,453	0
Peds/Bicycle/Pupil Transportation (Vehicle-funded)	0	212	0	(212)
Section 2017 Older Driver Safety	1,700	1,700	1,700	0
Motorcycle	792	992	992	0
National Occupant Protection	11,656	11,132	10,282	(850)
Enforcement and Justice Services	1,695	2,199	2,013	(186)
Section 2017(b) Law Enforcement Training	500	500	500	0
Emergency Medical Services	1,782	2,320	2,144	(176)
Section 2016 Rural State EMS Optimization	500	0	0	0
Enhance 9-1-1	500	1,250	1,250	0
NEMSIS	0	250	250	0
NEMSIS (Vehicle-funded)	0	500	0	(500)
Licensing	1,001	1,002	1,002	0
Highway Safety Research	2,564	5,179	4,641	(538)
Hwy. Safety Research (Grant Admin-funded)	4,967	4,967	4,967	0
Section 2013 Drug Impaired Driving Study	1,200	1,200	1,200	0
Emerging Traffic Safety Issues	666	588	588	0
International Program	99	100	100	0
Teens in driver's seat outreach prog. (Vehicle-funded-earmark)	0	343	0	(343)
Total, Highway Safety Programs	42,853	48,775	46,976	(1,799)
<u>Research and Analysis (non-NCSA)</u>				
Safety Systems	9,134	8,226	6,826	(1,400)
Biomechanics	13,860	11,000	11,000	0
Heavy Vehicles	2,094	2,115	2,115	0
Commercial Vehicle Rollover (earmark)	0	980	0	(980)
Crash Avoidance & Human-Vehicle Performance 1/	8,090	8,104	8,104	0
Lightweight plastic and composite intensive vehicles (earmark)	0	343	0	(343)
Hydrogen	916	925	125	(800)
Sub Total, Research and Analysis	34,094	31,693	28,170	(3,523)

	FY 2007 Enacted 1/	FY 2008 Enacted	FY 2009 Request	Change FY 08-09
Research and Analysis (NCSA only)				
Traffic Records (Hwy safety-funded)	1,632	1,650	1,650	0
NMVCCS (Hwy. Safety-funded)	7,920	5,300	0	(5,300)
NMVCCS (Vehicle-funded)	0	1,700	0	(1,700)
FARS (Hwy Safety-funded)	6,992	7,172	7,172	0
FARS (Vehicle-funded)	0	250	0	(250)
FastFARS (Vehicle-funded)	990	1,000	1,000	0
NASS (Hwy. Safety-funded)	12,108	12,230	12,230	0
NASS (Vehicle-funded)	0	250	0	(250)
State Data Systems (Hwy. Safety-funded)	2,515	2,890	2,490	(400)
SCI (Hwy. Safety-funded)	1,683	1,700	1,700	0
NOPUS (Grant Admin-funded)	1,639	1,656	1,656	0
Data Analysis Program (Hwy. Safety-funded)	1,980	1,666	1,666	0
Total, NCSA	37,459	37,464	29,564	(7,900)
Total, Research and Analysis	71,553	69,157	57,734	(11,423)
TOTAL, NHTSA VEHICLE/BEHAVIOR PROGRAMS	146,513	148,977	138,855	(10,122)

1/ Includes funds for tire research previously shown separately

Administrative Expenses

Salaries and Benefits	74,055	79,087	81,110	2,023
Regular	73,390	78,422	80,428	2,006
Workers Compensation	182	182	182	0
Transit Benefits 1/	483	483	500	17
Travel	1,323	1,414	1,414	0
GSA Rent	8,056	7,836	7,905	69
Administrative Services (exc. Awards shown above)	4,510	4,190	4,425	235
Working Capital Fund	4,274	5,490	5,844	354
(WCF contribution from programs-non add)	(4,000)	(4,000)	(4,000)	0
(Transit Benefits incl. in Salaries & Benefits non-add)	(483)	(483)	(500)	(17)
Computer Support	3,395	3,154	3,429	275
Hotline	1,540	1,063	2,027	964
Program Evaluation	579	579	579	0
Vehicle Research & Test Center	1,002	1,012	1,012	0
NOPUS (Non-Add-reflected in R&A-NCSA)	(1,639)	(1,656)	(1,656)	0
Highway Safety Research (Non-Add-reflected in Hwy. Saf. Res)	(4,967)	(4,967)	(4,967)	0
Regional Operating Expenses	862	900	900	0
Contingency for unforeseen expenses, e.g. new bldg	1,748	0	0	0
Total, NHTSA Administrative Expenses	101,344	104,725	108,645	3,920

1/ Although a salary and benefit expense these costs are billed through WCF.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

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

1/ \$125,000,000 from RABA

Liquidation of Contract Authorization

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY TRUST FUND - APPROPRIATIONS

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH GENERAL FUND - APPROPRIATIONS

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY TRUST FUNDS - TRANSFERS FROM FHWA

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

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

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

Liquidation of Contract Authorization

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

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

Liquidation of Contract Authorization

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER HIGHWAY TRUST FUNDS - APPROPRIATIONS

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

