U.S. Department of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2015

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED TO THE
THE COMMITTEES OF APPROPRIATIONS

Table of Contents

STATEMENT OF THE ACTING 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. Between 2005 and 2011, the nation experienced a nearly 26 percent decline in motor vehicle fatalities. However, in 2012 there were 33,561 fatalities on America's roadways. This represents an increase of 1,082 as compared to the 32,367 fatalities in 2011. While the newest data show an increase in traffic fatalities, the historic downward trend over the past several years—the 2011 numbers were at a record 60-year low—means any comparison will be to an unprecedented low baseline figure. DOT continues to collect information on the fatal traffic crashes that occurred during 2012 and is analyzing the data to determine where the increases may have occurred. In FY 2015, the agency will continue to address this rise with the goal of returning the overall long-term trend to a downward trajectory for roadway fatalities.

NHTSA's employees are dedicated to our mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. I share this dedication, and I am pleased to present our Fiscal Year (FY) 2015 Budget Request. NHTSA's FY 2015 Budget Request totals $851 million and includes $152 million for Vehicle Safety, $122 million for Behavioral Safety and $577 million for State Grants and High Visibility Enforcement Support. We prepared this budget assuming that the recent two-year Moving Ahead for Progress in the 21st Century Act (MAP-21) authorization will be extended in 2015. NHTSA's programs span the full spectrum of vehicle and behavioral safety areas; however pedestrian safety remains an area of focused interest for this administration. As of 2012, pedestrian fatalities have increased for three consecutive years, and bicyclist fatalities increased for two. To address these trends, the Secretary and NHTSA propose to expand efforts on pedestrian and bicycle safety, including

financial support for related state efforts on education, training, and enforcement. To that end, the Agency has supported Pedestrian Focus Cities and Focus States with the education and enforcement components of their Pedestrian Safety Action Plans. These projects have drawn media attention, heightened awareness, and have shown consistent decreases in traffic violations by both drivers and pedestrians. I want to build on our efforts to enhance traffic law enforcement to protect pedestrians. In cities where pedestrians are most at risk, we will partner with law enforcement agencies to conduct demonstration projects and implement strategies outlined in the Guide to Pedestrian Crosswalk Enforcement Operations. The FY 2015 budget would also provide funding for more cities to implement the education and enforcement components of their Pedestrian Safety Action Plan.

In a cross-modal collaboration, NHTSA and the Federal Highway Administration have launched the "Everyone is a Pedestrian" campaign. We have launched a website to provide a one-stop shop for pedestrian safety resources for communities, governments, advocates, and the general public. We have established a new grant program that focuses on education and enforcement initiatives for pedestrian safety and includes up to 6 grants totaling $2 million for qualified focus cities.

Vehicles on our nation's roadways are the safest in the world, and we remain dedicated to making them safer every day. Continuing advances in automotive technology and vehicle innovation have created completely new possibilities for improving highway safety and offer enormous safety potential. But the data reminds us that three persistent facts remain in traffic safety—

- Fifty percent of all people killed in crashes are unbelted;
- Thirty percent of all highway fatalities involve an impaired driver; and
- Ninety percent of all crashes involve an element of human error.

In order to move beyond these tragedies, we must consider promising new technologies to complement our existing programmatic work and high visibility enforcement efforts. We have identified three technologies that I believe will help drastically reduce highway fatalities: seatbelt interlocks, the Driver Alcohol Detection System for Safety (DADSS), and Forward Collision Avoidance and Mitigation (FCAM).

Seat belts are one of the most effective forms of reducing injuries and fatalities, saving an estimated 66,000 lives from 2007 to 2011. There is tremendous potential for seatbelt interlocks that could prevent a driver from operating a vehicle if the driver and passengers have not properly buckled up. A recent change in law from MAP-21 enables NHTSA to develop a voluntary vehicle standard for seatbelt interlock systems. Advances in technology have made interlock systems more feasible and viable than in previous years, and any potential technology that could increase seat belt use would be extremely beneficial.

The DADSS research program, a joint research partnership between NHTSA and the auto industry, offers another type of advanced technology. This research is focused on research to develop passive non-intrusive technology that could detect an impaired driver and preventing them from operating a vehicle. Considering that over 30 percent of all highway fatalities involve an impaired driver, this technology can save as many as 10,000 lives per year.

Finally, FCAM is an active safety technology that would prevent crashes from occurring in the first place. With the right test methods to evaluate the quality of the systems, NHTSA can consider different pathways to encourage fleet adoption and penetration, thereby reducing crashes due to human error.

These three technology-based efforts hold enormous potential and are the foundation of the Significant and Seamless Initiative that the Agency recently launched. The Initiative will create a three-year research and prioritization plan to move these technologies forward and enable adoption as soon as feasibly possible. These technologies address a broad-based safety threat, and equally important, they require no or minimal driver intervention. The potential of new safety systems, such as FCAM, advanced braking or lane departure warning systems, along with vehicle-to-vehicle communication systems (V2V), could potentially prevent or reduce the severity of up to 80 percent of crashes involving non-impaired drivers.

In January, we announced our decision to begin to take steps to enable V2V technology for light vehicles, which will allow vehicles to "talk" to each other and share speed and position data. This data would allow manufacturers to design safety systems than can warn drivers of an impending collision so that they may take action to avoid it. We are currently conducting analysis so that we may make a decision on V2V technology for heavy vehicles by the end of 2014. This budget will continue to support our research and rulemaking efforts for this potentially game changing technology.

These various technologies represent a broader industry shift towards electronics and software. NHTSA is undertaking efforts to ensure the security and reliability of these interconnected electronic systems. Through our Vehicle Electronics and Emerging Technologies Division, NHTSA will research new vehicle electronics and software technologies and their implications to vehicle safety. We take a layered approach to cybersecurity in order to maintain defense-in-depth and manage threats to ensure that the driver does not lose control and that the overall system cannot be compromised.

These advanced technologies represent steps on the continuum of automated driving. In 2013, NHTSA released a "Preliminary Statement of Policy Concerning Automated Vehicles." This outlines our research plans and the various levels of vehicle automation ranging from no-automation to full self-driving automation. The three key elements include:

- understanding and evaluating driver behavior in these vehicles;
- developing performance requirements for the highly complex potential driving environments that they will encounter; and
- ensuring that the systems (including sensors, maps, and software, etc.) are safe, effective, and reliable.

I know that automated driving has tremendous promise and firmly believe that, at this point, current technology is not sufficiently robust to remove the human completely from the control loop. The car–no matter how automated–is not yet ready to be more than a co-pilot. Many states are rushing to introduce legislation to authorize automated vehicle use on their roadways. We have provided guidance for the states and will continue to do so.

While these technologies hold much promise, we must also make sure that they do not adversely burden the driver or present other unintended safety risks. In order to ensure that these technologies are safe, we continue to support enhancing our Vehicle Research and Test Center. In FY 2015, we will undertake activities to expand our advanced testing capability.

We will continue our long-term focus on impaired driving and occupant protection through education and enforcement. For example, we will explore the feasibility of a combined emphasis safety campaign that leverages past successes in reducing impaired driving and increasing occupant protection. We will continue to work with the states to encourage improvement in these priority traffic safety areas. Our annual Click It or Ticket mobilization to increase seatbelt use, and our Labor Day and December anti-impaired driving campaigns are cornerstones of our nationwide awareness campaigns. Building upon the successes of our 2010 high visibility enforcement demonstration programs in New York and Connecticut to reduce hand held cell phone use, we will also advance our anti-distracted driving campaigns and implement the MAP-21 authorized distracted driving grant program.

Our strong relationship with the states and Indian tribes is crucial to enhancing safety through their implementation of data-driven safety programs and countermeasures. For this reason, we strongly support the new MAP-21 grant program structure, including continued emphasis on State and Community Highway formula grants to provide states, the District of Columbia, the Commonwealth of Puerto Rico, the Territories and the Indian Nations the resources to implement effective highway safety programs. In addition, a portion of these funds will now be used to establish the cooperative research and evaluation program, to be jointly managed by NHTSA and the States, which will allow us to more expeditiously evaluate safety countermeasures for high priority program areas.

The Agency places significant priority on protecting vulnerable populations. In 2011, 274 child occupants under the age of 4 were killed in motor vehicle crashes. Children are also at risk in non-crash scenarios. Since 1998, at least 532 children nationwide have lost their lives to vehicular heatstroke, with most deaths occurring among children ages three and younger. NHTSA has recognized the safety threat heatstroke poses for young children left unattended in hot cars, and together with automakers, car seat manufacturers, health and safety advocates, consumer groups and others, we are working to tackle this important safety issue. NHTSA also plans to continue to increase focus on efforts to improve older driver safety and lifesaving response to crashes through Emergency Management Services.

All of these safety programs are predicated on having a strong, dynamic data collection system to help inform decision-making. NHTSA's vehicle and behavioral safety programs are driven by crash data that provide the empirical information NHTSA relies on to effectively allocate Federal resources to best save lives. NHTSA's data systems are the preeminent source of traffic safety information in the nation and are used by Federal, state and local entities to inform their roadway safety programs and funding. Recognizing its importance, we will aggressively pursue data improvement initiatives throughout FY 2015 to further enhance and link existing systems. Modernizing and consolidating our data programs enables NHTSA and state and local communities to make better traffic safety programming decisions.

Finally, we renew our commitment to environmental sustainability through the agency's active Corporate Average Fuel Economy (CAFE) program. We recently finalized groundbreaking standards that will nearly double fuel economy for cars and light-duty trucks by Model Year 2025, saving consumers $1.7 trillion at the gas pump and reducing U.S. oil consumption by 12 billion barrels. Our FY 2015 budget request will support future CAFE efforts, including the post-2018 Medium and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, comprehensive rulemaking activity for the light duty CAFE program for 2022 and beyond, and analyses under the National Environmental Policy Act to support these programs.

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

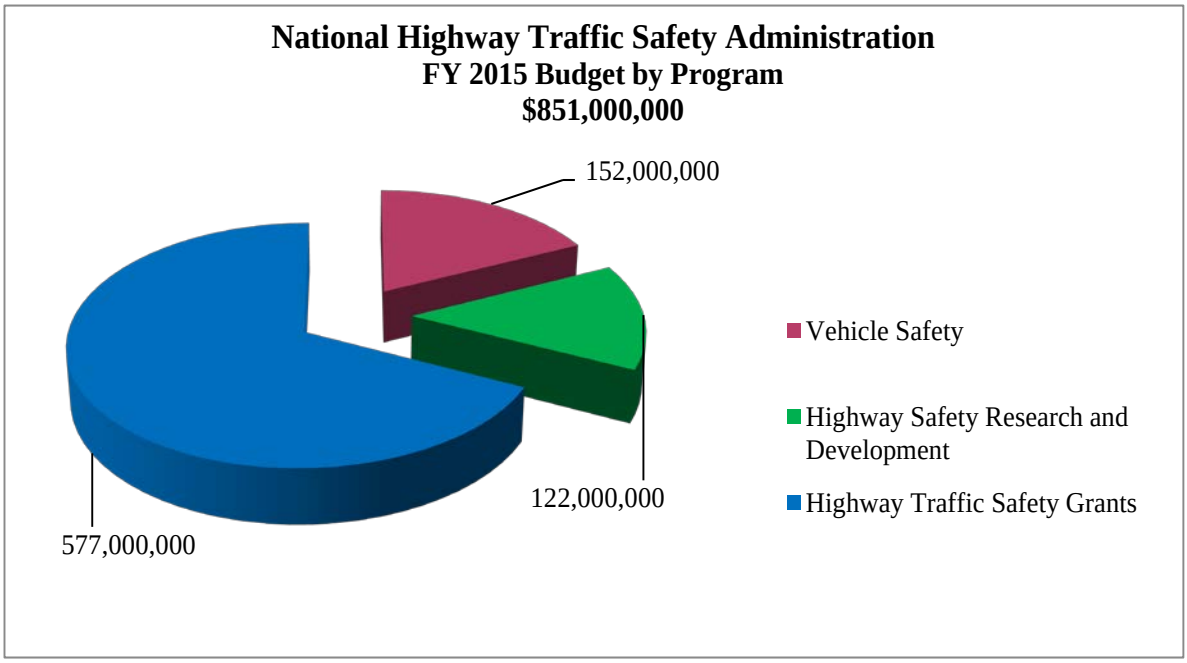
David J. Friedman

This Page Left Intentionally Blank

National Highway Traffic Safety Administration

FY 2015 Budget Request

Overview



The Nation has seen a continuous and steady decline in highway traffic fatalities. In 2011, overall traffic fatalities reached the lowest level since 1949. This translates to a 1.9 percent decrease in fatalities from 2010 to 2011. However, given that an estimated 33,561 people still died in roadway crashes in 2012, much work remains to be done to improve highway safety on our Nation's roadways. In order for the National Highway Traffic Safety Administration (NHTSA) to effectively continue its mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes, the agency is requesting $851 million in FY 2015.

Our FY 2015 budget request will allow NHTSA to conduct rulemaking, enforcement, and vehicle research, as well as to develop and implement data-driven, workable, and self-sustaining highway safety programs that reduce highway injuries and fatalities. NHTSA provides grants to states and local communities, and supports research, demonstration projects, and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs. The hard work and dedication of NHTSA's staff and the programs they administer directly translate to the prevention of senseless motor vehicle crashes, and lives saved on our Nation's roadways.

Priority Areas

In 2011, the number of overall traffic fatalities reached the lowest level in recorded history (since 1949). In 2012, 33,561 people lost their lives on US roadways. NHTSA's success is attributed to the combined efforts of the various offices of the Agency.

Vehicle Safety

Safe vehicles are a vital component of preventing roadway fatalities, and NHTSA has a long history of ensuring that the vehicles on our nation's roadways are the safest they can be to protect occupants. We will concentrate our vehicle safety research on the entire spectrum of advanced pre-crash, crash, and post-crash vehicle safety issues and technologies. Specific research areas include: vehicle structure and restraints research, human biomechanics research, crash avoidance and human factors research, heavy vehicle safety, alternative fuel vehicle safety, and connected vehicle 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 and improve data systems. Our focus is not just on single-vehicle or multi-vehicle crashes, but also on those crashes that involve pedestrians.

In recent years, more and more electronic control systems are being introduced into vehicles, controlling such safety-critical functions as steering, braking, and throttle, and in alternative fuel vehicles, a range of system features. Many emerging vehicle technologies present enormous life-saving potential, but we must ensure that they don't pose unintended safety consequences or distract vehicle operators from their primary task: driving safely. The 2015 budget request supports necessary research, rulemaking and enforcement activities concerning the effectiveness, reliability, interoperability, privacy and security of these systems and their associated effects on safety.

Testing emerging technologies for research and standards development purposes as well as testing vehicles for NHTSA's New Car Assessment Program (NCAP), and enforcement and defect investigations are vital to NHTSA's continuing efforts to reduce fatalities and injuries. NHTSA recently announced a new policy concerning vehicle automation, including plans for research on related safety issues and recommendations for states related to the testing, licensing, and regulation of "fully autonomous" or "self-driving" vehicles. Self-driving vehicles are those in which operation of the vehicle occurs without direct driver input to control the steering, acceleration, and braking and are designed so that the driver is not expected to constantly monitor the roadway while operating in self-driving mode.

Our top priority is to ensure these vehicles – and their occupants – are safe. Our research covers all levels of automation, including advances like automatic braking that may save lives in the

near term, while the recommendations to states help them better oversee self-driving vehicle development, which holds promising long-term safety benefits."

With alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, we need to expand our ability and capacity to test, monitor and trouble-shoot new technologies as expeditiously and efficiently as possible. For example, in support of the President's goal to have 1 million electric vehicles on the road by 2015, we must ensure that the new technologies used to make this possible do not compromise vehicle safety. Time lost translates into lives lost. With many new crash avoidance technologies under development, expanding our capability to test human interactions with these systems is also imperative. We will further explore ways for NHTSA to address these new challenges across the spectrum of our vehicle safety program responsibilities. To address this, we propose in FY 2015 to continue enhancement efforts initiated in FY 2014 to provide the capability of advanced testing of emergent technologies at our Vehicle Research and Test Center.

Another emerging issue in the area of vehicle safety is the significant increase of imported motor vehicles and motor vehicle equipment from new entrant manufacturers with little or no experience with U.S. safety standards. In FY 2015, we will continue to refine and expand a risk-based approach for managing import safety in concert with intervention by U.S. Customs and Border Protection (CBP) personnel at the ports of entry. We also will work with CBP as we continue implementing the import related provisions of MAP-21 to help prevent noncompliant and defective vehicles and equipment from entering the country. Requested funding will allow the Agency to meet the additional challenges this will pose to the Agency's compliance and defects investigations programs as they strive to continue to protect public safety.

In support of the Secretary's strategic objective of Environmental Sustainability, we will support ongoing rulemakings under the Corporate Average Fuel Economy (CAFE) program. This will include implementation of the President's directive for the first-ever National Environmental Policy Act to increase fuel efficiency and decrease greenhouse gas pollution from model years 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, and rulemaking activities for the Passenger Car and Light Trucks program beyond model year 2022. Our request will address new and unique safety concerns involving alternative fuel vehicles such as electric, hydrogen, and natural gas that will likely increase in the U.S. automotive fleet as a result of CAFE standards. Funding will also enable changes in crashworthiness test methods and standards for a vehicle fleet likely to become smaller, lighter, and stiffer as manufacturers modify their fleets to meet revised CAFE standards.

Highway Safety

While strengthening NHTSA's long-term focus on impaired driving and occupant protection, the FY 2015 budget includes a number of new approaches to address emerging safety concerns and

to use resources more efficiently. Educating roadway users and community leaders to adopt safe behaviors, in conjunction with effective law enforcement have helped to reduce fatalities to the lowest levels in reported history.

With requested funds, we will sustain participation with law enforcement, officers, prosecutors and judges in priority agency behavioral programs. Active participation of criminal justice professionals is crucial to the success of the Agency's key programs, especially occupant protection, alcohol and drug impaired driving initiatives, speed management, and driving while distracted, primarily through texting and cell phone usage. This initiative will continue to mobilize and enable a network of peer outreach law enforcement liaisons (LELs) to advance NHTSA programs and provide ongoing technical assistance to law enforcement at the state and local level, and support the Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) program, conducted in partnership with the Department of Justice. Of the amounts requested up to $5 million will be used for the development and placement of broadcasting media to support the enforcement of State distracted driving laws. Also, with the requested funds, we will contribute to the National Drug Control Strategy promulgated by the Office of National Drug Control Policy. NHTSA's contributions will be in implementing a streamlined training program for law enforcement officers, development of new educational materials for prosecutors and judges, and expansion and synthesis of data collection on drugged driving cases. Additionally, we are requesting funding for our annual *Click It or Ticket* (CIOT) mobilization in an effort to increase seatbelt use, and advance our Labor Day and December anti-distracted driving campaigns by examining the effectiveness of a combined emphasis safety campaign (focusing on multiple programmatic areas, e.g. impaired driving, occupant protection and speed).

We must remember that our roadways are shared by pedestrians. Pedestrian crashes, which particularly affect children, older adults, and Hispanics, can be reduced through behavioral initiatives including education and law enforcement. To address this area of heightened focus, under Secretarial leadership the Department has set up a Joint FHWA-NHTSA Initiative on Predestination and Bicycle Safety. FHWA and NHTSA will implement the first phases of a multi-year focus on improving the safety and utilization of pedestrian and bicycle transportation. This comprehensive effort builds upon substantial Departmental accomplishments and ongoing activity in infrastructure and vehicle safety research as well as behavioral program development. The initiative recognizes the imperativeness of bicycle and pedestrian safety, both for reducing the human and economic costs associated with motor vehicle crashes and as a prerequisite for realizing the range of ancillary benefits that will result from increasing the proportion of overall trips taken by these modes.

Since widespread near-term change in safe walking and bicycling will depend on State and local action, a key objective of the initiative is to utilize Departmental leadership to influence investment decisions by recipients of FHWA and NHTSA programs. The Department

administers a range of programs that can support pedestrian and bicycle infrastructure and behavioral program implementation. Departmental leadership can be effective in focusing State and local decision makers on pedestrian and bicycle safety improvement opportunities and in guiding activities toward evidence-based solutions.

The joint initiative will continue to apply existing FHWA and NHTSA Research and Demonstration funds toward the advancement of infrastructure and vehicle safety research and for development of planning tools and technical guidance to support State and local action.

Traffic Safety Grants

Public Law 112-141, MAP-21, authorizes Traffic Safety Grants in FY 2013 and FY 2014. MAP-21 authorizes Sec. 402 and Sec. 2009, consolidates several grants as Sec. 405 and funds new Sec. 405 grants for Distracted Driving Grants, State Graduated Driver Licensing Laws, and In-Vehicle Alcohol Detection Device Research.

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

We also request the authorized drawdown from the Section 402 grant program to establish important initiatives to improve the ability of states to manage traffic safety. This cooperative research and evaluation program of highway safety countermeasures would develop research and demonstration programs and projects with the states to respond to state identified emerging issues. This program is proposed to be jointly managed by NHTSA and the States, as noted in P.L. 112-141, MAP-21.

In FY 2015, we request funding for the new incentive grant program to encourage states to enact laws that prevent distracted driving, such as laws restricting cellular phone use and texting while driving; the new State Graduated Driver Licensing Laws program that encourages states to adopt and implement effective graduated driver licensing laws, including a 2-stage licensing process; and the new In-Vehicle Alcohol Detection Device Research program that provides resources to support discretionary research on in-vehicle technologies that prevent alcohol-impaired driving. Finally, we will continue our support of the remaining grant programs under Section 405, as well as Section 2009. The Section 405, National Priority Safety Grants, consolidates, starting in FY 2013, the former Occupant Protection Incentive Grants, State Traffic Safety Information System Improvements Grants, Impaired Driving Countermeasures Grants, Motorcyclist Safety Grants, Child Safety and Booster Seat Incentive Grants, and adds a new Distracted Driving Grant, State Graduated Driver Licensing Laws, and In-Vehicle Alcohol Detection Device

Research. The Section 2009 High Visibility Enforcement program will continue to provide funding for NHTSA's annual media campaigns.

ADMINISTRATIVE SAVINGS

Executive Order 13589, Promoting Efficient Spending

In support of the Administration's Executive Order to Promote Efficient Spending, NHTSA has identified current and on-going cost saving initiatives that support the Campaign to Cut Waste.

Campaign to Cut Waste

NHTSA is committed to its fiduciary responsibility for taxpayer dollars. We have proactively taken steps to closely review and reduce where possible any non-mission critical activities conducted in areas such as, Travel, Printing, Conferences and Vehicle Fleet. We have started to take steps to cut any waste or excess spending in these areas, such as moving to an on-demand printing of our publications and brochures that will reduce our warehousing costs.

- **Information Technology and Communication** - The Chief Information Officer (CIO) continues to participate with the Department to reduce IT spending by 10 percent through the following: identify specific equipment usage per employee (Persona) which will allow the better matching of IT equipment to the specific needs of the employee. Additional effort is focused on reducing the number of communication devices per individual, such as eliminating desk phones and fax machines.

- **Printing/Reproduction** - NHTSA is continuing its focus on encouraging all staff to use electronic resources in place of printed materials. For example, the agency has significantly reduced its orders of hard-copy publications from the Federal Register, instead making use of the Federal Register's on-line resources. NHTSA expects to reduce printing and reproduction costs significantly from FY 2010 to FY 2015.

  NHTSA is actively reviewing the number of desktop printers, and will further reduce these in our common space areas. NHTSA has participated with the Department in the replacement/modernization of its centralized Multi-function Printer fleet for printing/copying/faxing/scanning, reducing the number of devices, and making more efficient use of those retained.

- **Data Centers** - NHTSA fully supports the Federal Data Center Consolidation Initiative and will complete transition and consolidation of NHTSA's multiple data processing locations into Federally-approved cloud providers.

- **Travel/Transportation Costs** - NHTSA is focused on streamlining conferences and seminars, including reducing the number of attendees. Additionally, NHTSA is working to reduce its motor vehicle fleet inventory. As a result of these efforts, NHTSA expects to significantly reduce travel and transportation from FY 2010 to FY 2015.

- **Advisory Contracts -** NHTSA has undertaken a careful review and analysis of its advisory contracts to determine the appropriate funding levels for these contracts. This includes the proper classification of services ordered.

CONGRESSIONAL REPORTING/FOLLOW-UP TO ACTION PLANS

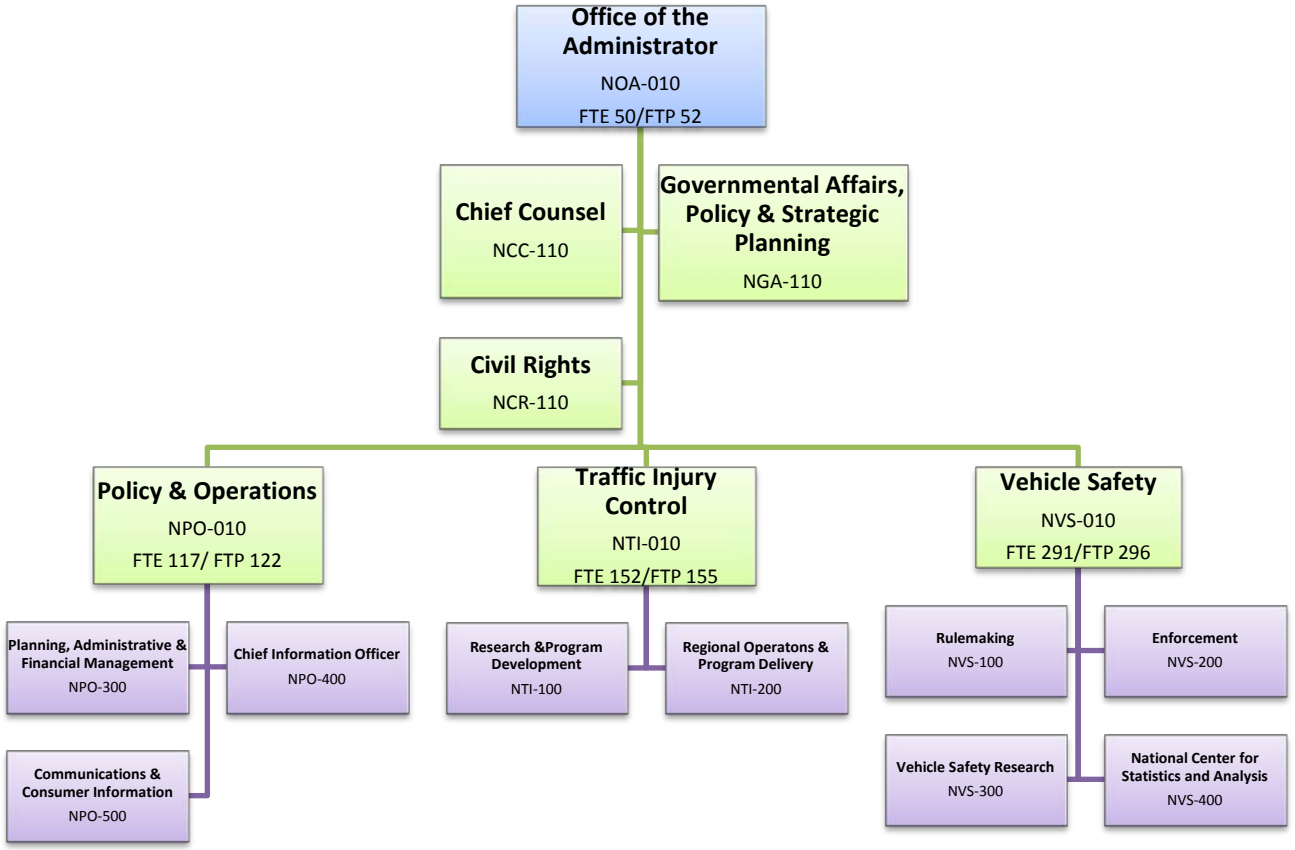
NHTSA will report to Congress on several directives as shown in the attachment.

CONCLUSION

In conclusion, NHTSA's 2015 budget request of $851 million will continue to support the Agency's on-going and new safety programs and activities, while ensuring that we keep pace with emerging roadway safety trends, such as distraction, vehicle electronics, and fuel economy. Funding at the requested level will allow the Agency to continue to work toward its important mission to save lives and reduce injuries on our Nation's roadways.

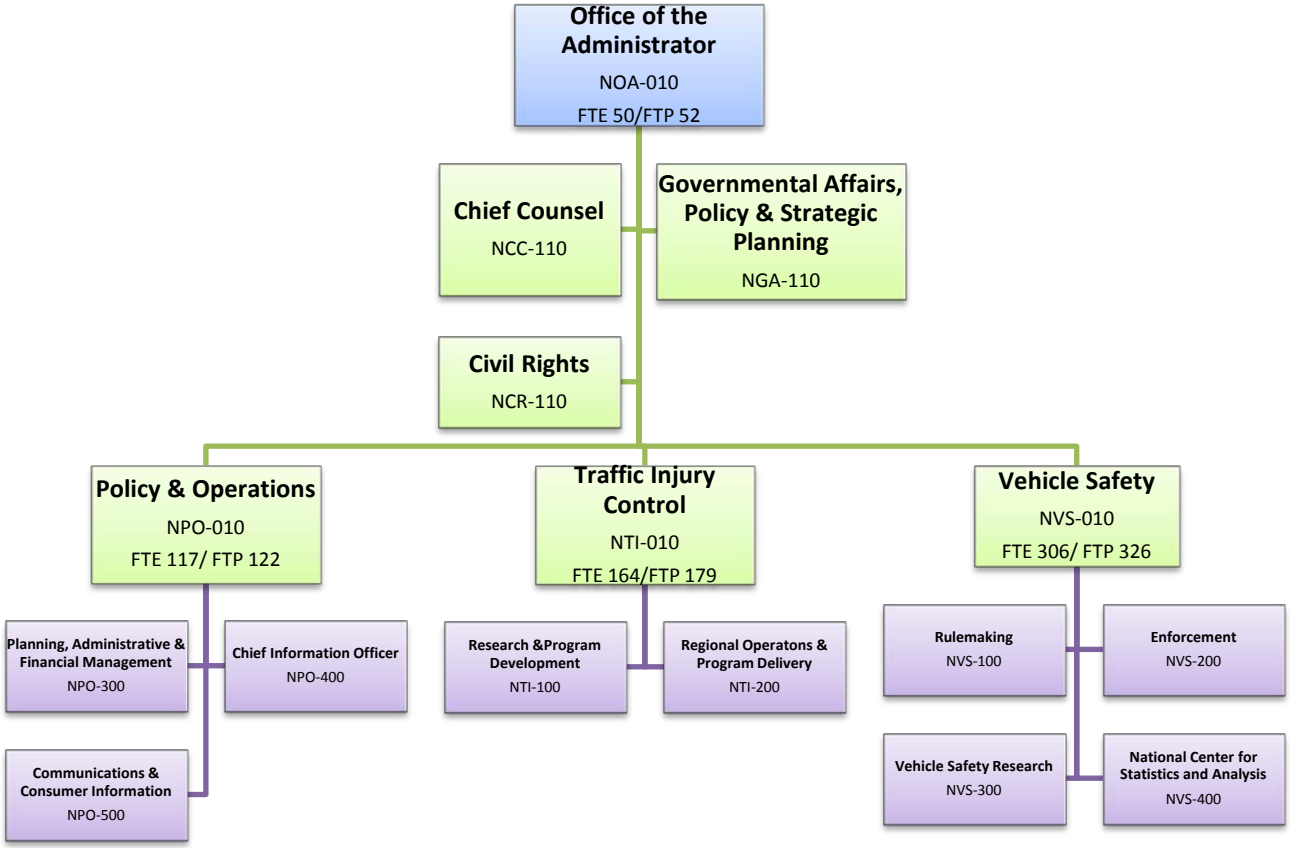
This Page Left Intentionally Blank

FY 2014 ENACTED FTE
National Highway Traffic Safety Administration
(Total 610 FTE/625 FTP)



NOTE: Total does not include 4 Reimbursable FTEs.

FY 2015 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 637/ FTE/679 FTP)



NOTE: Total does not include 4 Reimbursable FTEs.

EXHIBIT II - 1
FY 2015 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

ACCOUNT NAME	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
Operations and Research	**$ 248,085**	**$ 257,500**	**$ 274,000**
Vehicle Safety Research (GF)	140,146	134,000	-
Rescission/cancellation of unobligated balances	(7,330)		
Vehicle Safety Research (TF)		-	152,000
Highway Safety Research & Development (TF)	115,500	123,500	122,000
Rescission/cancellation of unobligated balances	(231)		
Highway Traffic Safety Grants (TF)	**553,391**	**561,500**	**577,000**
Highway Traffic Safety Grants (TF)	554,500	561,500	577,000
Rescission/cancellation of unobligated balances	(1,109)		
TOTAL	**$ 801,476**	**$ 819,000**	**$ 851,000**

Note: Totals may not add due to rounding.

Note: FY 2013 Levels reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund reflects an additional .05% reduction.

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

EXHIBIT II-2
FY 2015 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
VEHICLE SAFETY RESEARCH (GF)	**$ 132,816**	**$ 134,000**	**$ -**
Rulemaking	20,175	20,662	-
Enforcement	18,291	18,845	-
Research and Analysis	32,405	32,483	-
Program Unallocated	357	-	-
Administrative Expenses	64,383	62,010	-
Administrative Expenses Unallocated	(2,795)	-	-
VEHICLE SAFETY RESEARCH (TF)	**$ -**	**$ -**	**$ 152,000**
Safety Performance (Rulemaking)	-	-	24,920
Safety Assurance (Enforcement)	-	-	19,905
Research and Analysis	-	-	38,318
Administrative Expenses	-	-	64,371
Administrative Expenses Unallocated			4,486
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF)	**$ 115,269**	**$ 123,500**	**$ 122,000**
Highway Safety Programs	45,152	46,659	47,409
Research and Analysis - NCSA	26,908	35,466	31,966
Program Unallocated	7,797	-	-
Administrative Expenses	34,341	40,576	40,720
Administrative Expenses Unallocated	1,071	799	1,905
TOTAL OPERATIONS AND RESEARCH	**$ 248,085**	**$ 257,500**	**$ 274,000**
HIGHWAY TRAFFIC SAFETY GRANTS *			
Section 402 Formula Grants	234,530	235,000	241,146
Section 2009 High Visibility Enforcement Program	28,942	29,000	29,000
Section 405 National Priority Safety Programs*	**264,470**	**272,000**	**278,705**
Section 405 Occupant Protection Grants	*42,315*	*43,520*	*44,592*
Section 405 State Traffic Safety Information System Grants	*38,348*	*39,440*	*40,412*
Section 405 Impaired Driving Countermeasures Grants	*138,847*	*142,800*	*146,320*
Section 405 Distracted Driving Grants	*22,480*	*23,120*	*23,690*
Section 405 Motorcyclist Safety Grants	*3,967*	*4,080*	*4,181*
Section 405 State Graduated Driver Licensing Laws	*13,224*	*13,600*	*13,935*
Section 403h In-Vehicle Alcohol Detection Device Research**	*5,289*	*5,440*	*5,574*
Administrative Expenses	20,230	25,500	28,101
Administrative Expenses Unallocated	5,219	-	48
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**$ 553,391**	**$ 561,500**	**$ 577,000**
TOTAL	**$ 801,476**	**$ 819,000**	**$ 851,000**

Note: Totals may not add due to rounding.

Note: FY 2013 Sequestration Levels reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund reflects an additional .05% reduction.

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

* Highway Traffic Safety Grants reflect updated section numbers and titles consistent with MAP-21. Subsections within Section 405, National Priority Safety Programs, are calculated based on a percentage of total provided to Section 405 in P.L. 112-141.

**The Administration may use up to 2 percent of Section 405 for In-Vehicle Alcohol Detection Device Research.

EXHIBIT II-3
FY 2015 BUDGET REQUEST BY STRATEGIC GOAL AND PERFORMANCE GOAL
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

STRATEGIC & PERFORMANCE GOALS BY PERFORMANCE MEASURE	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
1. SAFETY STRATEGIC GOAL			
A. Roadway Safety			
a. Reduce the Roadway Fatality Rate per 100 million VMT	605,773	615,052	633,420
b. Reduce passenger vehicle occupant fatalities per 100 million VMT	52,597	53,802	54,874
c. Reduce motorcycle rider fatalities per 100,000 motorcycle registrations	6,140	6,253	6,479
d. Reduce non-occupant (pedestrian and bicycle) fatalities per 100 million VMT	2,173	2,173	2,298
e. Reduce highway fatalities involving large trucks and buses per 100 million VMT	2,111	2,111	2,000
B. Administrative Expenses	113,164	119,480	129,220
C. Other	-	-	-
Total - Safety Strategic Goal	781,958	798,871	828,291
2. STATE OF GOOD REPAIR	-	-	-
Total - State of Good Repair	-	-	-
3. ECONOMIC COMPETITIVENESS	-	-	-
Total - Economic Competitiveness	-	-	-
4. LIVABLE COMMUNITIES			
A. Safety Countermeasures	1,304	1,304	1,379
B. Administrative Expenses	354	414	426
Total - Livable Communities	1,658	1,718	1,805
4. ENVIRONMENTAL SUSTAINABILITY			
A. Fuel Economy Programs	7,488	7,900	7,900
B. Climate Control	20	20	20
C. Alternative Fuel Vehicle Safety	1,422	1,500	3,000
D. Administrative Expenses	8,930	8,991	9,984
Total - Environmental Sustainability	17,860	18,411	20,904
GRAND TOTAL	**801,476**	**819,000**	**851,000**

Note: Totals may not add due to rounding.

EXHIBIT II-3(a)

FY 2015 BUDGET REQUEST BY DOT OUTCOMES
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

($000)

DOT Outcome	Program	FY 2015 Request
SAFETY		**$828,291**
Reduction in injuries and fatalities	Rulemaking	$17,000
	Enforcement	$19,905
	Vehicle Safety Research and Analysis	$33,776
	Highway Safety	$46,031
	National Center for Statistics and Analysis (Highway Safety Research and Analysis)	$33,508
	Highway Traffic Safety Grants	$548,851
Other	Administrative Expenses	$129,220
STATE OF GOOD REPAIR		**$0**
Increased percentage of highways in good condition Increased percentage of bridges in good and fair condition Increased percentage of transit assets in good condition Increased percentage of airport runways in good or fair		
Other		
ECONOMIC COMPETITIVENESS		**$0**
Maximize economic returns Competitive transportation system Advance U.S. transportation interests abroad Expanded opportunities for businesses		
Other		
LIVABLE COMMUNITIES		**$1,805**
Convenient and affordable choices Improved public transit experience Improved networks that accommodate pedestrians and bicycles Improved access for special needs populations	Highway Safety	$1,379
Other	Administrative Expenses	$426
ENVIRONMENTAL SUSTAINABILITY		**$20,904**
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Rulemaking	$7,920
Reduced pollution impacts on ecosystems: Environmentally sustainable practices and materials in transportation Environmentally sustainable practices in DOT services and facilities	Vehicle Safety Research and Analysis	$3,000
Other	Administrative Expenses	$9,984
ORGANIZATIONAL EXCELLENCE (Non-Add)		**$8,000**
TOTAL		**$851,000**

EXHIBIT II-4
FY 2015 BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

ACCOUNT NAME	Mandatory/ Discretionary	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
Vehicle Safety Research (Rebased GF)	**D**	**$ 132,816**	**$ 134,000**	**$ -**
Vehicle Safety Research (TF)	**M**	**$ -**	**$ -**	**$ 152,000**
Highway Safety Research & Develop. (TF)	**M**	**$ 115,269**	**$ 123,500**	**$ 122,000**
Highway Traffic Safety Grants (TF)	**M**	**$ 553,391**	**$ 561,500**	**$ 577,000**
TOTAL:		**$ 801,476**	**$ 819,000**	**$ 851,000**
	M	668,660	685,000	851,000
	D	132,816	134,000	-

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

EXHIBIT II-5

FY 2015 OUTLAYS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	M/D	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
Vehicle Safety Research (TF)	M	-	-	-
Vehicle Safety Research (GF) (Rebased)	M	123,688	134,985	49,089
Highway Safety Research & Development (TF)	M	109,608	110,705	218,418
National Driver Register (TF)	M	599	199	199
National Driver Register Modernization	M	645	-	-
Highway Traffic Safety Grants (TF) (Rebased)	M	517,609	722,380	678,471
TOTAL OUTLAYS		**752,149**	**968,269**	**946,177**
Mandatory Outlays (M)		**$ 751,504**	**$ 968,269**	**$ 946,177**
Discretionary Outlays (D)		**$ 645**	**$ -**	**$ -**

Note: In FY 2012, National Driver Register (TF) is eliminated as a separate account and moves to the Highway Safety Research and Development Account. NDR outlays shown above are from prior year appropriations.

Note: All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2013 and 2014 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

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 2014 Enacted**	**2014 Pay Raises**	**New 2015 FTE**	**FY 2015 Pay Raises**	**GSA Rent**	**WCF Increase / Decrease**	**FY 2015 Baseline Estimate**	**Program Increases / Decreases**	**FY 2015 Request**
PERSONNEL RESOURCES (FTE)									
Direct Program FTE	610		27				637	-	637
Reimbursable FTE	4		-				4	-	4
Total Direct and Indirect FTE	614		27				641	-	641
Salaries and Benefits (11 & 12)*	87,340	216	4,041	650	-	40	92,288	216	92,504
Travel (21)	1,421	-	-	-	-	-	1,421	-	1,421
Transportation of Things (22)	70	-	-	-	-	-	70	-	70
GSA Rent (23)	8,186	-	-	-	-	-	8,186	-	8,186
Rent, Communications & Utilities (23)	4,056	-	-	-	-	-	4,056	-	4,056
Printing (24)	357	-	-	-	-	-	357	-	357
Other Services (25)	24,274	-	-	-	-	218	24,492	-	24,492
Supplies (26)	1,080	-	-	-	-	-	1,080	-	1,080
Equipment (31)	1,025	-	-	-	-	-	1,025	-	1,025
Unallocated	1,077						1,077	5,362	6,439
Subtotal, Administrative	**128,885**	**216**	**4,041**	**650**	**-**	**258**	**134,052**	**5,578**	**139,629**
VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS	**154,115**						**154,115**	**8,404**	**162,519**
VS - Rulemaking	20,662	-	-	-	-	-	20,662	4,258	24,920
VS - Enforcement	18,845	-	-	-	-	-	18,845	1,061	19,906
VS - Research and Analysis	32,483	-	-	-	-	-	32,483	5,835	38,318
HS - Highway Safety Programs	46,659	-	-	-	-	-	46,659	750	47,409
HS - Research and Analysis	35,466	-	-	-	-	-	35,466	(3,500)	31,966

HIGHWAY TRAFFIC SAFETY GRANTS	**536,000**	**-**	**-**	**-**	**-**	**-**	**536,000**	**12,851**	**548,851**
Sec. 402 Formula Grants	235,000	-	-	-	-	-	235,000	6,146	241,146
Sec. 2009 High Visibility Enforcement	29,000	-	-	-	-	-	29,000	-	29,000
Section 405 National Priority Safety Programs	**272,000**	**-**	**-**	**-**	**-**	**-**	**272,000**	**6,705**	**278,705**
Section 405 Occupant Protection Grants	*43,520*	-	-	-	-	-	*43,520*	*1,073*	*44,593*
Section 405 State Traffic Safety Information System Grants	*39,440*	-	-	-	-	-	*39,440*	*972*	*40,412*
Section 405 Impaired Driving Countermeasures Grants	*142,800*	-	-	-	-	-	*142,800*	*3,520*	*146,320*
Section 405 Distracted Driving Grants	*23,120*	-	-	-	-	-	*23,120*	*570*	*23,690*
Section 405 Motorcyclist Safety Grants	*4,080*	-	-	-	-	-	*4,080*	*101*	*4,181*
Section 405 State Graduated Driver Licensing Laws	*13,600*	-	-	-	-	-	*13,600*	*335*	*13,935*
*Section 403h In-Vehicle Alcohol Detection Device Research***	*5,440*	-	-	-	-	-	*5,440*	*134*	*5,574*
Subtotal, Programs	**690,115**	**-**	**-**	**-**	**-**	**-**	**690,115**	**21,255**	**711,370**
GRAND TOTAL	**819,000**	**216**	**4,041**	**650**	**-**	**258**	**824,167**	**26,832**	**851,000**

Note: Totals may not add due to rounding.

Note: Reimbursable FTE's are in addition to NHTSA's Affordable FTE's.

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

*The payraise for Salaries and Benefits is 1.0 percent for FY 2014 and FY 2015 (prorated at .01 for 1/4 of FY 2014 and .01 for 3/4 of FY 2015).

**The Administration may use up to 2% of Section 405 for In-Vehicle Alcohol Detection Device Research.

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 2014 Enacted**	**2014 Pay Raises**	**New 2015 FTE**	**FY 2015 Pay Raises**	**GSA Rent**	**WCF Increase / Decrease**	**FY 2015 Baseline Estimate**	**Program Increases / Decreases**	**FY 2015 Request**
PERSONNEL RESOURCES (FTE)									
Direct Program FTE	341		15				356	-	356
Reimbursable FTE	-						-	-	-
Total Direct and Indirect FTE	341		15				356	-	356
Salaries and Benefits (11 & 12)*	49,044	121	2,231	363	-	40	51,800	102	51,902
Travel (21)	538	-	-	-	-	-	538	-	538
Transportation of Things (22)	70	-	-	-	-	-	70	-	70
GSA Rent (23)	1,522	-	-	-	-	-	1,522	-	1,522
Rent, Communications & Utilities (23)	2,987	-	-	-	-	-	2,987	-	2,987
Printing (24)	357	-	-	-	-	-	357	-	357
Other Services (25)	6,468	-	-	-	-	251	6,719	(748)	5,971
Supplies (26)	-	-	-	-	-	-	-	-	-
Equipment (31)	1,025	-	-	-	-	-	1,025	-	1,025
Unallocated	-							4,486	4,486
Subtotal, Administrative	**62,010**	**121**	**2,231**	**363**	**-**	**291**	**65,018**	**3,840**	**68,857**
PROGRAMS									
Rulemaking	20,662	-	-	-	-	-	20,662	4,258	24,920
Enforcement	18,845	-	-	-	-	-	18,845	1,061	19,906
Research and Analysis	32,483	-	-	-	-	-	32,483	5,835	38,318
Subtotal, Programs	**71,990**	**-**	**-**	**-**	**-**	**-**	**71,990**	**11,154**	**83,144**
TOTAL, VEHICLE SAFETY RESEARCH	**134,000**	**121**	**2,231**	**363**	**-**	**291**	**137,008**	**14,994**	**152,000**

Note: Totals may not add due to rounding.

Note: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

*The payraise for Salaries and Benefits is 1.0 percent for FY 2014 and FY 2015 (prorated at .01 for 1/4 of FY 2014 and .01 for 3/4 of FY 2015).

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

Program Category		Baseline Changes							
	FY 2014 Enacted	2014 Pay Raises	New 2015 FTE	FY 2015 Pay Raises	GSA Rent	WCF Increase / Decrease	FY 2015 Baseline Estimate	Program Increases / Decreases	FY 2015 Request
PERSONNEL RESOURCES (FTE)									
Direct Program FTE	178		6				184	-	184
Reimbursable FTE	4						-	-	4
Total Direct and Indirect FTE	182		6				188	-	188
Salaries and Benefits (11 & 12)*	25,348	63	632	190	-	-	26,233	75	26,308
Travel (21)	506	-		-	-	-	506	-	506
Transportation of Things (22)	-	-		-	-	-	-	-	-
GSA Rent (23)	6,236	-		-	-	-	6,236	-	6,236
Rent, Communications & Utilities (23)	1,069	-		-	-	-	1,069	-	1,069
Printing (24)	-	-		-	-	-	-	-	-
Other Services (25)	6,337	-		-	-	(251)	6,086	(566)	5,520
Supplies (26)	1,080	-		-	-	-	1,080	-	1,080
Equipment (31)	-	-		-	-	-	-	-	-
Unallocated	799	-		-	-	-	799	1,106	1,905
Subtotal, Administrative	**41,375**	**63**	**632**	**190**	**-**	**(251)**	**42,009**	**616**	**42,624**
PROGRAMS									
Highway Safety Programs	46,659	-		-	-	-	46,659	750	47,409
Research and Analysis - NCSA	35,466	-		-	-	-	35,466	(3,500)	31,966
Subtotal, Programs	**82,125**	**-**		**-**	**-**	**-**	**82,125**	**(2,750)**	**79,375**
TOTAL, HIGHWAY SAFETY RESEARCH & DEVELOPMENT	**123,500**	**63**	**632**	**190**	**-**	**(251)**	**124,134**	**(2,134)**	**122,000**

Note: Totals may not add due to rounding.
Note: Reimbursable FTE's are in addition to NHTSA's Affordable FTE's.
*The payraise for Salaries and Benefits is 1.0 percent for FY 2014 and FY 2015 (prorated at .01 for 1/4 of FY 2014 and .01 for 3/4 of FY

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 2014 Enacted**	**2014 Pay Raises**	**New 2015 FTE**	**FY 2015 Pay Raises**	**GSA Rent**	**WCF Increase / Decrease**	**Inflation / Deflation**	**FY 2015 Baseline Estimate**	**Program Increases / Decreases**	**FY 2015 Request**
PERSONNEL RESOURCES (FTE)										
Direct Program FTE	91		6					97	-	97
Reimbursable FTE	-								-	-
Total Direct and Indirect FTE	91		6					97	-	97
Salaries and Benefits (11 & 12)*	12,948	32	1,178	97	-	-	-	14,256	39	14,295
Travel (21)	377			-	-	-	-	377	-	377
Transportation of Things (22)	-			-	-	-	-	-	-	-
GSA Rent (23)	428				-			428	-	428
Rent, Communications & Utilities (23)	-			-	-	-	-	-	-	-
Printing (24)	-			-	-	-	-	-	-	-
Other Services (25)	11,469			-	-	218	-	11,687	1,314	13,001
Supplies (26)	-			-	-	-	-	-	-	-
Equipment (31)	-			-	-	-	-	-	-	-
Unallocated	278							278	(230)	48
Subtotal, Administrative	**25,500**	**32**	**1,178**	**97**	**-**	**218**	**-**	**27,026**	**1,123**	**28,149**

PROGRAMS											
Sec. 402 Formula Grants	235,000						-	235,000	6,146	241,146
Sec. 2009 High Visibility Enforcement	29,000						-	29,000	-	29,000
Section 405 National Priority Safety Programs	**272,000**						**-**	**272,000**	**6,705**	**278,705**
Section 405 Occupant Protection Grants	43,520						-	43,520	1,073	44,593
Section 405 State Traffic Safety Information System Grants	39,440						-	39,440	972	40,412
Section 405 Impaired Driving Countermeasures Grants	142,800						-	142,800	3,520	146,320
Section 405 Distracted Driving Grants	23,120						-	23,120	570	23,690
Section 405 Motorcyclist Safety Grants	4,080						-	4,080	101	4,181
Section 405 State Graduated Driver Licensing Laws	13,600						-	13,600	335	13,935
Section 403h In-Vehicle Alcohol Detection Device Research**	5,440						-	5,440	134	5,574
Subtotal, Programs	**536,000**	**-**	**-**	**-**	**-**	**-**	**-**	**536,000**	**12,851**	**548,851**
TOTAL, HIGHWAY TRAFFIC SAFETY GRANTS	**561,500**	**32**	**1,178**	**97**	**-**	**218**	**-**	**563,026**	**13,974**	**577,000**

Note: Totals may not add due to rounding.

*The payraise for Salaries and Benefits is 1.0 percent for FY 2014 and FY 2015 (prorated at .01 for 1/4 of FY 2014 and .01 for 3/4 of FY 2015).

**The Administration may use up to 2% of Section 405 for In-Vehicle Alcohol Detection Device Research.

EXHIBIT II-7

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

	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST	FY 2015 - FY 2014 CHANGE
DIRECT:	**$ 10,925**	**$ 12,269**	**$ 12,528**	**$ 258**
SUBTOTAL	10,925	12,269	12,528	258
TOTAL	**$ 10,925**	**$ 12,269**	**$ 12,528**	**$ 258**

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 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations and Research	**493**	**519**	**540**
Vehicle Safety Research (GF)	326	341	-
Vehicle Safety Research (TF)	-	-	356
Highway Safety Research and Development (TF)	167	178	184
Highway Traffic Safety Grants (TF)	**82**	**91**	**97**
SUBTOTAL, DIRECT FUNDED	**575**	**610**	**637**
REIMBURSEMENTS/ALLOCATIONS/OTHER*			
Highway Safety Research and Development (TF)	3	4	4
SUBTOTAL, REIMBURSE./ALLOC./OTH.	**3**	**4**	**4**
TOTAL FTEs	**578**	**614**	**641**

Note: In FY 2015, 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 2015 and re-based from the General Fund in 2014.

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

EXHIBIT II-9

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

	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations and Research	**533**	**534**	**576**
Vehicle Safety Research (GF)	350	351	-
Vehicle Safety Research (TF)	-	-	381
Highway Safety Research and Development (TF)	183	183	195
Highway Traffic Safety Grants (TF)	**88**	**91**	**103**
SUBTOTAL, DIRECT FUNDED	**621**	**625**	**679**
REIMBURSEMENTS/ALLOCATIONS/OTHER*			
Highway Safety Research and Development (TF)	4	4	4
SUBTOTAL, REIMBURSE./ALLOC./OTH.	**4**	**4**	**4**
TOTAL POSITIONS	**625**	**629**	**683**

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

This Page Left Intentionally Blank

Explanation of Major Funding Changes from FY 2014 – FY 2015

NHTSA's request of $851,000,000 in FY 2015 will support vehicle and behavioral safety programs and activities to reduce serious injuries and fatalities on the nation's roadways. The budget funding will support the following:

- Initiatives implemented through the Moving Ahead for Progress in the 21st Century Act (MAP-21) which revised Trust Fund programs and funding levels.
- Streamline grant applications for states.
- Embrace a comprehensive, data driven approach to safety.

The FY 2015 request is $32.0 million higher than FY 2014. The request will allow the Agency to fund ongoing primary enforcement, safety and rulemaking activities, as well as NHTSA behavioral and state grant-making activities. In addition, the funding is requested for the salaries and benefits and the proposed 1% pay raise.

In FY 2015, $152 million is requested for Vehicle Safety Research activities, an increase of $18.0 million above FY 2014. The increased funding is due to the salaries and benefits and the proposed 1% pay raise.

In FY 2015, $122 million is requested for Highway Safety Research and Development, a decrease of $1.5 million below FY 2014. The requested funding will cover salaries and benefits and the proposed 1% pay raise.

Highlights:

Highway Safety Program – Safety Countermeasures:

- $0.250 million – The requested amount will support an update of the new Medical Fitness to Drive Clearinghouse. The clearinghouse, established with FY 2013 funds, provides a web-based, self-standing resource for state Departments of Motor Vehicles (DMV) and other service providers which need technical assistance in recognizing and responding to medical conditions that affect safe driving and could require special licensing restrictions. The clearinghouse includes a library of research findings and program guidelines as well as desk reference guides and tutorials for DMV professionals.

Highway Safety Program – National 9-1-1:

- $1.5 million – The requested amount will complete a cost study for the national deployment of Next Generation (NG) 9-1-1. This study was included in Section 6508 of the Middle Class Tax Relief and Job Creation Act of 2012 (P.L. 112-96) to establish a

model for the nationwide implementation of NG9-1-1 that could be used as the basis for subsequent coordination at the local, State and federal levels and to establish a cost range for the nationwide implementation of NG9-1-1 that could be used as a basis for subsequent deployment of a proposed 911 Grant Program.

Highway Safety Program - Emergency Medical Services:

- $0.5 million – The requested amount will allow NHTSA to support the activities of the National EMS Advisory Council (NEMSAC) and fulfill statutory obligations to provide support services for its operation as outlined in Section 31108 of MAP-21. The NEMSAC has representation from all sectors of emergency medical services and provides advice to both the Department of Transportation and the Federal Interagency Committee on Emergency Medical Services.

In FY 2015, $577 million is proposed for NHTSA's Highway Traffic Safety Grants, an increase of $15.5 million above FY 2014. The increase of $15.5 million is program funding to Section 402 State and Community Formula Grants and Section 405 National Priority Safety Programs and $2.6 million in Salaries and Benefits for pay raise and administrative expenses across NHTSA.

Also, Highway Safety Research & Development and Highway Traffic Safety Grants funding is mandatory, attributed to the Transportation Trust Fund (TTF). In prior years, Vehicle Safety Research was funded as discretionary, attributed to the General Fund (GF). In FY 2015, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

NHTSA Administrative Expenses Overview

The FY 2015 budget request includes a total budget of $851,000,000 and 637 FTEs. NHTSA requests $139,630,303 for Administrative Expenses. This is an increase of $10,745,200 above FY 2014. The increase is mainly due to Salaries and Benefits increase of $5,165,655 (1% pay raise proposed for FY 2015 plus 27 new FTEs from FY 2014) and nominal increases in Other Services for Working Capital and Administrative Services.

NHTSA requests 637 direct FTEs to support the Agency's ability to identify unsafe vehicles that should be recalled, develop vital safety and fuel economy standards, address the emerging safety issues related to distraction, electronic control systems and new vehicle propulsion systems, and oversee and enhance the effectiveness of programs designed to encourage safe driving.

Administrative Expenses Overview Schedule

ACTIVITY	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	FY 2015 vs FY 2014 Change
PERSONNEL RESOURCES				
FTE - DIRECT	575	610	637	27
FTE - REIMBURSABLE	3	4	4	0
Total FTE	**578**	**614**	**641**	**27**
Administrative Expenses				
Salaries and Benefits (11 & 12)	$84,284,125	$87,340,643	$92,506,299	$5,165,656
Travel (21)	$1,419,903	$1,419,903	$1,419,903	-
Transportation of Things (22)	$70,184	$70,184	$70,184	-
Rent, Communications & Utilities (23)	$11,997,864	$12,241,516	$12,241,516	-
Printing (24)	$356,927	$356,927	$356,927	-
Other Services (25)	$22,213,826	$24,273,328	$24,491,272	217,944
Supplies (26)	$1,080,375	$1,080,375	$1,080,375	-
Equipment (31)	$1,025,125	$1,025,125	$1,025,125	-
Unallocated	$0	$1,077,102	$6,438,702	5,361,600
Administrative Expenses Total	**$122,448,329**	**$128,885,103**	**$139,630,303**	**$10,745,200**

Note: Includes $4,967,000 and $1,656,000 for Highway Safety Research and NOPUS, respectively, and $579,000 for Regulatory Analysis.

Note: FY 2013 Levels reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund reflects an additional .05% reduction.

Salaries and Benefits - $92,506,299 (increases by $5,165,655)

Funding increase is attributed to the proposed 1% pay raise for FY 2015 and the 27 new FTEs for a full year.

WCF - $12,527,727 (net increase by $258,275)

Increase will support overall Departmental request in common services shared by all modal administrations (Interagency Agreements, as well as cost for printing and distribution of all agency rulemakings).

This Page Left Intentionally Blank

This Page Left Intentionally Blank

This Page Left Intentionally Blank

OPERATIONS AND RESEARCH

[For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, $134,000,000, of which $20,000,000 shall remain available through September 30, 2015.]

OPERATIONS AND RESEARCH
VEHICLE SAFETY
PROGRAM AND FINANCING SCHEDULE

Description	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request
Obligations by Program Activity			
Rulemaking	23,102,467	20,662,424	-
Enforcement	19,770,514	18,844,500	-
Research and Analysis	31,199,207	33,497,936	-
Administrative Expenses	59,900,270	60,995,140	-
Total Direct Obligations	**133,972,458**	**134,000,000**	**-**
Reimbursable Program	-	-	-
Total new obligations	**133,972,458**	**134,000,000**	**-**
Budgetary Resources			
Unobligated balance brought forward, Oct 1	7,177,762	3,210,786	4,210,786
Resources available from recoveries	4,409,664	-	-
Anticip Recov prior year unpaid obligations unexpired	-	1,000,000	-
Unobligated balance brought forward, Oct 1 - Expired	(8,376,640)		
Unobligated balance available (total)	**3,210,786**	**4,210,786**	**4,210,786**
Budget Authority			
Appropriation (disc.)	140,146,000	134,000,000	-
Appropriations transferred from other accts (disc)	-	-	-
Appropriations permanently reduced (disc.)	(7,330,477)	-	-
Appropriation (total)	**132,815,523**	**134,000,000**	**-**
Spending authority from offsetting collections (disc.)			
Collected	1,965,260	1,000,000	-
Expired Collections	(1,050,359)	-	-
Spending authority from offsetting collections (disc.) (total)	**914,901**	**1,000,000**	**-**
Total budgetary resources (disc and mand)	**136,941,210**	**139,210,786**	**4,210,786**
Change in Obligated Balance			
Unpaid obligations, brought forward, October 1 (gross)	80,055,812	84,279,593	80,954,504
Obligations incurred (gross) - Unexpired accounts	134,004,228	132,660,000	-
Obs Bal: Obligations Incurred: Expired Accounts	282,912	-	-
Obligations incurred (gross) - Outlays (gross)	(123,688,436)	(134,985,089)	(49,088,520)
Recoveries of prior year unpaid obligations, unexpired accts (-)	(643,403)	(1,000,000)	-
Recoveries of prior year unpaid obligations, expired accts (-)	(3,766,261)	-	-
Unpaid obligated balance, end of year (gross)	**86,244,852**	**80,954,504**	**31,865,984**
Outlays (disc) (gross)			
Outlays from new discretionary authority	73,567,340	78,720,000	-
Outlays from discretionary balances	50,121,096	56,265,089	49,088,520
Total outlays (gross)	**123,688,436**	**134,985,089**	**49,088,520**

NOTE: Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in FY 2014.

OPERATIONS AND RESEARCH
VEHICLE SAFETY
OBJECT CLASS SCHEDULE

Description	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	35,610,725	37,984,336	-
Other than full-time permanent	891,066	911,152	-
Other personnel compensation	270,739	-	-
Total personnel compensation	**36,772,530**	**38,895,488**	**-**
Civilian personnel benefits	10,816,884	10,148,693	-
Travel and Transportation of Persons	344,733	537,513	-
Transportation of things	40,000	70,184	-
Rental payments to GSA	1,521,559	1,521,559	-
Communications, utilities, and miscellaneous charges	2,840,734	2,986,937	-
Printing and reproduction	249,364	275,822	-
Other services	49,162,322	45,040,743	-
Research and development contracts	31,199,207	33,497,936	-
Supplies and materials	-	-	-
Equipment	1,025,125	1,025,125	-
Grants and subsidies	-	-	-
Reimbursable obligations: Research & Development	-	-	-
Total new obligations	**133,972,458**	**134,000,000**	**-**

NOTE: Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in FY 2014.

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 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST	FY 2015 - FY 2014 CHANGE
Rulemaking	$ 20,175	$ 20,662	$ 24,920	$ 4,258
Enforcement	18,291	18,845	19,905	1,060
Research and Analysis	32,405	32,483	38,318	5,835
Unallocated	357	-	-	-
Administrative Expenses	61,588	62,010	68,857	6,847
TOTAL, VEHICLE SAFETY (GF)	**$ 132,816**	**$ 134,000**	**$ 152,000**	**$ 18,000**
Direct Funded	340	341	356	15
Reimbursable, allocated, other	-	-	-	-

NOTE: In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2014.

EXHIBIT III - 1a

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015

Appropriations, Obligation Limitations, and Exempt Obligations

OPERATIONS AND RESEARCH

VEHICLE SAFETY RESEARCH

($000)

ITEM	Change from FY 2014 to FY 2015	Change from FY 2014 to FY 2015 FTEs by Program
Vehicle Safety Base	**134,000**	**341**
Adjustments to Base		
FY 2015 #FTE Per Program Change	0	-
FY 2014 Pay Raise	121	
New FY 2015 FTE	2,231	15
FY 2015 Pay Raise	363	
GSA Rent	-	
WCF	40	
Inflation	-	
Program Increases/Decreases	(497)	
Other Services	102	
Unallocated	4,486	
Subtotal, Adjustment to Base	**6,846**	**15**
Program Increases/Decreases	**11,154**	-
Total Net Increases/Decreases	**18,000**	**15**
FY 2015 REQUEST	**152,000**	**356**

Note: Other Services reduction due to realignment to available funding in Highway Traffic Safety Grants.

VEHICLE SAFETY

Program and Performance Statement

The FY 2015 budget request includes $152,000,000 for Vehicle Safety (NVS) activities to reduce highway fatalities, prevent injuries, improve fuel economy and significantly reduce the societal costs related to unsafe motor vehicles and equipment. These objectives are met through

- the issuance and enforcement of Federal Motor Vehicle Safety Standards (FMVSS),
- dissemination of consumer information,
- research involving electronics, advanced crash avoidance and mitigation technologies, crashworthiness, and alternative fuels,
- advanced testing of emergent technologies, and
- issuance and enforcement of fuel economy (CAFE) standards.

In FY 2015, the Administration proposes to move the number current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2015 and re-based from the General Fund in 2013 and 2014.

FY 2015 – Vehicle Safety

$152,000,000

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
Rulemaking	$20,175,147	$20,662,424	$24,919,960	$4,257,536
Enforcement	$18,290,542	$18,844,500	$19,905,367	$1,060,867
Vehicle Safety Research and Analysis	$32,404,601	$32,482,910	$38,317,937	$5,835,027
Unallocated	$357,667	$0	$0	$0
Vehicle Safety Administrative Expenses	$61,587,568	$62,010,166	$68,856,736	$6,846,570
Total	**$132,815,525**	**$134,000,000**	**$152,000,000**	**$18,000,000**

Note: In FY 2013 and 2014, Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.
Note: FY 2013 Levels reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund reflects an additional .05% reduction.
Note: In FY 2015, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transporation Trust Fund.

Rulemaking Programs: ($24,919,960)

The activities funded through the Rulemaking programs will support the Department's Safety goal through the issuance of Federal Motor Vehicle Safety Standards that govern newly-manufactured vehicles and related safety equipment. In FY 2015, Rulemaking programs will enhance safety by addressing potential safety issues related to vehicle electronics, alternative fuel and electric vehicles, motorcoaches, pedestrians, child passengers, heavy vehicle crashworthiness, and new advanced technologies. Rulemaking also supports the Safety goal by developing consumer information through testing the vehicle fleet, as part of the Government 5-Star Safety Ratings program. Funding will allow vehicle safety ratings on approximately 85 percent of the new model year vehicle fleet, providing consumers with relevant, timely safety information for new motor vehicles to inform their purchasing decisions. For child passenger safety, NHTSA provides ratings to consumers for child seat ease-of-use, conducts tests to ensure that side air bags comply with voluntary out-of-position test protocols, and provides consumer information about vehicle features to improve child seat fit.

Additionally, Rulemaking programs issue automotive fuel economy standards, which support the Departmental goal of Environmental Sustainability. Funding also provides for the international harmonization of vehicle safety standards to help improve the level of safety in the United States, leverage the Agency's rulemaking resources by exchanging research and data, and reduce manufacturing costs and regulatory burden on the automotive industry.

Enforcement Programs: ($19,905,367)

Activities in NHTSA's Enforcement programs support DOT Safety goals by ensuring industry compliance with motor vehicle safety standards, investigating safety-related defects in motor vehicles and motor vehicle equipment, enforcing the Federal odometer law, encouraging enforcement of State odometer laws, and by ensuring that manufacturers conduct recalls to remove unsafe motor vehicles and equipment from the highways. Funding will support Enforcement initiatives to enhance import safety through oversight of new entrant manufacturers; improve the collection, storage, analysis and dissemination of defect and compliance data; increase CAFE-related enforcement and compliance activities and related civil penalty collections; and support the Agency's other cross-cutting initiatives. Funding will enable Enforcement to address concerns with the effectiveness, reliability, interoperability, privacy and security of electronic control systems being introduced into the vehicle fleet with increasing frequency.

Vehicle Safety Research and Analysis: ($38,317,937)

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

decreasing the number of rollover crashes, and improving data systems. Funding will support Vehicle Safety research into the reliability and security of complex safety-critical electronic control systems; studying the cybersecurity of vehicles; assessing new and emerging technologies that can help drivers avoid crashes; developing enhanced computer modeling tools and expertise necessary to quickly and efficiently identify changes in the vehicle fleet in areas that could have ramifications for structural and occupant safety, particularly in areas related to alternative fuel vehicles; advanced battery control modeling and analysis, assessment of crash notification technology and emergency response; and supporting the Agency's other cross-cutting initiatives. NHTSA will also undertake further activities to enhance testing capability of advanced emergent technologies at the Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio.

Vehicle Safety Administrative Expenses: ($68,856,736)

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

Detailed Justification for Rulemaking Programs

What Do I Need To Know Before Reading This Justification?

In support of DOT safety goals in FY 2015, the Agency will be pursuing several broad initiatives that cut across the Vehicle Safety organization. Such initiatives will require NHTSA's Office of Vehicle Safety to implement an integrated data/research/rulemaking/enforcement approach and include electronics reliability and security, crash avoidance, crashworthiness, alternative fuel vehicles and fuel economy. Effective pursuit of these important initiatives for the benefit of the American public will require investment in the necessary human resources and programs.

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

FY 2015 – RULEMAKING

$24,919,960

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
Safety Standards Support	$2,295,400	$2,295,400	$3,000,000	$704,600
New Car Assessment Program	$10,372,214	$10,372,214	$14,000,000	$3,627,786
Fuel Economy Program	$7,487,573	$7,900,000	$7,900,000	$0
Transportation/Climate Change Center	$19,960	$19,960	$19,960	$0
Theft Program*	$0	$74,850	$0	($74,850)
Total	**$20,175,147**	**$20,662,424**	**$24,919,960**	**$4,257,536**

**Starting in FY 2013, NHTSA was directed to work with the Department of Justice for the Theft Program funding.*

In FY 2015, we are requesting $24,919,960 for Rulemaking programs, which is $4,257,536 more than the FY 2014 enacted funding level. Funding at this level will allow us to maintain our core programs and continue to implement key initiatives:

- Expand our ability to assess and address emerging safety needs to more expeditiously protect the public from safety risks, particularly in the areas of advanced crash avoidance technologies and vehicles using alternative fuels.
- Initiate rulemaking activities in response to the "Moving Ahead for Progress in the 21st Century Act" (MAP-21), which incorporated the "Motorcoach Enhanced Safety Act of 2012".
- Continue to implement the enhanced New Car Assessment Program (NCAP) by providing consumers with comparative safety information for 85 percent of the new vehicle fleet.
- Implement updates to the crash avoidance advanced technologies consumer information program.
- Enhance existing consumer information programs to encourage improved compatibility between CRSs and passenger vehicles.
- Continue research activities that will support fuel economy rulemaking for model years 2022-2025 and continue rulemaking activities supporting the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program including analyses required by the National Environmental Policy Act.

Justification for Additional FTE:

Our 2015 request includes a request for 5.0 additional FTEs in FY 2015, which are necessary to complete the goals described in the current budget. Without the funding requested for Rulemaking in FY 2015, including the additional FTEs, we will not be able to (1) initiate safety standards for alternative fuel vehicle safety; (2) meet the need for regulatory or consumer protection information activities concerning crash avoidance technologies; or (3) develop and implement a new consumer information program that will be part of NCAP to assist parents and caregivers in finding a child safety seat that fits in their vehicle.

What Is This Program?

RULEMAKING **Safety Standards Support**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$2,295,400	$2,295,400	$3,000,000	$704,600

NHTSA's Safety Standards Support program provides the technical support needed to develop Federal Motor Vehicle Safety Standards (FMVSSs) and other regulations 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 product testing to establish baseline performance. This program also supports international harmonization of vehicle safety standards. This program also will continue to support rulemaking activities associated with MAP-21 and are consistent with the proposed reauthorization legislation.

Why Is This Particular Program Necessary?

The activities funded through the Safety Standards Support program will support the Department's Safety goal through the promulgation of FMVSSs and other regulations. Crash avoidance, crashworthiness and consumer information activities are necessary to address emerging safety problems 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 FMVSSs. For example, in 1998, there were 1.58 highway fatalities per 100 million vehicle miles travelled (VMT) while in 2011, that number decreased to 1.10 highway fatalities per 100 million VMT. For passenger vehicles, occupant fatalities fell by 4.6 percent between 2010 and 2011. 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 2015 we request $3,000,000 for Safety Standards Support, which is $704,600 more than the FY 2014 enacted funding level. Funding at this level will allow us to carry out planned agency programs and initiate new ones as deemed necessary for safety. These FY15 activities include the following:

- As part of the President's goal to reduce U.S. dependence on foreign oil, improve vehicle efficiency, reduce vehicle emissions, and make electric and alternative fuel vehicles a practical, cost-effective, and safe choice for a large number of Americans, NHTSA will continue to develop test procedures and performance requirements for alternative fuel vehicles (compressed natural gas, liquid petroleum gas, liquid natural gas, hydrogen, battery electric vehicles).
- In accordance with the Pedestrian Safety Enhancement Act of 2010, NHTSA will develop a final rule requiring a minimum sound for hybrid and electric vehicles.
- In accordance with MAP-21 and the proposed reauthorization legislation, NHTSA will work to finalize several regulations aimed at improving motorcoach and heavy truck safety, which includes developing regulations for tire pressure monitoring systems. NHTSA also anticipates addressing petitions for reconsiderations on final rules on motorcoach rollover structural integrity and anti-ejection countermeasures upon their publication. The new regulations are in accordance with the Department's Motorcoach Safety Action Plan as well as related recommendations from the National Transportation Safety Board. NHTSA will also be working towards rulemaking decisions in other MAP-21 motorcoach safety areas, such as fire safety, interior impacts, and compartmentalization.
- Also in accordance with MAP-21 and the proposed reauthorization legislation, NHTSA will develop a final rule on a frontal impact upgrade for child restraint systems and anticipates responding to petitions for reconsideration on regulations pertaining to the child side impact and rear seat belt reminder systems upon their publication.
- Additionally, regulatory activities are anticipated in the areas of, electric vehicle battery safety, pedestrian impact protection, upgraded event data recorders for light vehicles, stability control for heavy vehicles, advanced technologies such as blind spot detection and lane keeping systems for commercial and light vehicles and advanced braking systems that use forward looking radars, advanced crash test dummies, and advanced motor vehicle lighting.
- NHTSA will also work with international partners in an effort to investigate alternative regulatory approaches, mitigate risks and set the stage for future harmonized standards. NHTSA will develop a final rule to adopt the hydrogen vehicle Global Technical Regulation into the Federal Motor Vehicle Safety Standards.

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

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$10,372,214	$10,372,214	$14,000,000	$3,627,786

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

Why Is This Particular Program Necessary?

Title II of the Motor Vehicle Information and Cost Savings Act of 1972 required us to provide consumers with a measure of the relative crashworthiness of passenger motor vehicles. Accordingly, we created the NCAP program in 1978 to provide frontal impact ratings. The program later expanded to include side impact and rollover ratings. These activities provide consumers with vehicle safety related information including our 5-star vehicle safety ratings, which in turn encourage vehicle manufacturers to produce safer products. Congress also required that a child restraint consumer information program be established. As a result, the agency developed a child safety seat Ease of Use Ratings program. Additionally, 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. Such consumer information is compiled and disseminated on www.safercar.gov.

How Do You Know The Program Works?

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

harder for vehicles to achieve the top ratings of 5 stars. Manufacturers responded by making more safety improvements to their vehicles to earn top ratings and meet NCAP advanced technology performance specification.

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

In FY 2015, we request $14,000,000 for NCAP, which is $3,627,786 more than the FY 2014 enacted funding level. This request includes funds for conducting tests to return to the desired level of 85 percent of the new model year fleet to be covered within NCAP. In addition, the funding request will support the program's plan to automate the vehicle information collection process via an interactive database. The requested amount will also support our effort to continually improve consumer awareness of our 5-star safety ratings program including information on advanced crash avoidance technologies as well as child safety information.

NCAP plans to improve our existing consumer information programs to encourage further improvements in the area of vehicle compatibility with child restraint systems (CRSs) to ultimately improve fit and reduce CRS installation mistakes. The program will also help parents and caregivers make informed purchasing decisions when shopping for CRSs. NCAP is also considering adding additional advanced crash avoidance technologies to the current list of recommendations. Currently, NCAP recommends Lane Departure Warning, Forward Collision Warning, and Electronic Stability Control to consumers upon demonstration from a vehicle manufacturer that the technology on its vehicle meets the NCAP performance specification.

Specifically, in FY 2015, we will:

- Conduct vehicle crash and rollover resistance tests to provide consumers with new vehicle safety ratings on approximately 85 percent of the new model year vehicle fleet.
- Provide consumers with vehicle safety ratings and child safety seat Ease of Use Ratings through www.safercar.gov, in agency publications, and at the point of sale.
- Promote the program's 5-Star Safety Ratings and increase consumer awareness of crash test and advanced technologies information via social media, mobile applications, partnerships and other outlets.
- Implement updates to the crash avoidance advanced technologies program.
- Enhance existing consumer information programs to encourage improved compatibility between CRSs and passenger vehicles.
- Redesign web pages on www.safercar.gov to incorporate changes to our existing child safety and vehicle safety consumer information programs to provide one-stop shopping.
- Provide consumers with up-to-date information about dangers to children in and around vehicles and other vehicle safety information such as 15-passenger van and tire safety.

RULEMAKING **Fuel Economy Program**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$7,487,573	$7,900,000	$7,900,000	$0

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

The previously issued 2012 to 2016 CAFE regulations are projected to save 1.8 billion barrels of oil over the lifetime of model year (MY) 2012 to 2016 light-duty vehicles. The average MY 2016 vehicle is expected to have net lifetime savings of more than $3,000 for the vehicle owner. The 2017-2025 CAFE regulations are projected to save 4 billion barrels of oil and reduce CO_2

emissions by 8 billion metric tons over the lifetime of MY 2017 to 2025 light-duty vehicles. The average MY 2025 vehicle is expected to have net lifetime savings for the vehicle owner of $400-$5,700 based on 7 percent and 3 percent discount rates, respectively. The recently issued 2014-2018 Medium- and Heavy-Duty Vehicle regulations are projected to save 530 million barrels of oil, reduce CO_2 emissions by 270 million metric tons, and provide $49 billion in net benefits over the lifetime of MY 2014 to 2018 vehicles.

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

The $7,900,000 funding will be used to provide support for future rulemaking programs, including the next phase Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, the passenger car and light-duty truck CAFE program for 2022-2025, and to conduct analyses under the National Environmental Policy Act to support the Medium- and Heavy-Duty Fuel Efficiency program. Funding will also allow the agency to consider proposing fuel economy standards for heavy-duty truck trailers. The agency will continue to improve the fuel economy programs, conducting respective analyses and looking at potential refinements and enhanced analytical approaches. The FY 2015 budget request will support work continuing in the following areas of fuel economy regulation required by EISA:

Commercial Medium and Heavy on Highway Vehicles

- Complete work supporting the next phase of fuel efficiency regulations for medium- and heavy-duty vehicles and work trucks that would support issuing a Notice of Proposed Rulemaking and a Draft Environmental Impact Statement in FY 2015, and a Final Rule and Final Environmental Impact Statement in FY 2016.

Light Duty Vehicles

- Continue a retrospective analysis of fuel efficiency rulemaking to assess the accuracy of projections.
- Conduct research on fuel efficiency improving technologies and economic factors that will support the development of fuel economy standards for model years 2022-2025.

RULEMAKING **Transportation/Climate Change Center**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$19,960	$19,960	$19,960	$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 and distributed annually. They are also posted on the Center's website, http://climate.dot.gov/.

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

We request $19,960 to continue support of the Department's Climate Change Center as part of our commitment to Environmental Sustainability.

Detailed Justification for Enforcement Programs

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

FY 2015 – ENFORCEMENT

$19,905,367

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
Vehicle Safety Compliance	$8,079,808	$8,079,808	$9,140,675	$1,060,867
Safety Defects Investigation	$10,057,042	$10,611,000	$10,611,000	$0
Odometer Fraud	$153,692	$153,692	$153,692	$0
Total	**$18,290,542**	**$18,844,500**	**$19,905,367**	**$1,060,867**

In FY 2015, we are requesting $19,905,367 for Enforcement programs, which is $1,060,867 more than the FY 2014 enacted funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives:

- Expand import and Corporate Average Fuel Economy (CAFE) enforcement activities.
- Address emerging advanced crash avoidance technology and alternative fuel vehicle safety concerns.
- Expand compliance testing against new safety regulations and statutory requirements.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$8,079,808	$8,079,808	$9,140,675	$1,060,867

The Office of Vehicle Safety Compliance (OVSC) conducts activities that contribute to the Department's goal of reducing highway fatalities. Failure of motor vehicles and items of motor vehicle equipment (tires, child safety restraints, etc.) to comply with Federal Motor Vehicle Safety Standards (FMVSS) can lead to fatalities, injuries, and property damage. The program works closely with Rulemaking on the development of new and amended FMVSS and develops objective and repeatable test procedures that NHTSA 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 other 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 enforces the Corporate Average Fuel Economy (CAFE) regulations by ensuring proper vehicle classification, collecting civil penalties, tracking available credits and monitoring the transfer and trading of credits.

Why Is This Particular Program Necessary?

This program is essential to enforce compliance with FMVSS, which prevent fatalities, injuries, and property damage. In the absence of an active enforcement program, compliance would essentially be voluntary. This situation would likely lead to the markets being flooded with noncompliant vehicles and equipment, creating enormous safety risks.

How Do You Know The Program Works?

The Vehicle Safety Compliance program develops and implements the performance tests to help ensure the auto industry's compliance with the FMVSS, thus saving thousands of lives in recent years through crash protection and crash avoidance. Consumers have benefited greatly from the industry's generally successful attempts to comply with the FMVSS influenced by OVSC's compliance tests and investigations. These tests and investigations helped protect millions of consumers from the risks posed by noncompliant vehicles and items of equipment. In addition, since model year 2000, OVSC has assisted in promoting better fuel economy in the American fleet by collecting an average of about $25 million each year in fines for CAFE violations. These enforcement fines incentivize auto manufacturers to design and build more fuel efficient vehicles and reduce reliance on petroleum products.

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

In FY 2015, NHTSA is requesting $9,140,675 for the Vehicle Safety Compliance program, which is $1,060,867 more than the FY 2014 enacted funding level. Funding at this level will allow us to complete critical testing of new vehicles for compliance with crashworthiness and crash avoidance standards and critical equipment compliance testing by September 2015 as well as to continue enforcement of CAFE regulations for passenger vehicles and light trucks. The funding will also support Agency efforts to deter the importation of unsafe motor vehicles and equipment, to continue to develop expertise in vehicle electronics and alternative fuel systems, and to implement new CAFE regulations.

This funding in FY 2015 will enable OVSC to continue to work with U.S. Customs and Border Protection (CBP) to help prevent noncompliant and/or defective vehicles and equipment from entering the country as part of the new statutory requirements of MAP-21. This funding will support implementation of a new risk management strategy that addresses the safety problems associated with the significant increase of imported motor vehicle and motor vehicle equipment in concert with intervention by U.S. Customs and Border Protection (CBP) personnel at the ports of entry. By doing so, OVSC will be able to devote its limited resources to those potential safety problems that pose the highest risk to the public, and make use of other enforcement resources to carry out its safety mission. Funds also are needed to analyze exports of motor vehicles and equipment to the U.S. at their source, to collect and analyze data on the flow of those exports to the U.S., to address appeals to commodity seizures and to address the increase in compliance tests conducted on imported vehicles and equipment.

Some new technologies, such as electronic controls, require OVSC to continue developing its electronics expertise to assist in the development and implementation of potential safety standards for electronic systems performance and electronic control system security. In addition, OVSC continues to address the safety of alternative fuel systems, such as hybrid electric, electric, fuel cell, compressed natural gas (CNG), and other non-fossil fuel systems, including developing detailed test procedures, conducting compliance demonstrations, and testing the reliability of these alternative fuel systems.

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

The requested funding will enable NHTSA to accomplish these objectives in FY 2015:

- Complete critical vehicle crashworthiness and crash avoidance compliance testing by September 2015, including testing for compliance with, and/or developing test procedures related to MAP-21 motor vehicle safety provisions.

- Complete critical equipment compliance testing (such as child seats, seat belts and brake hoses) by September 2015.
- Initiate compliance testing program for motor coach occupant protection related to MAP-21 motor coach safety provisions.
- Continue outreach to foreign vehicle and equipment manufacturers and focused enforcement of imported motor vehicle equipment.
- Continue to monitor and test new entrants into motor vehicle and equipment manufacturing both inside and outside the US for compliance with the FMVSS.
- Continue enforcement of existing CAFE standards and regulations, including system for trading of compliance credits.
- Increase electronic reliability enforcement capability by continuing to obtain expertise, working collaboratively with other Vehicle Safety offices, writing test procedures, monitoring and reviewing research testing, writing regulatory text, performing or participating in demonstration testing.
- Continue to monitor and test emerging alternative fuel systems, such as hybrid electric, electric, fuel cell and compressed natural gas (CNG).

Justification for Additional FTEs:

Vehicle Safety Compliance requires 3.0 additional FTEs. One FTE will be needed to apply NHTSA's risk management model to the import flow data, identify targets and conduct investigations, and coordinate with CBP on interdiction. Two FTEs are needed to support the crash avoidance technologies safety and vehicle electronic controls programs.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$10,057,042	$10,611,000	$10,611,000	$0

NHTSA's Safety Defects Investigation program investigates possible defect trends, and where appropriate, seeks recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. Since 2000, NHTSA has influenced, on average, the recall of nearly 9 million vehicles annually as well as the recall of millions of items of equipment for safety-related defects. NHTSA developed and maintains a comprehensive and sophisticated data warehouse/system, Advanced Retrieval Tire, Equipment, Motor Vehicle Information System (ARTEMIS), to securely store and manage a voluminous amount of Early Warning Reporting (EWR) data submitted by manufacturers pursuant to the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act as well as complaints from vehicle owners regarding recalls and investigations. The Office of Defects Investigation (ODI) analyzes the EWR data to determine whether anomalies or trends exist that potentially indicate the presence of a safety-related problem. NHTSA is using this information to supplement its complaint database and assist in deciding whether to open a defect investigation and to determine the adequacy of recalls.

Why Is This Particular Program Necessary?

This program enhances safety on our Nation's highways by allowing NHTSA to investigate motor vehicles and items of motor vehicle equipment for possible defect trends, and where appropriate, seek recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. When recalls are issued, this program monitors manufacturers and ensures that the manufacturer sufficiently and quickly correct the identified vehicle safety issues.

How Do You Know The Program Works?

Since 2000, NHTSA has influenced, on average, the recall of nearly 9 million vehicles annually as well as the recall of millions of items of equipment for safety-related defects. Absent ODI's aggressive screening for defect trends and investigation of possible defects, millions of consumers each year would be subjected to unreasonable safety risks when operating their vehicles or equipment.

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

- The collection of EWR data has forced manufacturers to take a closer look at their fleet performance and, in some instances, has led to identification of defects and recalls much earlier in the vehicle's lifecycle.
- While the majority of manufacturer recalls are uninfluenced by NHTSA, those recalls that *are* influenced by NHTSA affect a significantly greater number of vehicles. This demonstrates the value of NHTSA's investigative process without which millions of vehicles would likely go uncorrected, thus putting consumers at risk.

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

In FY 2015, NHTSA is requesting $10,611,000 for Safety Defects Investigation activities, which is consistent with FY 2014. In FY 2015 ODI continues to make progress in improving the look, feel and utility of the consumer website, which is part of the NHTSA web systems. The FY 2015 request will enable NHTSA's defects investigation program to further improve consumer access to safety information and ease the process for filing defect complaints. Additionally, NHTSA will maintain the quality of the screening and investigation processes, maintain the vehicle recall completion rate, continue to monitor recalls for adequacy of scope and remedy, continue to promote the vehicle safety hotline and www.safercar.gov to consumers to increase defects reporting and continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current. In addition, funds will further the implementation and maintenance of an advanced data mining and analytical tool, including the incorporation of business intelligence to enhance usability by defect screeners and investigators. This advanced data mining and analytical capability will be accomplished through the Electronic Document and Records Management System (EDRMS) – Corporate Information Factory (CIF). The CIF will allow ODI to continue to provide more transparency for its data and reduce time for identifying new defect trends that may occur with the development and implementation of new technology. The tool's business intelligence capability enables faster, more reliable results from data. Funding requested for FY 2015 will allow ODI to hasten the implementation of this data suite into its business processes. The requested funding also will enable NHTSA to accomplish these specific objectives in FY 2015:

Enhance accessibility to data and expand consumer awareness of the program.

- Continue screening consumer reports of safety-related problems with motor vehicles or motor vehicle equipment including child safety seats and tires.
- Continue stakeholder outreach to encourage the reporting of safety-related problems in motor vehicles and motor vehicle equipment.
- Resolve petitions requesting ODI to open investigations into alleged safety problems.
- Conduct investigations into allegations of safety-related problems, as well as recalls where the remedy or the scope of the vehicles included was allegedly inadequate.
- Review all manufacturer technical service bulletins to ensure that consumers receive appropriate notification of safety-related problems.

- Review all manufacturer input to the EWR system.

Justification for Additional FTEs:

Safety Defects Investigation requires 3.0 additional FTEs to support special crash/incident investigations and data integrity analysis. Frequently, ODI is made aware of certain crashes, fires, and other incidents that may offer evidence of an emerging trend. However, there is often only a short period of time available to examine the scene in an undisturbed state before its integrity is lost to insurance inspectors, owners, and other interested parties. These FTEs will improve ODI's ability to quickly respond to unique incident scenes and capture valuable information about potential defects before it is lost. This FTE will also support ODI's defect screening and investigative process by providing data integrity analysis support for high severity reports that require verification before inclusion in ODI's defect decision-making process. The other FTE will be used to bring new expertise to ODI about new technologies. As the automotive industry changes with the entrance of emerging technologies, ODI must ensure that it has the requisite knowledge base with which to conduct future defect investigations that may involve these new technologies, including electronic controls and alternative fuel systems, such as hybrid electric, electric, fuel cell, and compressed natural gas (CNG).

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$153,692	$153,692	$153,692	$0

Odometer tampering has evolved into a cyber-security issue and 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. NHTSA 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 2015, NHTSA is requesting $153,692 for the Odometer Fraud Investigation program, which is consistent with FY 2014. The FY 2015 funding will supplement efforts to research the rate of odometer fraud occurrence in older vehicles, electronic odometer security, and e-odometer statements. The funding will also allow the Office of Odometer Fraud to maintain and improve its electronic case management system and address specialized criminal law enforcement needs to ensure officer safety and efficient investigative practices.

Why Is This Particular Program Necessary?

Cooperative agreements to multiple state enforcement agencies 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.

How Do You Know The Program Works?

Since 1984, odometer fraud investigations have resulted in more than 265 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?

Because vehicles now last longer than in years past, Federal and State odometer enforcement personnel are dealing with an increase in odometer fraud related to older vehicles exempt from required odometer statements. In addition, odometer tampering devices are being imported (mostly from China), sold on the Internet, and used to tamper with digital odometers with almost no way for detection and no conclusion about the extent of damage they do to other data recorders on a vehicle. These handheld programming devices are capable of "hacking" into a vehicle's controller area network (CAN) and manipulating software code. This manipulation results in not only deceiving consumers but also other vehicle systems that use mileage data in their algorithms, potentially masking safety problems with the vehicle.

This funding level for FY 2015 supports the following activities:

- Investigate odometer fraud for criminal prosecution.
- Seek injunctions against violators.
- Seek recovery of damages for defrauded consumers.
- Seek data regarding the frequency of odometer fraud in older vehicles for which odometer statements are not required at sale or change of ownership.
- Continue to seek enforcement against vendors of odometer tampering devices, as well as vehicle sellers who use the devices to defraud their customers and place potentially unsafe vehicles on the road.
- Continue to explore secure protocols for the use of e-odometer statement as required by MAP-21.
- Ensure that investigators receive the requisite training to remain current in meeting these specialized enforcement needs.

Detailed Justification for Vehicle Safety Research and Analysis Programs

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

FY 2015 – VEHICLE SAFETY RESEARCH AND ANALYSIS

$38,317,937

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
Safety Systems	$8,209,548	$8,209,548	$8,210,000	$452
Biomechanics	$10,978,000	$10,978,000	$10,978,000	$0
Heavy Vehicles	$2,110,770	$2,110,770	$2,000,000	($110,770)
Crash Avoidance	$8,087,792	$8,087,792	$8,088,000	$208
Alternative Fuels Vehicle Safety	$1,421,691	$1,500,000	$3,000,000	$1,500,000
Vehicle Electronics and Emerging Technology	$0	$0	$2,000,000	$2,000,000
Vehicle Research and Test Facility	$0	$0	$2,500,000	$2,500,000
Fatality Analysis Reporting System (FAST FARS)*	$0	$0	$0	$0
National Automotive Sampling System (NASS)*	$0	$0	$0	$0
Crash Data Collection*	$1,596,800	$1,596,800	$1,541,937	($54,863)
Total	**$32,404,601**	**$32,482,910**	**$38,317,937**	**$5,835,027**

*In FY 2013, FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned into Crash Data Collection. The consolidated Crash Data Collection is partially funded from the Vehicle Safety account, however, the majority of the funding is in the Highway Safety Account. The initial implementation costs of the Data Modernization are included within Data Collection in the amount of $1.5M, starting in FY 2014.

In FY 2015 we are requesting $38,317,937 for Vehicle Safety Research and Analysis programs, which is $5,835,027 more than the FY 2014 enacted funding level. The requested funding for the Vehicle Research and Test Facility will enable NHTSA to undertake further activities to provide the capability of advanced testing of emergent technologies at our facilities located in East Liberty, Ohio. The funds will also enable NHTSA to conduct critical research on alternative fuels vehicle safety, vehicle cyber security and electronics reliability.

RESEARCH & ANALYSIS **Safety Systems**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$8,209,548	$8,209,548	$8,210,000	$452

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

Why Is This Particular Program Necessary?

Motor vehicle crashes claimed the lives of an 33,561 people in the United States in 2012. 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 vehicles. This program studies advanced technologies and innovative developments for applications that can further enhance protection for occupants of all ages. Activities in NHTSA's Safety Systems program specifically address the Department's highway safety fatality goals.

How Do You Know The Program Works?

Research in vehicle crashworthiness has shown substantial benefits in several recent rules. Improved roof strength (FMVSS 216) and ejection mitigation technologies (FMVSS 226) have been shown to save several hundred lives per year after full implementation. NHTSA continually monitors the traffic safety databases to evaluate performance effectiveness of current and proposed rulemaking requirements. In-depth crash investigations are conducted by NHTSA's National Automotive Sampling System – Crashworthiness Data System (NASS-CDS) investigators and reviewed by research personnel. The Crash Injury Research and Engineering Network (CIREN) program works with national trauma centers to conduct in-depth studies regarding the medical consequences of motor vehicle crashes. Emerging safety concerns and countermeasures are monitored through our Special Crash Investigation (SCI) program and through review of our Early Warning Reporting (EWR) database. Special data collection studies are conducted to improve understanding of new or emerging safety issues. Additionally, NHTSA generally conducts fleet test programs to understand vehicle performance and implications of new safety performance tests, prior to formulating standards. The analysis of crashes from all of these sources allows NHTSA to understand how vehicle crashworthiness has

and may be further improved and to determine effective countermeasures 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?

In FY 2015, NHTSA is requesting $8,210,000 for Safety Systems research, which is $452 more than the FY 2014 enacted funding level. This funding level will enable us to continue research toward advanced occupant protection systems that use emerging vehicle-to-vehicle and vehicle-to-pedestrian communication technologies to provide advanced warning of impending crashes. We will also continue research on dynamic evaluation of occupant sensing systems and their ability to optimally restrain a wide range of occupant sizes and pre-crash postures. NHTSA will look at how to evaluate vehicle safety performance for the elderly population and improved safety of rear seat occupants. NHTSA will continue the evaluation of motorcoach occupant protection and advanced underride guards for heavy trucks. We will also conduct research to develop and evaluate performance tests for improved crashworthiness of heavy truck cabs. Specifically, the requested funding will allow us to pursue the following activities:

- Continue computer modeling and simulation programs designed to leverage private/public partnerships to assess the effects of light-weighted vehicles as a result of increased fuel economy requirements. Additional vehicle and occupant protection countermeasures for lightweight vehicles will be developed and evaluated.
- Continue testing of heavy vehicle occupant safety systems and provide rulemaking support for the possible upgrade of heavy vehicle rear underride guards.
- Continue research to support agency regulatory decisions on child restraint performance standards in side and frontal impacts.
- Continue research to evaluate occupant protection countermeasures for frontal oblique and small overlap crashes.
- Continue the development of test procedures to assess improvements in rear seat restraints.
- Continue research toward implementation of an improved small female dummy for evaluating side impact protection.
- Continue research to assess the safety need, evaluate possible countermeasures, and develop test procedures for motorcoach seat compartmentalization and improved interior impact protection.
- Continue research to assess technologies that address unbelted occupants.
- Initiate research to develop test procedures for assessing whiplash injuries in rear impacts, including countermeasure evaluation.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$10,978,000	$10,978,000	$10,978,000	$0

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 in developing the required knowledge of injury mechanisms, tolerance and responses that can be applied in predicting injury risk in automobile crashes. This knowledge enables the development and application of test devices, such as crash test dummies, that can accurately mimic human response. Specific focus will continue on pediatric impact biomechanics; older occupant impact tolerance and response to advanced restraints; head, brain, thoracic, abdominal and lower extremity impact response and the effects of restraint type on injury occurrence and pedestrian impact response. FY 2015 will also continue the expanded FY 2014 research efforts in the areas of computer modeling, keeping 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 program supports 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.

- Injury risk curves and criteria for use with current and future dummies in NHTSA regulations and New Car Assessment Program (NCAP).

- Detailed injury and hospital data associated with motor vehicle crashes from the Crash Injury Research and Engineering Network (CIREN).
- Test tools for research and/or incorporation into regulation such as new neck and other enhancements for a child side impact dummy and instruments to improve measurement of chest deflection.
- Software development such as optimized 6-yr-old child dummy model and THOR 50th ATD model.
- Biomechanics Test Database of over 8000 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?

In FY 2015, NHTSA is requesting $10,978,000 for Biomechanics research, which is consistent with FY 2014. Basic and applied biomechanics research provides NHTSA with state-of-the art test devices, injury criteria, and performance limits for head, neck, torso, and lower extremities and allows the agency to continue its leadership in this field. New advanced crash dummies for frontal, side impact (near- and far-side), 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 continue support in areas of vulnerable occupant injury research (children, elderly and obese) and associated needs for test dummies and injury criteria that are currently lacking or not completely adequate. Development of advanced head/brain, thoracic, spine, abdominal and lower extremity 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, rear impact, older occupant, obese occupant and active dummy development. Specifically, the requested funding will allow us to pursue the following activities:

- Accelerate advanced child crash test dummy research by procuring and evaluating all new, 3-, 6- and 10-year-old dummies.
- Update the CIREN program to align with NHTSA's data modernization efforts to enable improved utilization of CIREN and other NHTSA crash databases.
- Continue expanded research on injury mechanisms and tolerance of vulnerable occupants by assessing injury criteria and by developing unique injury criteria and concepts for dummy and/or human computer modeling.
- Acquire additional THOR and WorldSID dummies and components for complete testing and evaluation to support regulatory decisions.
- Expand computational modeling efforts to include evaluation of new and existing dummy and human body models; development of new human (e.g., parameterized adult) and dummy (e.g., THOR 50th and 5th) models; analysis of real-world injury conditions via

crash reconstruction; and the development and application of new injury assessment tools and injury criteria

- Continue modernization of biomechanics database (8000+ entries) to improve access by public entities and external researchers.

Justification for Additional FTE:
An additional 1.0 FTE is required to accelerate the research in child dummy development and older occupant injury mechanism research.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$2,110,770	$2,110,770	$2,000,000	($110,770)

In 2011, 12 percent of all fatalities occurred in crashes involving a large truck. 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. Additionally, heavy truck crashes tend to be more severe in terms of property damage when crashes occur.

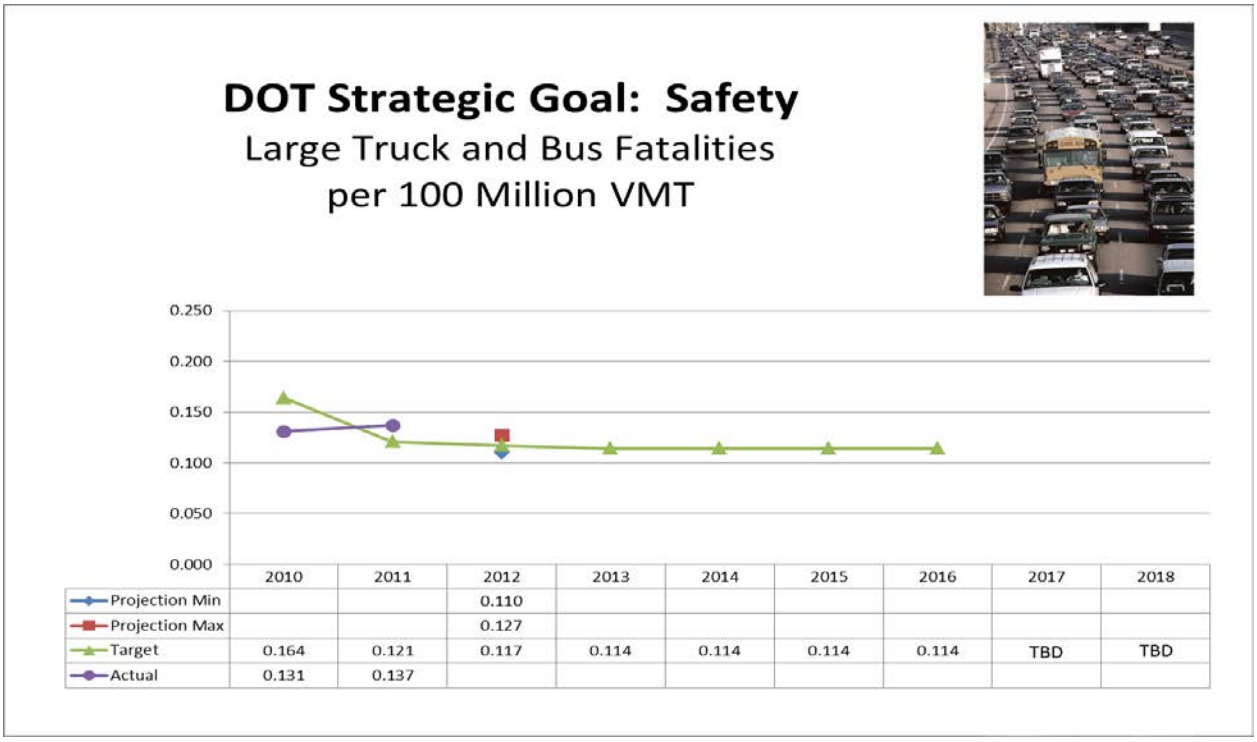
The most effective way to attack this problem is to concentrate on countermeasures to avoid the collision in the first place, as heavy truck-car collisions dissipate the crash energy in such collisions through crush of structures of the vehicles involved. The heavy vehicle research program supports our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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

This research program has supported the development of revised braking performance requirements for truck-tractors, resulting in a recent regulatory proposal to amend to FMVSS 121 (heavy vehicle air brakes) estimated to save over 200 lives annually. Currently the program is performing research to support agency rulemaking decisions on stability control systems which are estimated to save up to 60 lives annually, as well as forward crash avoidance systems that include automatic braking. 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.



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Projection Min			0.110						
Projection Max			0.127						
Target	0.164	0.121	0.117	0.114	0.114	0.114	0.114	TBD	TBD
Actual	0.131	0.137							

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

In FY 2015, NHTSA is requesting $2,000,000 for Heavy Vehicle research, which is $110,770 less than the FY 2014 enacted funding level. Funding will support new heavy vehicle crash avoidance research in key areas and to conduct research to address several recommendations from the National Transportation Safety Board (NTSB) regarding crash avoidance safety systems for trucks and motorcoaches. NHTSA has committed to an aggressive set of agency decisions on heavy vehicle crash avoidance systems and technologies over the next several years. These include truck tractor and motorcoach stability control, medium truck and bus stability control, heavy vehicle collision avoidance and mitigation, and vehicle-to-vehicle communication technology. In addition, the Agency plans to develop performance requirements to support agency decisions for lane departure warning systems. Additional research on crash warning systems will be performed to evaluate driver-vehicle interface issues and the integration of multiple safety systems for the purpose of optimizing overall effectiveness.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$8,087,792	$8,087,792	$8,088,000	$208

NHTSA's Research and Rulemaking Priority Plan and 10-Year Vision call out the need for an increased emphasis on crash avoidance technologies with significant potential to reduce fatalities and injuries by preventing the crash from occurring. NHTSA must conduct research and rulemaking on these technologies as well as design and gather new data sources and implement new analysis tools. The rapid advance of crash avoidance safety systems will radically change the design and performance of automobiles over the next 10 years. These technologies present a unique research challenge. Evaluation of driver assistance technologies, performance standards, and consumer education materials are needed to ensure that the maximum safety benefits are derived from these technologies, while producing a minimum distraction burden for the driver.

Research areas include human factors and intelligent vehicle technologies for crash avoidance with an emphasis on passenger vehicles. Within the human factors program, a continuing focus will be on driver distraction and inattention, crash warning alerts, impaired drivers (e.g. alcohol), controls and displays as well as issues associated with the interaction between the driver and the vehicle. For intelligent vehicle technologies research, areas include advanced technologies for driver assistance and warnings that react to vehicles and pedestrians, advanced vehicle control, driver monitoring and vehicle communications. 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 and human factors/engineering integration as well as public and consumer education programs in areas such as alcohol and driver distraction.

How Do You Know The Program Works?

This research program directly supports several critical areas of agency rulemaking and policy development related to passenger vehicle crash avoidance. For example, past successful research was completed on electronic stability control (ESC), which supported the agency's rulemaking effort of development and promulgation of the recent safety standard requiring passenger vehicle ESC. These ESC 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 on several topics:

- Driver distraction including research to support the visual-manual driver distraction guidelines development and naturalistic driving studies to evaluate in-vehicle tasks and associated crash risk.
- Driver assistance technologies that present safety warnings to drivers.
- Technologies to modify unsafe driving behaviors such as distraction and alcohol impairment.
- Technologies to enhance the safety of vulnerable and at-risk populations such as teen drivers, older drivers and blind pedestrians.

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

In FY 2015, NHTSA is requesting $8,088,000 for Crash Avoidance research, which is $208 more than the FY 2014 enacted funding level and will support the following key program areas:

- Crash Avoidance Technologies: The Agency has committed to an aggressive set of agency decisions on several crash avoidance systems and technologies over the next several years. These include collision avoidance and mitigation technologies that react to vehicles and pedestrians, lane departure prevention, blind spot detection, and vehicle-to-vehicle communications. In addition, human factors research is fundamental to all of these systems to understand how drivers interact with them and based on this knowledge develop driver-vehicle interface approaches to optimize the effectiveness of these safety systems.
- Automated Vehicles: Address the emerging area of automated vehicle operation. Vehicles that offer some level of automated driving are being developed. At the same time, vehicle manufacturers have begun to offer certain types of automated safety systems as features on new vehicles. Research supporting the evaluation of emerging technologies and applications, evaluation of performance requirements and assessment of standardization needs, and identification and evaluation of human factors issues associated with shared vehicle control will be performed.
- Distracted Driving: NHTSA is continuing its research into the potential distraction risks associated with new vehicle technologies and anticipates significant funding needs in the FY 2015 timeframe. Specifically, NHTSA will continue studies that analyze observational and naturalistic driving data to improve the Agency's understanding of distracted driving. The agency will also evaluate new vehicle systems relative to agency distracted driving guidelines to ensure that these new systems do not create an unsafe level of distraction for the driver.
- New Vehicle Technologies: NHTSA will continue its research efforts to evaluate new advancements in vehicle technology such as advanced and adaptive headlights, electronic mirrors, and new driver-vehicle interface approaches such as voice interface systems, heads-up displays and electronic touch screens.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,421,691	$1,500,000	$3,000,000	$1,500,000

Many manufacturers are heavily investing for near future production and marketing of hydrogen, other alternative fuel vehicles, and battery intense vehicles. As these vehicles are deployed in the fleet, their safety during refueling, recharging, and in crashes becomes an issue of paramount concern. Ensuring that alternative fuel vehicles attain a level of safety comparable to that of other vehicles requires an extensive research effort due to the many advanced and unique technologies that have previously not been tested in the transportation environment. Additionally, the introduction of new battery technology, such as lithium ion, present new challenges previously not considered in the Federal motor vehicle safety standards. A failure to adequately address safety concerns could affect the future development of these promising technologies if a catastrophic failure were to occur. The Alternative Fuels Vehicle Safety program supports the Department's Environmental Sustainability goals.

Why Is This Particular Program Necessary?

There is no doubt that future vehicles will have a variety of power and energy systems that do not rely on internal combustion technology for power. Battery Electric Vehicles (BEVs), Hybrid Electric Vehicles (HEVs), and Plug-in Hybrid Electric Vehicles (PHEVs) that use lithium ion battery packs will be introduced in ever-greater numbers and have unique and specific risks for occupant and household safety. NHTSA completed preliminary test procedure development in FY 2014, and must conduct fleet testing to develop regulatory support data to establish baseline safety performance of electric vehicles. Additionally, Compressed Natural Gas (CNG) vehicles have cost advantages over gasoline, especially for fleet operations. NHTSA must research and update our existing standards to ensure the highest levels safety for future CNG vehicles. These research and rulemaking efforts will also be applied to Hydrogen vehicles which use similar storage containers and have similar potential risks. NHTSA must be at the forefront of research to assess the safety of these alternative fuel vehicles, and to develop safety performance requirements to support potential future rulemaking.

How Do You Know The Program Works?

NHTSA is gathering information from all sources regarding the battery, stored gas and fuel cell technologies that are emerging. This advanced knowledge is helping to focus the research projects and refine safety assessments. NHTSA is working closely with a broad range of companies, testing facilities, and universities to understand potential hazards for battery electric vehicles. NHTSA is conducting field investigations to better understand thermal events in

electric vehicles when they occur. 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?

In FY 2015, NHTSA is requesting $3,000,000 for Alternative Fuels Vehicle Safety research, which is $1,500,000 more than the FY 2014 enacted funding level. Specifically, the requested funding will allow us to pursue the following activities:

- Continue test procedure refinement and fleet testing for high voltage traction battery systems.
- Conduct demonstration and outreach programs to evaluate post-crash battery assessment and stabilization. Conduct research to support standards development for post-crash battery handling safety.
- Research safety related battery handling and discharge processes for damaged and "end of life" vehicles and for battery recycling environments.
- Continue battery performance modeling program to support assessment of functional safety requirements for battery management systems.
- Continue testing and evaluation the of safety performance of compressed natural gas and hydrogen gas containers. Support development of new safety standards for hydrogen fuel cell vehicles and assist in the upgrade of the existing standards for compressed natural gas vehicles.
- Continue research to develop enhanced inspection and maintenance procedures for stored gas cylinders.
- Continue Liquid Propane Gas (LPG) vehicle system level safety performance research.

Justification for Additional FTE:

Funding is requested for 1.0 FTE for electrical engineer to support research projects and safety assessments. This FTE is required to continue the aggressive pace of battery and other alternative fuels safety research and to match industry's very quick pace of technological change.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$0	$0	$2,000,000	$2,000,000

In FY 2015 the Vehicle Electronics Systems Safety Division will continue to build it technical capabilities and research findings to enhance the safety of electronic control systems. This program will carry out needed research in close coordination with Enforcement, Rulemaking and the Data Center. This division would be closely tied to existing Intelligent Systems and Human Factors programs.

Why Is This Particular Program Necessary?

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

This initiative will provide NHTSA expertise in vehicle electronics and engineering to address the emerging electronics and software technologies and their implications to the safety of the vehicle's occupants. We will conduct rulemaking ready research to establish electronic requirements for vehicle control systems including security of these systems and their intra and inter-vehicle communications. In FY 2015 this initiative is expected to continue to move forward with relevant and timely research into this growing area.

How Do You Know The Program Works?

The success of this effort will be to identify issues that may arise in emerging vehicle electronics before they are in production. Through advanced, proactive and collaborative research, these issues will be addressed in a timely manner. It may also be used to investigate potential defects in electronics and software and assist in recall or other consumer complaint issues. It is

anticipated that research results will be realized quickly by this activity. Agency strategic planning efforts including research roadmaps as well as vehicle software and electronics and recommendations from the National Academy of Sciences' *The Safety Promise and Challenge of Automotive Electronics* will continue to guide agency research in this area.

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

In FY 2015 NHTSA is requesting $2,000,000 for Vehicle Electronics and Emerging Technologies research, which is a new program. Specifically, the requested funding will allow us to pursue the following activities:

- Improve electronic systems reliability, including five currently identified areas: functional safety design, fail safe strategies, software reliability, diagnostic and notification strategies, and human factors considerations. In addition, a strategic roadmap will be used to guide the research program to enable the Agency to systematically and comprehensively address the reliability of vehicle electronic systems over the next several years. Electronics reliability encompasses all fundamental control systems (steering, braking, throttle, motive power), as well as other safety critical systems such as restraints, crash avoidance systems, and battery control systems used in alternative fuel vehicles.
- Provide hardware, software, electromagnetic interference testing, data acquisition, materials testing, etc. and the development of other required processes. These capabilities are required to facilitate our efforts to understand the electronic and software reliability of an array of vehicle systems that could impact vehicle safety, including telematics systems, connected vehicle technologies and newly emerging automated vehicle systems.

Address vehicle cybersecurity. NHTSA, as well as other governmental entities such as the OSTP, has identified the need to study cybersecurity of vehicles (due to the proliferation of control systems described above). This need includes quantifying and assessing risks for single vehicle as well as connected vehicle and automated vehicle systems, and will consider application of lessons learned from other industries. In addition, we will identify and evaluate potential solutions and countermeasures and evaluate the need for additional standards. This will involve collaboration with a variety of stakeholders including the National Institute of Standards and Technology (NIST), White House OSTP, the Department of Homeland Security (DHS), the Department of Defense (DOD), and many private industries.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$0	$0	$2,500,000	$2,500,000

With this FY 2015 funding, NHTSA will continue efforts initiated with FY 2014 funding to provide the capability of advanced testing of emergent technologies at the Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio. These efforts will leverage and build upon the extensive facilities and expertise already available at the VRTC and Transportation Research Center, Inc. proving grounds; extend agency capabilities to research new and emerging technologies; and enhance support for New Car Assessment Program (NCAP) consumer information, defect investigation and compliance testing programs.

Why Is This Particular Program Necessary?

Modern vehicles have evolved greatly over the last 35 years, and the advent of modern electronic controls, alternative fuels, and electric powertrains will drive that evolution even farther in the very near future. VRTC was state-of-the-art when it was established, but upgrades are now necessary to keep pace with numerous vehicle changes. While the existing operation is still, and will continue to be, of great use, NHTSA has identified the need for additional capabilities. Testing emerging technologies for research and standards development purposes as well as testing new vehicles for NHTSA's NCAP, enforcement and defect investigations are vital to NHTSA's continuing efforts to reduce fatalities and injuries. With alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, NHTSA needs to maintain a well-equipped and dedicated center to test, monitor and trouble-shoot these and other new technologies. Since these technologies can be extremely complex and entail highly sensitive manufacturer's information, it is important that NHTSA continue efforts to upgrade testing capabilities as expeditiously and efficiently as possible.

How Do You Know The Program Works?

The expertise and technical capability of NHTSA's Vehicle Research and Test Center has been well demonstrated during the past 35 years. Numerous high profile programs have been successfully completed by the Center in an expeditious and thorough manner. However, providing the capability of advanced testing of emergent technologies is necessary to maintain pace with the rapid appearance of new electronics and advanced technologies.

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

- In FY 2015, NHTSA is requesting $2,500,000 for the Vehicle Research and Test Center, which is a new program. The funding will enable NHTSA to undertake activities to provide the capability of advanced testing of emergent technologies, at the facility located in East Liberty, Ohio, such as equipment procurements required for safety assessment and procedures development of automated vehicles, cyber-security, and new sophisticated electronic control systems emerging in the market. Considerations for upgrading testing capabilities include instrumentation, hardware, software and equipment for the following:
    - Advanced technology and controls,
    - Electronics reliability,
    - Illumination and visibility, and
    - Alternative fuels.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,596,800	$1,596,800	$1,541,937	($54,863)

**Crash Data Collection is partially funded from the Vehicle Safety account, but the majority of the funding is provided for under the Highway Safety Research & Development Account. In addition, in FY 12, $25M is provided from Grants Sec. 406 to initiate the data modernization initiative to be operational in 2016.*

NHTSA's data collection, through the National Center for Statistics and Analysis, is funded under Highway Safety Research and Development, as well as Vehicle Safety. In addition, in FY 2012, $25 million was provided under Highway Safety Grants to support the Data Modernization Project which began in FY 2012 to ensure that NHTSA's data collection systems continue to be the preeminent source of traffic safety data by collecting quality data to keep pace with emerging technologies and policy needs. The modernization project will upgrade the data systems by (1) improving the information technology infrastructure for both the National Automotive Sampling System (NASS) and the Fatality Analysis Reporting System (FARS); (2) reviewing and updating the data collected in NASS; and, (3) re-examining the NASS sample size and reselecting the NASS sample sites. The $1,541,937 requested in FY 2015, will enable the continuation of implementation of the modernization project and support for the Crash Data Collection efforts described under the National Center for Statistics and Analysis program activity of Highway Safety Research and Development.

Why Is This Particular Program Necessary?

Designed in the 1970s, the NASS Crashworthiness Data System was intended to have up to 75 data collection sites and collect data on all types of motor vehicles. However, over time the program was limited to concentrate on passenger vehicle crashes that resulted in serious injuries in only 24 sites. At the same time, the data needs of the transportation community have increased and changed over the last three decades. In recent years, the transportation community has been increasingly more interested in adding data elements related to what happens before a crash and related crash avoidance safety countermeasures. However, many safety analysts still require information on the crashworthiness of vehicles. Recognizing the importance as well as the limitations of the current NASS system, NHTSA is undertaking this modernization effort.

How Do You Know The Program Works?

The goal of the Data Modernization Project is to develop a crash data system that meets current and future data needs. The project has three major components:

- Survey Modernization:
  - This component includes reviewing the data elements that are currently collected and

determine how to respond to the current and future needs of both internal and external data users.
    - The objective for the survey design modernization is to develop a detailed, executable sample design and data collection protocol blueprint that meets data needs in an effective and efficient manner while still maintaining national representation.
- Modernization and Consolidation:
    - This component will modernize the existing technology of two major, legacy IT investments used for FARS and NASS. The scope of the modernization includes collection of data, storing and hosting of data and distribution of output data – essentially modernizing the full life cycle of the data collected, from input to output.
    - This component will also result in the consolidation of investment resources. Each of these legacy IT investments maintain separate contracts for development, maintenance, management and support of the full data life cycle. These two separate IT investments will be consolidated into a single IT investment resulting in more secure, efficient and responsive IT systems.
- Implementation and Operations: A variety of options are being considered to ensure that data collection is feasible, flexible and accurate. Consideration is being given to different methods of data entry and transmission, improved data collection equipment and how best to train investigators and data collectors as information needs change.

DATA MODERNIZATION PROJECT

BETTER DATA. SAFER ROADS.

In FY 2014, the Data Modernization Project will complete work in some key areas:

- Completed the new sample design blueprint including the recommended number and location of the new sample sites.
- Completed the consolidating of the Information Technology components of NHTSA's Fatality Analysis Reporting System (FARS), NASS General Estimates System (GES), and NASS Crashworthiness Data System (CDS) into a secure, single enterprise architecture infrastructure.
- Completed the first iteration of data collection interface for field investigators including the software used to sample and list of cases, the software used to enter data, and the software to acquire cases from an electronic system.

- Created a plan, marketing material and protocol for establishing cooperation with police agencies in the new data collection sites.
- Established new sample sites for the new general estimates system, including gaining cooperation of local officials, establishing listing and sampling protocols, and pilot training new collection procedures.

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

FY 2015 will be a critical implementation year for the Data Modernization Project.

Using the FY 2012 Data Modernization dedicated funding and data collection requested funds, NHTSA will:

- Develop the information technology needed to provide operational support to manage cases, check accuracy and completeness of cases, and report progress of cases,
- Begin development of final data sets, standardized reports and other outputs needed to support the agency and users,
- Begin deployment of the new GES in calendar year 2015,
- Establish the new sample sites for the replacement of CDS, including gaining cooperation of local officials, establishing crash notification procedures, and pilot training new collection procedures for implementation in 2016,
- Begin phasing in the new system by hiring and training the new field investigators and pilot testing the new system,
- Begin phasing out the old system by stop collecting data in the old sites and closing down these sites,
- Begin development of statistical procedures to estimate the variance and standard error in the new sample.

Data Collection and Data Modernization
Funds Available / Requested

	FY 2012	FY 2013	FY 2014	FY 2015
Data Collection, Vehicle Safety	$ 1,678,979	$ 1,606,572	$ 1,596,800	$ 1,541,937
Data Collection, Highway Safety	23,592,000	23,736,384	32,150,063	28,650,063
Data Collection - Subtotal	25,270,979	25,342,956	33,746,863	30,192,000
Section 406 Repurposed Safety Belt Performance Grant for Data Modernization (NASS)	25,000,000	-	-	-
TOTAL	**$ 50,270,979**	**$ 25,342,956**	**$ 33,746,863**	**$ 30,192,000**

Vehicle Safety Administrative Expenses

ADMINISTRATIVE EXPENSES

The FY 2015 Vehicle Safety budget request includes a total budget of $152,000,000 and 356 FTE. Of this amount $68,856,736 is for administrative expenses which increase by $6,846,570 above FY 2014.

NHTSA continues to distribute administrative expenses using a methodology based primarily on the Direct FTE allocation for many of category areas such as: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. Salaries and Benefits increase by $2.9 million primarily to fund new FTE request in FY 2015 and the 1% proposed pay raise in FY 2015. This increase is partially offset by a $3.9 million increase to Other Services (realigned to Grants Admin where there is available funding).

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	FY 2015 vs FY 2014 Change
Salaries and Benefits	$47,511,075	$49,044,181	$51,902,677	$2,858,496
Travel	537,513	537,513	537,513	-
Transportation of Things	70,184	70,184	70,184	-
Rent, Communications & Utilities	4,508,496	4,508,496	4,508,496	-
Printing	356,927	356,927	356,927	-
Other Services	7,578,249	6,467,740	5,970,309	(497,431)
Supplies	-	-	-	-
Equipment	1,025,125	1,025,125	1,025,125	-
Unallocated		-	4,485,505	4,485,505
Total Administrative Expenses	**$61,587,569**	**$62,010,166**	**$68,856,736**	**$6,846,570**
FTE (includes indirect FTE)	340	348	363	15

Note: In FY 2015, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

Note: FY 2013 Levels reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund reflects an additional .05% reduction.

OPERATIONS AND RESEARCH
(Liquidation of Contract Authorization)
(Limitation on Obligations)
(Transportation [Highway] Trust Fund)
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

[For**]** Highway Safety Program Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, $122,000,000, **[**$123,500,000,**]** to be derived from the Transportation **[**Highway**]** Trust Fund **[**(other than the Mass Transit**]** (Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2015,**[**2014,**]** are in excess of $122,000,000, **[**$123,500,000,**]** of which $117,000,000 **[**$118,500,000**]** shall be for programs authorized under 23 U.S.C. 403 and $5,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the $122,000,000 **[**$118,500,000**]** obligation limitation for operations and research, $20,000,000 shall remain available until September 30, 2016 **[**2015**]** and shall be in addition to the amount of any limitation imposed on obligations for future years.**[**: Provided further, That $5,000,000 of the total obligation limitation for operations and research in fiscal year 2014 shall be applied toward unobligated balances of contract authority provided in prior Acts for carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code.**]**

(Liquidation of Contract Authorization)
(Limitation on Obligations)
(Transportation [Highway] Trust Fund)
VEHICLE SAFETY

Vehicle Safety Program Contingent upon enactment of multi-year surface transportation authorization legislation, for payment obligations incurred to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of the title 49, United States Code, $152,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for planning or execution of programs the total obligations for which, in fisal year 2015, are in excess of $152,000,000: Provided further, that within $152,000,000 obligation limitation for operation and research, $20,000,000 shall remain available through September 30, 2016 and shall be in addition to the amount of limitation imposed on obligations for future years. Note: Separate companion legislation is needed to provide contract authority for the Vehicle Safety Programs.

OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT & VEHICLE SAFETY (in FY 2015)
PROGRAM AND FINANCING SCHEDULE

Description	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request
Obligations by Program Activity			
Vehicle Safety Program	-	-	152,000,000
Highway Safety Programs	34,833,001	44,659,000	43,909,000
Research and Analysis	26,171,156	33,966,063	31,966,063
National Driver Register	4,872,396	5,000,000	5,000,000
Administrative Expenses	44,003,614	39,874,937	41,124,937
Direct program activities, subtotal	**109,880,167**	**123,500,000**	**274,000,000**
Reimbursable Program	16,513,982	30,000,000	30,000,000
Total new obligations	**126,394,149**	**153,500,000**	**304,000,000**
Budgetary Resources Available for Obligation			
Unobligated balance available, start of year	31,785,859	42,945,477	42,945,477
Discretionary unobligated bal brought forward, Oct 1 - non add	2,906,693	-	-
Recoveries of prior year unpaid obligations	3,767,536	-	-
Unobligated balance (total)	**35,553,395**	**42,945,477**	**42,945,477**
Contract authority	126,394,150	153,500,000	304,000,000
Unobligated balance of contract authority permanently reduced	-	-	-
Contract authority - mandatory (total)	**126,394,150**	**153,500,000**	**304,000,000**
Collected	17,651,725	30,000,000	30,000,000
Change in uncollected payments, Federal sources	865,506	-	-
Spending authority from offsetting collections, mandatory total	**22,284,768**	**30,000,000**	**30,000,000**
Total Budgetary Resources Available	169,339,627	196,445,477	346,945,477
Total new obligations (-)	(126,394,150)	(153,500,000)	(304,000,000)
Unobligated balance available, end of year	**42,945,477**	**42,945,477**	**42,945,477**
New Budget Authority (gross), detail			
Discretionary			
Appropriation (trust fund)	109,880,168	123,500,000	274,000,000
Appropriations applied to liquidate contract authority	(109,880,168)	(123,500,000)	(274,000,000)
Appropriation (total)	-	-	-
Discretionary spending authority from offsetting collections:			
Reimbursable Program	16,513,982	30,000,000	30,000,000
Mandatory			
Contract Authority	115,500,000	123,500,000	274,000,000
Contract Authority Permanently Reduced	(231,000)		
Total new budget authority (gross)	**131,782,982**	**153,500,000**	**304,000,000**
Change in Unpaid Obligations			
Unpaid Obligated balance, start of year	99,260,123	94,246,247	106,841,817
Adjustment to unpaid obligations, brought forward, Oct 1			
Obligated Balance: start of year: uncollected cust. payment brought forward, Oct 1			
Total new obligations	126,394,150	153,500,000	304,000,000
Total outlays (gross)	(127,640,490)	(140,904,430)	(248,617,320)
Recoveries of prior year obligations (-)	(3,767,536)	-	-
Unpaid obligations, end of year (gross)	**94,246,247**	**106,841,817**	**162,224,497**
Outlays (gross), detail			
Outlays from offsetting collections - new authority	1,808,476	17,400,000	17,400,000
Outlays from offsetting collections - prior year	14,470,814	12,600,000	12,600,000
Outlays from new discretionary authority	58,335,345	64,324,569	126,798,046
Outlays from discretionary balances	53,025,855	46,579,861	91,819,274
Total outlays (gross)	**127,640,490**	**140,904,430**	**248,617,320**
Offsets - Against Gross Budget Authority and Outlays			
Offsetting collections (cash) from: Federal sources	(17,651,725)	(30,000,000)	(30,000,000)
Net Budget Authority and Outlays			
Budget authority (net)	115,269,000	123,500,000	274,000,000
Outlays (net)	110,206,641	110,904,430	218,617,320

OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT & VEHICLE SAFETY (in FY 2015)
OBJECT CLASS SCHEDULE

Description	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	18,644,625	19,887,264	60,994,259
Other personnel compensation	246,469	316,020	970,832
Total personnel compensation	**18,891,094**	**20,203,284**	**61,965,091**
Civilian personnel benefits	5,339,067	5,399,174	16,246,049
Travel and Transportation of Persons	322,802	505,515	1,113,212
Rental payments to GSA	6,236,025	6,236,025	7,757,584
Communications, utilities, and miscellaneous charges	1,069,451	1,069,451	4,056,388
Other services from non-federal sources	44,231,266	49,949,113	75,381,176
Research and development contracts	32,710,087	39,057,063	75,375,000
Supplies and materials	1,080,375	1,080,375	1,080,375
Equipment	-	-	1,025,125
Subtotal, Direct Obligations	**109,880,167**	**123,500,000**	**244,000,000**
Reimbursable Obligations			
Other services from non-federal sources	16,513,982	30,000,000	30,000,000
Total new obligations	**126,394,149**	**153,500,000**	**274,000,000**

EXHIBIT III-1

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

	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST	FY 2015 - FY 2014 CHANGE
Highway Safety Programs	$ 45,152	$ 46,659	$ 47,409	$ 750
Research and Analysis - NCSA	26,908	35,466	31,966	(3,500)
Unallocated	7,857	-	-	-
Administrative Expenses	35,412	41,375	42,625	1,250
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (TF)	**$ 115,329**	**$ 123,500**	**$ 122,000**	**$ (1,500)**
FTE's:				
Direct Funded	178	178	184	6
Reimbursable, allocated, other*	4	4	4	-

Note: Funds for the Highway Safety Research & Development Program are from the Transportation Trust Fund.
Note: FY 2013 Levels reflect a .02% A-T-B rescission.
*Reimbursed to NHTSA by RITA to support Intelligent Transportation Systems work.

EXHIBIT III - 1a

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015

Appropriations, Obligation Limitations, Contract Authority, and Exempt Obligations

OPERATIONS AND RESEARCH

HIGHWAY SAFETY RESEARCH & DEVELOPMENT

($000)

ITEM	Change from FY 2014 to FY 2015	Change from FY 2014 to FY 2015 FTEs by Program
Highway Safety Base	**123,500**	**178**
Adjustments to Base		
FY 2015 #FTE Per Program Change	-	-
FY 2014 Pay Raise	63	
New FY 2015 FTE	632	6
FY 2015 Pay Raise	190	
GSA Rent	-	
WCF	(251)	
Inflation	-	
Program Increases/Decreases	75	
Other Services	(566)	
Unallocated	1,106	
Subtotal, Adjustment to Base	**1,250**	6
Program Increases/Decreases	(2,750)	-
Total Net Increases/Decreases	**(1,500)**	**6**
FY 2015 REQUEST	**122,000**	**184**

Note: Other Services reduction due to realignment to available funding in Highway Traffic Safety Grants.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance Statement

FY 2015 budget request includes $122,000,000 for research activities to reduce highway fatalities, prevent injuries, and significantly reduce the economic toll of motor vehicle crashes by data collection and analysis, research into highway safety issues, and the development of effective countermeasures. The data collection, data system development, and analytical work performed by the National Center for Statistics and Analysis supports the full range of vehicle, highway and behavioral research, and are extensively utilized by NHTSA and many other safety organizations worldwide. Behavioral program research and development covers a comprehensive range of issues affecting roadway users including vehicle occupants, pedestrians and bicyclists as well as emergency medical services.

FY 2015 – Highway Safety Research and Development

$122,000,000

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 -2014
Highway Safety Research and Development	$45,152,000	$46,659,000	$47,409,000	$750,000
National Center for Statistics and Analysis	$26,908,000	$35,466,063	$31,966,063	($3,500,000)
HSRD Administrative Expenses	$35,411,760	$41,374,937	42,624,937	$1,250,000
Unallocated	$7,797,240	$0	$0	$0
TOTAL	**$115,269,000**	**$123,500,000**	**$122,000,000**	**($1,500,000)**

Note: FY 2013 levels reflect a .02% A-T-B rescission

Note: FY 2014 enacted reflects a $5 million one-time funding to support information technology improvements for NEMSIS Technical Assistance Center and technical equipment to enhance and expedite data collection.

Highway Safety Programs: ($47,409,000)

NHTSA's highway safety programs support the Department's safety goals through behavioral research, demonstrations, technical assistance, and national leadership activities emphasizing alcohol and drug countermeasures, occupant protection, distraction, traffic law enforcement, emergency medical and trauma care systems, licensing, state and community evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, and young and older driver safety programs. NHTSA coordinates with numerous Federal partners, state and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and enhance the reach of our safety programs and messages. Research and countermeasure development has a direct impact on the effectiveness of programs conducted through the Highway Traffic Safety grant program. In addition to improving national highway safety performance, NHTSA's highway safety programs support DOT's Livability goals through programs designed to keep pedestrians and bicyclist safe on our roadways.

Research and Analysis - National Center for Statistics and Analysis (NCSA): ($31,966,063)

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

Highway Safety Research and Development Administrative Expenses: ($42,624,937)

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the Agency's Highway Safety Research and Development programs. Included are the costs associated with the salaries and benefits of NHTSA employees, including 6 FTEs for a full year who directly and indirectly support these programs together with other related expenses, such as transportation, rent, communications, utilities, printing, supplies, and equipment. This funding level continues the alignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of Vehicle Safety and Highway Safety Grant programs.

Detailed Justification for Highway Safety Programs

What Do I Need To Know Before Reading This Justification?

The following items are new initiatives in FY 2015:

- **Older Driver Initiative:** With the requested $250,000, NHTSA will support an update of the new Medical Fitness to Drive Clearinghouse. The clearinghouse provides a web-based, self-standing resource for state Departments of Motor Vehicles (DMV) and other service providers which need technical assistance in recognizing and responding to medical conditions that affect safe driving and could require special licensing restrictions.

- **National 9-1-1 Program Initiative:** With the additional $1.5 million, NHTSA will complete a cost study for the national deployment of NG9-1-1. This study was included in Section 6508 of the Middle Class Tax Relief and Job Creation Act of 2012 (P.L. 112-96) will establish a model for the nationwide implementation of NG9-1-1 that could be used as the basis for subsequent coordination at the local, State and federal levels and establish a cost range for the nationwide implementation of NG9-1-1, that could be used as a basis for subsequent deployment of the 911 Grant Program.

- **National EMS Program Initiative:** NHTSA requests an additional $500,000 to support the activities of the National EMS Advisory Council (NEMSAC). Additional funding will fulfill statutory obligations to provide support services for its operation as outlined in Section 31108 of the MAP-21. The NEMSAC has representation from all sectors of emergency medical services and provides advice to both the Department of Transportation and the Federal Interagency Committee on Emergency Medical Services.

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

FY 2015 – HIGHWAY SAFETY PROGRAMS
$47,409,000

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 -2014
Impaired Driving	$11,456,000	$11,456,000	$11,456,000	$0
Drug Impaired Driving	$1,488,000	$1,488,000	$1,488,000	$0
Safety Countermeasures	$4,345,000	$4,345,000	$4,595,000	$250,000
National Occupant Protection	$10,282,000	$10,282,000	$10,282,000	$0
Enforcement and Justice Services*	$3,001,000	$3,001,000	$3,001,000	$0
Emergency Medical Services	$2,144,000	$2,144,000	$2,644,000	$500,000
Enhanced 9-1-1/ National 9-1-1 Office	$1,250,000	$1,250,000	$2,750,000	$1,500,000
National Emergency Medical Services Information System	$1,500,000	$3,000,000	$1,500,000	($1,500,000)
Driver Licensing	$1,002,000	$1,002,000	$1,002,000	$0
Highway Safety Research**	$5,091,000	$5,091,000	$5,091,000	$0
Behavioral International Program	$100,000	$100,000	$100,000	$0
National Driver Register***	$3,493,000	$3,500,000	$3,500,000	$0
Total	**$45,152,000**	**$46,659,000**	**$47,409,000**	**$750,000**

**Excludes $500K for Section 2017(b) Law Enforcement Training of SAFETEA-LU, eliminated under MAP-21.*

***Excludes $4,967,000 in funding from Grant Administrative Expenses. Also excludes $1.2M for Section 2013 Drug Impaired Driving of SAFETEA-LU and $1.25M for ACTS, eliminated under MAP-21.*

****Administrative expenses related to NDR included in HSRD administrative expenses.*

Note: Cooperative Research and Evaluation ($2,500,000) is a new draw-down from MAP-21 from the Section 402 Grants and is not reflected in the Highway Safety Research & Development total.

Note: FY 2014 enacted reflects a $1.5 million one-time funding to support information technology improvements for NEMSIS Technical Assistance Center .

In FY 2015, NHTSA is requesting $47,409,000 for Highway Safety Programs, which is $750,000 above the FY 2014 enacted funding level. Funding at this level will allow us to maintain our core programs and continue several key initiatives. These include:

Impaired Driving

- Provide technical assistance to states to promote enhanced ignition interlock programs.
- Promote further adoption of comprehensive statewide impaired driving programs following the New Mexico model, and conduct judicial outreach.

Drug Impaired Driving

- Develop and expand drug impaired driving data collection, countermeasures and training for law enforcement, prosecutors and judges.
- Provide updated impaired driving curricula (SFST, ARIDE, DRE), and technical assistance to law enforcement agencies and training academies throughout the U.S.
- Evaluate new technology designed to assist law enforcement in its detection of the drug impaired driver.
- Continue expansion of the Drug Evaluation & Classification (DEC) program within each State.

Safety Countermeasures

- Continue demonstration programs in six FHWA designated Pedestrian Safety Focus Cities supporting law enforcement agencies implementing the *Guide to Pedestrian Crosswalk Enforcement Operations.*
- Conduct a demonstration project to enhance state driver licensing medical review processes and policies.
- Expand partnerships with organizations for delivery of continuing education to medical providers for counseling patients on driving fitness.
- Continue support for operation of a Driver Licensing and Medical Fitness to Drive on-line training and resource for State driver's license administrations and highway safety offices.
- Continue a demonstration program to increase motorcycle helmet use in one State without a mandatory motorcycle helmet use law for all riders.

National Occupant Protection:

- Continue to promote the annual *Click It or Ticket* campaign and develop strategies for law enforcement to address fatalities in secondary and lower performing primary law states and in suburban and rural areas where a significant portion of motor vehicle fatalities occur involving individuals who are not restrained.
- Develop strategies to promote sustained enforcement of seat belt laws throughout the year.

Enforcement and Justice Services

- Maintain efforts to build capacity in States for Data-Driven Approaches to Crime *and* Traffic Safety (DDACTS) and the nationwide network of law enforcement liaisons (LELs).
- Implement the objectives outlined in the Departmental Speed Program Plan.

Emergency Medical Services (EMS)

- Continue implementation of the National EMS Education Agenda.
- Implement a Culture of Safety strategy for EMS providers and their patients.
- Move toward data-driven EMS system development including continued development of a system for use of Evidence-Based Guidelines in EMS.
- Begin implementation of the EMS Workforce Agenda for the Future to help ensure a stable EMS workforce throughout the nation.

National 911 Program

- Continue Technical Assistance Center services to public safety answering points and State 911 offices.
- Maintain and improve www.911.gov as the simple portal for accessing national 911 information.
- Support and promote minimum training for 911 call-takers and strategies for nationwide implementation.
- Educate EMS and 911 call center medical directors about Advanced Automatic Crash Notification (AACN) and promote the use of telematics data to improve EMS response to motor vehicle crashes.

National EMS Information System (NEMSIS)

- Expand the National EMS Database to 45 States.
- Provide Technical Assistance Center services to state and local EMS agencies.
- Continue to assure NEMSIS meets Health Level 7 (HL7) standards for coordination with the Electronic Medical Record and initiate publication of a NEMSIS annual report providing descriptive national data for providers and policymakers.
- Support a number of key analyses of NEMSIS data - demonstrating the value of these data for system development and countermeasure evaluation.
- Ensure the sustainability of NEMSIS by providing database security monitoring, periodic testing and documentation.
- Provide technical assistance for transition to NEMSIS Version 3.0 which will improve the system by including, relevant, consistent and current data elements.

Highway Safety Research

- Complete a study to enhance the predictive validity of drug evaluation and classification (DEC) tests and assist NIDA to conduct a study, using the National Advanced Driving Simulator (NADS), to determine the extent to which inhaled cannabis, alone or in combination with low levels of alcohol, has an impact on driving skills.
- Continue a study to determine the feasibility of using data from the SHRP2 Naturalistic Driving Data to better understand a number of questions related to speed-related behavior, including the relationship between speeding and crashes and near crashes and complete and disseminate findings regarding a study to investigate the use and feasibility of speed warning.
- Increase research into behavioral issues regarding driver distractions (specifically evaluating one or more statewide high visibility enforcement and related public information demonstration programs and conducting a third national survey of the driving public's attitudes and awareness regarding distracted driving issues).
- Continue a nationally representative survey on pedestrian and bicycle safety attitudes and behavior, and continue a study to determine the extent to which the use of electronic devices and other distractions contribute to pedestrian crashes.
- Conduct a study that examines factors that may contribute toward higher motorcycle helmet use rates in States without universal helmet laws, and complete and release findings from a study on the feasibility of installing ignition interlocks on the motorcycles of convicted impaired driving offenders.
- Complete a field test of hazard recognition training for young novice drivers to determine whether it reduces violation and crashes

Cooperative Research and Evaluation Program

- Identify and address new and emerging state safety issues and programs through this cooperative research and evaluation program with the states, using Sec. 402 drawdown, as noted in MAP-21.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$11,456,000	$11,456,000	$11,456,000	$0

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 addresses it by developing a range of countermeasures that:

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

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

Why Is This Particular Program Necessary?

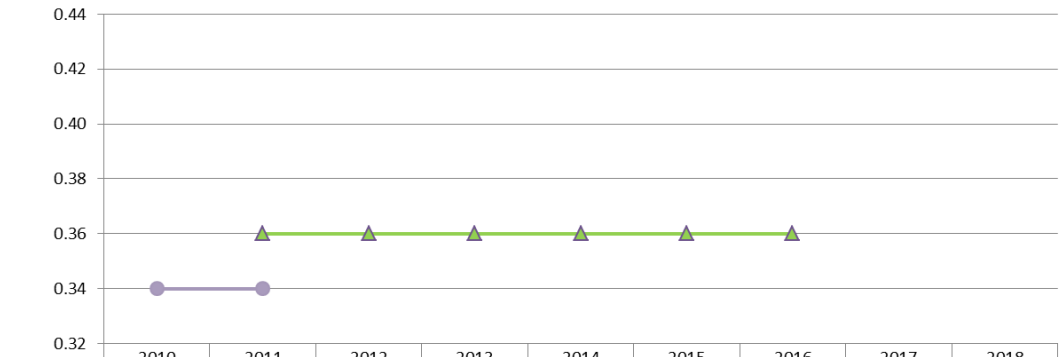
Nearly one-third of traffic fatalities each year occur in crashes that involve an impaired driver (in which a driver or motorcycle rider had a BAC, of .08 or greater). Approximately one-third of impaired driving offenders are subsequently re-arrested for impaired driving. Therefore, appropriate sentencing and supervision are critically important to reducing impaired driving. However, according to Fatality Analysis Reporting System (FARS) data, the majority of impaired drivers involved in fatal crashes had not previously been convicted of impaired driving (during the last three years). Therefore, in addition to addressing recidivism, effective prevention and intervention strategies also are necessary. Since impaired driving systems are complex and involve many inter-related 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 in reducing associated crashes, injuries, fatalities and/or recidivism. For example, high visibility enforcement of impaired driving laws has been shown to reduce 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 have been shown to reduce recidivism.

NHTSA Safety Intermediate Outcome Measure

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



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Target		0.36	0.36	0.36	0.36	0.36	0.36	TBD	TBD
Actual	0.34	0.34							

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

In 2012, 10,322 people died in alcohol-impaired driving crashes. Although the number of impaired driving fatalities has decreased along with overall fatalities over the last several years, the percentage of traffic fatalities that involved an impaired driver has remained relatively 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.

In FY 2015, the Impaired Driving Program will develop and demonstrate further countermeasures to reduce the incidence of impaired driving. These efforts will include activities to:

- Conduct a demonstration project measuring the effectiveness of applying the problem orientated policing model to reduce impaired driving crashes. This will assist law enforcement agencies in moving towards a sustained enforcement model.
- Assist States in strengthening their ignition interlock programs through implementation of recommendations contained in the Model Guidelines for State Ignition Interlock Programs.
- Work closely with NHTSA's Vehicle Safety Research activities on the development of in-vehicle technologies capable of passively detecting alcohol-impaired drivers and preventing vehicle operation. Such technologies could be very effective in reducing alcohol-impaired driving deaths when offered on a voluntary, market-driven basis.
- Provide technical assistance to states to increase the number of offenders using ignition interlocks.
- Promote improved reporting of BAC testing results through partnerships with the medical community.
- Support Law Enforcement Liaisons, Traffic Safety Resource Prosecutors, Judicial Outreach Liaisons to actively promote the use of high visibility enforcement, ignition interlocks, DWI courts, sentencing and supervision practices, as part of a comprehensive approach to reducing impaired driving.
- Sponsor workshops to assist States in adopting the Leadership Model, for the development and implementation of comprehensive statewide impaired driving programs.
- Test the effectiveness of saliva based drug testing devices in identifying drugged drivers.
- Conduct a special study of 18 to 24 year old drivers involved in crashes to learn of the circumstances surrounding the crashes to better enable the agency to develop effective programs to address the safety of this high risk group.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,488,000	$1,488,000	$1,488,000	$0

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

How Do You Know The Program Works?

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

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

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

In FY 2015, 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:

- Delivering training and education materials designed for law enforcement, other criminal justice professionals, community and other stakeholders on drugs and medications that can contribute to impaired driving.
- Delivering updated training to law enforcement in DRE and ARIDE.
- Increasing the number of Law Enforcement Liaisons (LELs) and State Judicial Outreach Liaisons (JOLs).
- Deliver updated training, education and technical assistance to prosecutors and judges through the network of Traffic Safety Resource Prosecutors (TSRPs), JOLs and national organizations that support criminal justice professionals.
- Publishing an annual report on evaluations of drug use by drivers performed by Drug Recognition Experts.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$4,345,000	$4,345,000	$4,595,000	$250,000

The Safety Countermeasures Program addresses a range of behavioral risks associated with pedestrians, motorcyclists, pupil transport, bicyclists and older driver safety. Together, these populations comprise about 40 percent of traffic fatalities. Given the disparate nature of the populations and safety problems, the program employs a wide range of countermeasures. The Agency develops and provides research, program materials and guidelines, state law information and many other resources 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/Driving+Safety/Older+Drivers

Why Is This Particular Program Necessary?

These populations account for a significant percentage of U.S. highway fatalities. Motorcyclist fatalities (rider/operator and passenger(s)) accounted for 14.2 percent of traffic fatalities in 2011 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, accounted for 13.4 percent of the total and can be reduced through behavioral initiatives including education and law enforcement. Unfortunately, pedestrians were one of the few groups of road users to experience an increase in fatalities in the United States in 2011, totaling 4,432 deaths. Older drivers are rapidly increasing in number and have multiple traffic vulnerabilities that are amenable to improvement through counseling, family interventions and licensing controls. If current fatality rates remain unchanged, there will be as much as a three-fold increase in the number of older driver and occupant fatalities by 2020.

How Do You Know The Program Works?

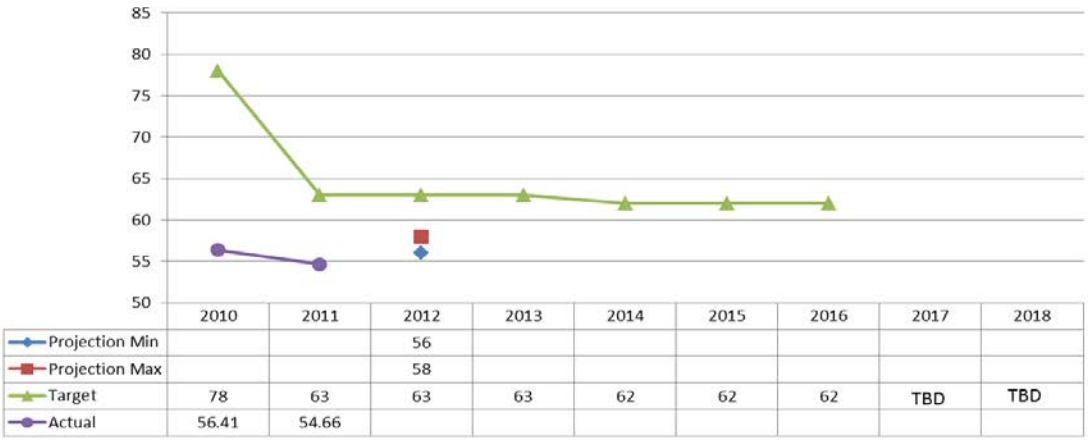
Strong evidence exists confirming the effectiveness of key interventions such as pedestrian safety law enforcement, pedestrian safety zones and motorcycle helmet use. Driver license screening and programs that encourage referrals of problem older drivers for re-examination by physicians and law enforcement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

Program	Title	Link
Pedestrians	*Demonstration and Evaluation of the Heed the Speed Program*	http://www.nhtsa.gov/staticfiles/nti/pdf/811515.pdf
	Review of Studies on Pedestrian and Bicyclist Safety, 1991 - 2007	http://www.nhtsa.gov/staticfiles/nti/pdf/811614.pdf
Motorcycles	*The Effect of Sight Distance Training on the Visual Scanning of Motorcycle Riders: A Preliminary Look*	http://www.nhtsa.gov/staticfiles/nti/pdf/811689.pdf
	An Examination of Washington State's Vehicle Impoundment Law for Motorcycle Endorsements	http://www.nhtsa.gov/staticfiles/nti/pdf/811696.pdf
Older Drivers	*Process and Outcomes Evaluation of Older Driver Screening Programs: The Assessment of Driving-Related Skills (ADReS) Older-Driver Screening Tool*	http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811113.pdf
	A Compendium of Law Enforcement Older Driver Programs	http://www.nhtsa.gov/people/injury/olddrive/LawEnforcementOlderDriver03/introduction.htm
	Driver Fitness Medical Guidelines	http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811210.pdf

Motorcyclists

DOT Strategic Goal: Safety

Motorcyclist Fatalities per 100,000 Motorcycle Registrations

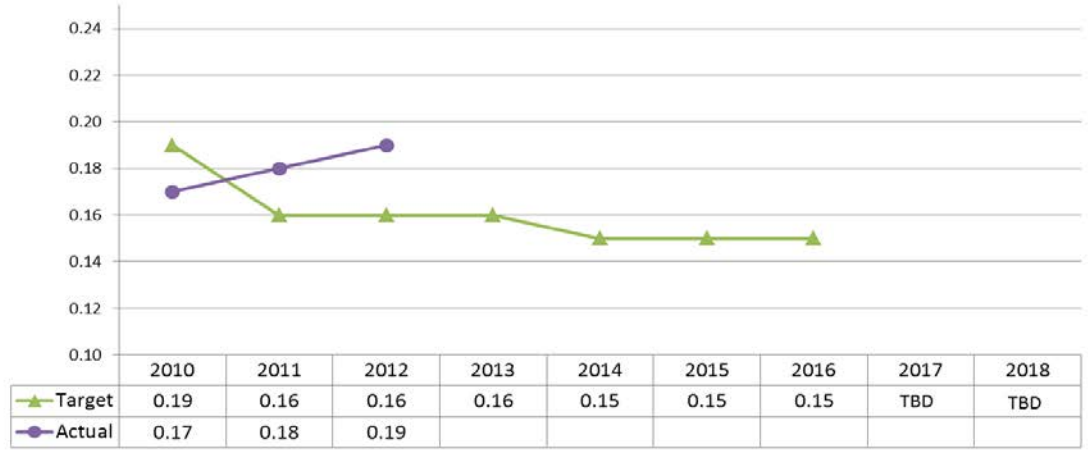


	2010	2011	2012	2013	2014	2015	2016	2017	2018
Projection Min			56						
Projection Max			58						
Target	78	63	63	63	62	62	62	TBD	TBD
Actual	56.41	54.66							

Non-Occupants (Pedestrians & Bicyclists)

DOT Strategic Goal: Safety

Non-Occupant Fatalities per 100 Million VMT



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Target	0.19	0.16	0.16	0.16	0.15	0.15	0.15	TBD	TBD
Actual	0.17	0.18	0.19						

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

In FY 2015, the Safety Countermeasures Program will continue to further safety and reduce traffic fatalities among vulnerable road users including pedestrians, bicyclists, motorcyclists, and older drivers. Specific efforts will include:

- Continuing to engage the medical community with computer-based training programs on Older Driver Safety, targeting medical residents and other medical professionals to assist in counseling patients on driving fitness.
- Conducting a demonstration project to enhance state driver licensing medical review processes and policies.
- Conducting a demonstration project to promote helmet use among adults and increase observed helmet use in States without all-rider motorcycle helmet use laws.
- Conducting a demonstration program to develop basic guidelines for deployment of effective High Visibility Enforcement of impaired motorcycle operation.
- Promoting adoption of revised Motorcycle Operator Licensing Manual and updated motorcycle operator licensing knowledge test by state driver's license administrations.
- Conducting state pedestrian, bicycle and motorcycle safety program assessments.
- Conducting demonstration programs supporting law enforcement agencies implementing the Guide to Pedestrian Crosswalk Enforcement Operations.
- Developing materials for consumers for the web and/or TV/Radio echoing the safety message on issues such as: distracted pedestrians in cities, drunk pedestrians, bike safety and walking and biking for health and safety themed materials.
- Continuing outreach to youth and parents on pedestrian and bicycle safety programs.
- Continue to broaden educational offerings on older driver safety issues to audiences of interest, including nurses, physicians, pharmacists, social service agencies, law enforcement and Area Agencies on Aging.
- Continue support for operation and expansion of a Driver Licensing and Medical Fitness to Drive on-line training and resource for state driver's license administrations and highway safety offices.

NHTSA requests an additional $250,000 to update the new Medical Fitness to Drive Clearinghouse, which provides a web-based, self-standing resource for state Departments of Motor Vehicles (DMV) and other service providers. The clearinghouse offers technical assistance in recognizing and responding to medical conditions that affect safe driving and could require special licensing restrictions. The clearinghouse includes a library of research findings and program guidelines as well as desk reference guides and tutorials for DMV professionals.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$10,282,000	$10,282,000	$10,282,000	$0

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

Why Is This Particular Program Necessary?

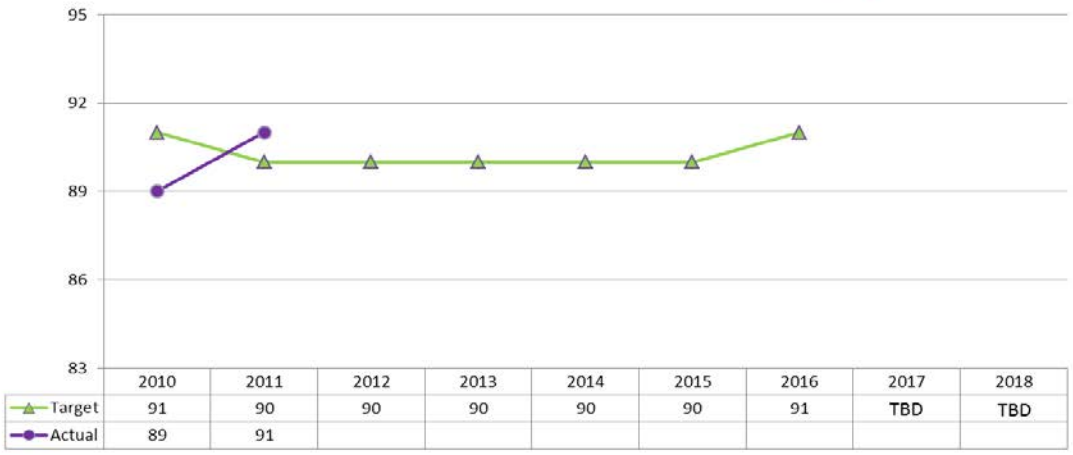
Wearing a seat belt is the single most effective means of saving lives and reducing injuries in crashes. Occupant restraint use has risen gradually for the past several years; however, belt use in serious crashes remains relatively low. In 2010, 11,426 of those killed in crashes were unrestrained. An additional 3,384 lives would have been saved in 2011 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?

Objective evaluations have shown that education, laws and law enforcement programs have contributed to a steady increase in the national seat belt use rate, reaching 86 percent in 2012. These methods have also been effective in improving child restraint use. In 2011, seventeen States, the District of Columbia (DC), Puerto Rico and the Northern Mariana Islands had seat belt use rates at 90 percent or higher. The annual *Click It or Ticket* campaign has been evaluated repeatedly for over a decade and determined to be a critical factor behind 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 many scientifically rigorous studies by the Centers for Disease Control and Prevention documented the value of primary seat belt laws, and empirical evidence continues to confirm the benefit. Increased seat belt use is a significant contributor to reductions in overall traffic deaths and to reaching the lowest fatality rate per vehicle mile ever recorded.

NHTSA Safety Intermediate Outcome Measure

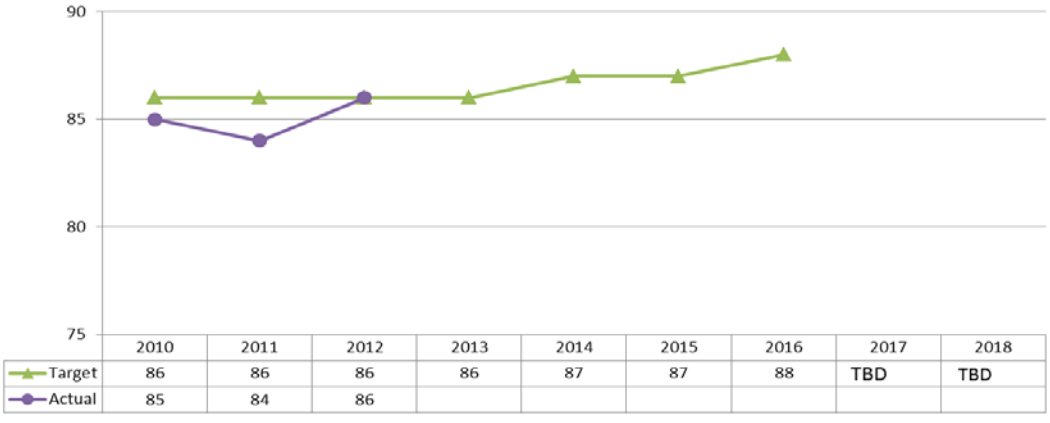
Percent of Child Restraint Use
0- through 7-Year Old



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Target	91	90	90	90	90	90	91	TBD	TBD
Actual	89	91							

NHTSA Safety Intermediate Outcome Measure

Percentage of Front Seat Occupants
Using Shoulder Harness Seat Belts



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Target	86	86	86	86	87	87	88	TBD	TBD
Actual	85	84	86						

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

If all unrestrained passenger vehicle occupants age 5 and older involved in fatal crashes had been properly restrained by either seat belt or child safety seat, an additional 3,384 lives could have been saved in 2011. The Occupant Protection Program focuses on achieving further increases in overall seat belt and child restraint use by supporting the enactment of primary seat belt laws, facilitating further adoption of high-visibility enforcement mobilizations, increasing and maintaining proper restraint use for children, and testing the potential of enhanced vehicle technologies to increase seat belt use.

Specifically, we request funds to:

- Continue the annual *Click It or Ticket* (CIOT) campaign emphasizing media and enforcement.
- Promote sustained seat belt and child safety seat enforcement throughout the year and utilize the CIOT campaign to support sustained enforcement efforts.
- Promote the safety benefits of conducting nighttime seat belt enforcement and further integrate nighttime seatbelt enforcement in the national CIOT campaign.
- Initiate a test of using problem oriented policing models to increase seat belt use and reduce the proportion of unrestrained fatalities.
- Identify and test new and innovative strategies (both enforcement and non-enforcement) for reaching seat belt non-users.
- Initiate development and test of a targeted program during non-enforcement periods in low seat belt use states to persuade residents to use seat belts, by appealing to residents' common attitudes, experiences and values regarding the importance of personal responsibility
- Identify states with high rates of unrestrained fatalities and low seat belt use to develop strategies for improving performance.
- Explore strategies for re-engaging traffic safety and public health partners in promoting and supporting occupant protection initiatives.
- Address low seat belt use in secondary law states by working collaboratively with law enforcement to identify strategies to enable enforcement of existing seat belt use laws complemented by a targeted initiative to reinforce the need to use seat belts.
- Work with NHTSA's Vehicle Safety Research office on the development and testing of occupant protection technologies such as seat belt reminder and interlock systems. Such technologies have the potential to be effective in increasing the use of seat belts among non-users and situational users.
- Support the National Survey of the Use of Booster Seats (NSUBS), which includes demographic information on the use of child safety seats.

- Identify and test strategies to address disparities in child passenger safety in minority communities and build capacity and infrastructure to support child passenger safety efforts for economically disadvantaged populations.
- As part of an overall youth program, launch a national education campaign directed at 8- to 12-year-olds and their parents to emphasize the importance of proper seating position and seat belt use.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$3,001,000	$3,001,000	$3,001,000	$0

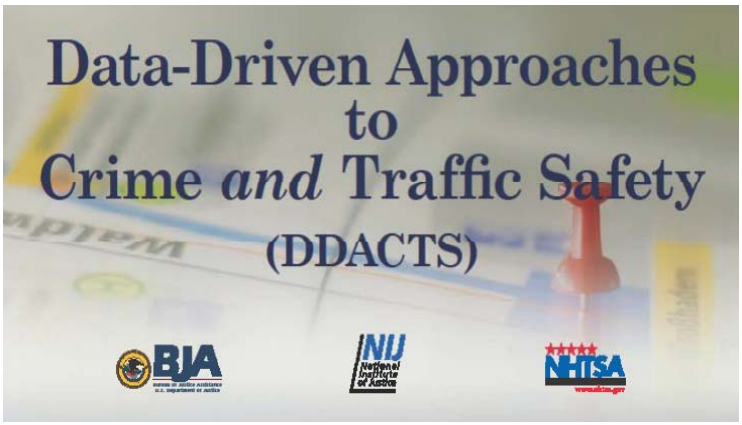
The Enforcement and Justice Services (EJS) Program reduces crashes, injuries and fatalities by enhancing the effectiveness of the criminal justice system in the detection, apprehension and punishment of violators of traffic safety laws and regulations. NHTSA collaborates with the Department of Justice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

Why Is This Particular Program Necessary?

Active participation of criminal justice professionals is crucial to the success of the Agency's key programs, especially occupant protection, impaired driving, and speeding initiatives. Traffic enforcement and adjudication are critical components of a community public health and safety program. Strategies such as high visibility enforcement (HVE) have been consistently evaluated as effective in modifying driver behavior and improving safety performance.

How Do You Know The Program Works?

Research has consistently demonstrated that high visibility enforcement, and integration of traffic enforcement into routine operations, result in reductions of crashes, fatalities and serious injuries. Place-based and data-driven enforcement operations (DDACTS) further enhances law enforcement's ability to focus limited resources where they can have the greatest impact for improving safety outcomes. These enforcement strategies combined with prosecutorial and judicial training, and DWI courts results in improved safety and a reduction in social harm for the community.



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

Funding at the requested level is necessary to sustain and support effective participation of law enforcement, prosecutors and judges in priority Agency behavioral programs. Active participation of criminal justice professionals is crucial to the success of the Agency's key programs, especially occupant protection, impaired driving initiatives, speeding enforcement and distracted driving. This funding will also mobilize a network of Law Enforcement Liaisons (LELs) to promote NHTSA priority programs and provide ongoing technical assistance at the community level. Included will be a range of new tools designed to facilitate the adoption of best practices by law enforcement and criminal justice professionals, and information sharing systems to efficiently and effectively deliver these tools including the expansion of DDACTS by building a network of subject matter experts (SMEs) at the State and local level and on-line training for LELs. Additionally, a refocused emphasis on speed will require updated tools, such as new equipment specifications for automated speed enforcement (radar/lidar), and materials for communicating the hazards associated with speed. New materials and approaches will be necessary to provide States and local jurisdictions with the most effective communication strategies and tools possible.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$2,144,000	$2,144,000	$2,644,000	$500,000

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

Recent studies have shown that effective systems of emergency trauma care can improve survival from severe injuries by as much as 25 percent. Counties with coordinated systems for trauma care have been shown to have crash fatality rates as much as 50 percent lower than counties without trauma systems. The National EMS Community, other Federal agencies and State EMS Offices rely upon the NHTSA EMS program for leadership and coordination in

improving EMS functions and processes. The program affects motor vehicle crash outcomes by ensuring prompt notification of the location and severity of the crash, timely dispatch of trained providers of emergency care, use of evidence-based treatment protocols, triage to an appropriate health care facility and the application of continuous quality improvement to assess patient and system outcomes.

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

During FY 2015, the Office of EMS will take essential steps to improve the efficiency and effectiveness of the nation's EMS system and will:

- Continue implementation of a National Evidence Based Guidelines Process, including pilot tests, to identify and overcome barriers to statewide implementation and help assure delivery of effective, data-driven and safe prehospital emergency medical care to improve patient outcomes across the Nation.
- Continue to ensure the health, safety and well-being of the EMS and 911 workforce and EMS patients through efforts such as the implementation of the multi-year, data-driven *National EMS Culture of Safety (provider and patient) Strategic Plan.*
- Continue implementation, evaluation and updating of the *National EMS Education Agenda for the Future* to ensure a well-prepared and credentialed National EMS workforce, including incorporation of continued competency.
- Continue implementation of the *National EMS Workforce Agenda for the Future* by distributing and evaluating workforce development and technical assistance tools for State and local EMS agencies including National EMS Workforce Data Definitions and State EMS Workforce planning guidelines.
- Continue coordination with Federal and national preparedness partners to strengthen the resilience of EMS and 911 systems at the local, State and Federal levels.
- Educate EMS and 911 call centers medical directors about Advanced Automatic Collision Notification and promote use of telematics data to improve EMS response to motor vehicle crashes.
- Improve consistency of EMS care through dissemination and state-wide adoption of National EMS Clinical Care Protocols.
- Continue to implement recommendations of the MAP-21 statutorily established National EMS Advisory Council through research and other projects that improve local and state EMS and 911 systems.
- Continue critical improvements in the national EMS system including development of national EMS protocols, refinements to the national EMS educational system and EMS data system enhancements.
- Enhance coordination with federal partners on the statutory Federal Interagency Committee on EMS (FICEMS) through development and implementation of a FICEMS strategic plan

NHTSA requests an additional $500,000 to support the activities of the National EMS Advisory Council (NEMSAC). Additional funding will fulfill statutory obligations to provide support services for its operation as outlined in Section 31108 of the MAP-21. The NEMSAC has representation from all sectors of emergency medical services and provides advice to both the Department of Transportation and the Federal Interagency Committee on Emergency Medical Services.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,250,000	$1,250,000	$2,750,000	$1,500,000

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

Why Is This Particular Program Necessary?

911 is the single national portal for accessing emergency services. The existing system is based on outmoded technology; the Next Generation 911 program was developed by DOT to develop products that support and promote the development of a national 911 system of interconnected 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 400 million 911 calls each year with an increasing number made by cellular telephone. In one study, after 911 was implemented, call takers accurately identified twice as many victims of cardiac arrest compared to the time frame previous to 911 deployment. For many emergencies, the chance of survival depends on rapid response, treatment and transport.

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

During FY 2015, the National 911 Program will support continued refinement of the 911 system to improve emergency response by:

- Continuing the Technical Resource Center (TRC) to provide information and technical assistance to State and local 911 agencies for their conversion to Next Generation 911 and comprehensive 911 system implementation.
- Maintaining and improving the www.911.gov as the single portal for accessing National 911 information.

- Supporting and promoting minimum training for call takers and strategies for nation-wide implementation.
- Continue monitoring the state implementation of Guidelines for State NG911 911 Legislative Language and updating the report on adoption.
- Maintain operation of the National 911 Profile Database and activities that enable submission of state 911 data.

NHTSA requests an additional $1,500,000 for the National 9-1-1 Program for FY 2015. With the additional funding, NHTSA will complete a cost study for the national deployment of NG9-1-1. The study, included in Section 6508 of the Middle Class Tax Relief and Job Creation Act of 2012 (P.L. 112-96) will establish a model for the nationwide implementation of NG9-1-1 that could be used as the basis for subsequent coordination at the local, State and federal levels and establish a cost range for the nationwide implementation of NG9-1-1, that could be used as a basis for subsequent deployment of the 911 Grant Program.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,500,000	$3,000,000	$1,500,000	($1,500,000)

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 information that is valuable in obtaining 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 using the national data on EMS responses and patient outcomes to support EMS system development and publishing articles in the peer-reviewed literature. 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 care. The TAC helps to assure that additional states provide data the National EMS Database revises the NEMSIS Data Dictionary.

During FY 2015, the NHTSA Office of EMS will support nationwide standardization and acquisition of critical EMS patient care data through the NEMSIS by:

- Continuing operation of the NEMSIS Technical Assistance Center to expand and enhance the National EMS Database with EMS response and patient care records and to generate national reports that characterize EMS across the country.
- Increasing to 48 the number of states that contribute NEMSIS data to the National EMS Database.
- Achieving final approval of NEMSIS Version 3.2 through the American National Standards Institute (ANSI), enhancing the ability to link NEMSIS data with other healthcare databases.
- Conducting community pilot projects demonstrating the integration of local NEMSIS-compliant electronic patient care reports with electronic health records to provide EMS with patient outcome information to aid with system improvements.
- Publishing the second NEMSIS annual report providing descriptive national data for providers, policymakers, and the National EMS Advisory Council (NEMSAC).
- Ensuring the sustainability of NEMSIS by providing database security monitoring and certifications, periodic testing and documentation.
- Providing technical assistance and support for local and state transition to NEMSIS Version 3.2 which will further support system improvement through adoption of the more robust data standards and enhanced performance measurement.
- Increasing to 10 the number of states that contribute NEMSIS Version 3.2 data to the National EMS Database.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,002,000	$1,002,000	$1,002,000	$0

The Driver Licensing and Teen Safety Program improves highway safety performance by providing national leadership and assistance to states in implementing coordinated licensing systems and in ensuring that drivers are properly trained, periodically evaluated, and have a single valid license and driving record. As part of a comprehensive teen driver strategy, NHTSA assists states in developing licensing systems for novice drivers that include driver education meeting minimum national standards and Graduated Drivers Licensing (GDL) laws that lead young novice drivers through a 3-stage process for full licensure. Our resources can be found at www.nhtsa.gov/Driving+Safety/Teen+Drivers.

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

In FY 2015, the Driver Education and Teen Safety Program will focus resources on several key issues, including:

- Working with key stakeholders in the development of standards for on-line and overall delivery of driver education.
- Implementing the strategic plan for the future of driver education.

- Assess State compliance with national standards for driver education program designed to increase alignment within the States' administrative oversight of driver education.
- As requested by the States conduct driver education program assessments and monitor follow-up actions taken.
- Continuing demonstration projects to develop promising methods to enforce licensing restrictions of GDL and suspended drivers.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$5,091,000	$5,091,000	$5,091,000	$0

**Excludes $4,967,000 in funding from Grant Administrative Expenses.*

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

Improved traffic behaviors by drivers and other roadway users are critical to achieving further reductions in motor vehicle fatalities. Behavioral research is needed to provide an evidence-

based foundation for state and community traffic safety programs. Research is needed to identify more effective and efficient countermeasures for existing traffic risks such as alcohol--impaired driving, drugged driving, speeding and non-use of seat belts, and to develop new solutions for emerging problems such as distracted driving. In FY 2015, the Highway Safety Research Program will include:

Impaired Driving

- Complete evaluation of strategies for conducting high visibility law enforcement using a variety of models (such as a routine part of traffic law enforcement rather than as special periodic programs), continue to investigate strategies for improving the implementation of ignition interlock programs, and continue to support research on in-vehicle alcohol detection technologies.

Drug Impaired Driving

- Complete a study to enhance the predictive validity of drug evaluation and classification (DEC) tests.

- Assist NIDA in conducting a study, using the National Advanced Driving Simulator (NADS), to determine the extent to which inhaled cannabis, alone or in combination with low levels of alcohol, has an impact on driving skills.

- Initiate a study of the accuracy of on-site oral fluid drug detection devices for law enforcement use and assess the effect on law enforcement willingness to look beyond alcohol when investigating driver impairment.

Occupant Protection

- Initiate research to demonstrate less resource intensive programs designed to maintain high usage rates and develop and test ways of institutionalizing how to inform the annual cohort of new parents on the purchase and proper use of age/size appropriate restraint system for their children.

Pedestrian Safety

- Complete a nationally representative survey on pedestrian and bicycle safety attitudes and behavior, and initiate a study to determine the extent to which the use of electronic devices and other distractions contribute to pedestrian crashes.

Motorcycles

- Conduct a study that examines factors that may contribute toward higher motorcycle helmet use rates in States without universal helmet laws, continue a naturalistic riding study designed to better understand motorcycle riding behavior, risk taking, willingness to engage in unsafe riding behaviors.

Speeding

- Continue a study to determine the feasibility of using data from the SHRP2 Naturalistic Driving Data to better understand a number of questions related to speed-related behavior, including the relationship between speeding and crashes and near crashes and complete and disseminate findings regarding a study to investigate the use and feasibility of speed warning systems.

Older Drivers

- Initiate research to assess the utility of backup warning systems (visual and radar) when used by older drivers.

Young and Novice Drivers

- Initiate research on how to better integrate driver education with graduated driving licensing programs for novice drivers.

Distracted Driving

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

- Initiate a national Distracted Driving telephone survey to measure public attitudes toward use of electronic devices while driving and support for efforts to reduced distracted driving.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$100,000	$100,000	$100,000	$0

The Behavioral International Program contributes to the overall Departmental and Agency fatality reduction goals by exchanging information with other nations concerning emerging traffic problems, countermeasure strategies, and program evaluations. The program also extends the Department's international leadership on key issues such as driver distraction and provides critical technical assistance for developing nations to prevent escalating vehicle related fatalities as a result of increasing mobility.

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 the Secretary'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. The program's leadership was also demonstrated in the 2012 Traffic Safety Data System Development Workshop conducted by NHTSA for representatives of more than 15 nations of the Asia Pacific Economic Cooperation. Examples of institutional achievement include a redirection of United Nations Economic Commission for Europe (UNECE) Working Party1 (WP.1), to include increased focus on coordinating global traffic safety behavior approaches and increased emphasis on assisting

emerging nations. Critical future activities include the alignment of international driver licensing requirements related to autonomous vehicles to ensure continued reciprocity.

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

In FY 2015, the Behavioral International Program will take important steps in furthering international cooperation, including:

- Complete new curriculum and support materials for a course on data system development and utilization.
- Continue to work with the World Health Organization to collect data on initiatives to implement the Decade of Action for Road Safety.
- Continue development of training modules to support the good practice manuals (e.g., impaired driving, occupant protection, speeding, helmet use) made available to mature and emerging nations.
- Engage in partnerships to steer the objectives and activities of UNECE (WP.1) on Road Traffic Safety. Collaborate with the United National Road Safety Collaboration, and the World Health Organization in stimulating progress on the Decade of Action for Road Safety. Collaborate with the U.S. Department of State in furthering global exchange of data, research findings and best practices to reduce U.S. and worldwide traffic injuries and fatalities.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$3,493,000	$3,500,000	$3,500,000	$0

NOTE: These amounts do not reflect the NDR administrative expenses ($1.5M), which are included under HS administrative expenses.

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

Why Is This Particular Program Necessary?

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

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

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

How Do You Know The Program Works?

The NDR processed an average of 100 million transactions from State and Federal users in a year and identifies between 9 and 10 million probable problem drivers, many of who were convicted of driving under the influence of drugs or alcohol. This is a 78 percent increase in use of the NDR by the States and Federal agencies since 2002. The NDR is a mission critical system in NHTSA and currently contains 52 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 2015. This request is consistent with FY 2014. With the requested level of funding, NDR will:

- Maintain reliable operations in the hybrid cloud environment.
- Respond to an increasing number of federal agencies requesting access to the NDR database (i.e.: DOD, Marine Corps, Department of the Army, Department of the Navy, Architect of the Capital).
- Provide timely response to electronic inquiries from State driver licensing agencies.
- Provide timely response to inquiries from Federal agencies that certify aircraft pilots, Coast Guardsmen, merchant mariners, and locomotive engineers.
- Provide timely response to inquiries from employers of motor vehicle operators, including Federal agencies.
- Maintain disaster recovery capability and perform periodic testing.
- Perform continuous monitoring of system security risk by evaluating one-third of the NIST 800-53 controls each year.
- Keep current with technological advances in system architecture and design and meet system security requirements.
- Begin designing, system enhancements that improve the quality of information provided to States and other users.
- Engage States to identify additional functional upgrades and system enhancements that will further increase the value of the system.
- Develop plans to recertify State compliance with system requirements and procedures.

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

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

FY 2015 - NATIONAL CENTER FOR STATISTICS AND ANALYSIS
$31,966,063

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 -2014
Traffic Records	$1,650,000	$1,650,000	$1,650,000	$0
Crash Data Collection*	$23,592,000	$32,150,063	$28,650,063	($3,500,000)
Fatality Analysis Reporting System (FARS/FastFARS)*	$0	$0	$0	$0
National Automotive Sampling System (NASS)*	$0	$0	$0	$0
State Data Systems	$0	$0	$0	$0
Special Crash Investigations	$0	$0	$0	$0
Data Analysis	$1,666,000	$1,666,000	$1,666,000	$0
Total	**$26,908,000**	**$35,466,063**	**$31,966,063**	**($3,500,000)**

**FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection. In FY's 2013 & 2014, $1.6M and $1.5M, respectively, of the Crash Data Collection is funded from the Vehicle Safety account. Of the FY 2014 funds from VS, $1.5M will fund the implementation of Data Modernization.*

Note: NOPUS and Regulatory Analysis/Program Evaluation are not funded under NCSA (Highway Safety Research and Development) these programs are funded from Administrative Expenses.

Note: FY 2014 enacted reflects a $3.5 million one-time funding to support the purchase of technical equipment to enhance and expedite data collection.

In FY 2015, we are requesting $31,966,063 for NCSA programs, which is $3.5 million less than the FY 2014 enacted funding level. Funding at this level will allow us to maintain our core programs and continue implementation of several new data collection system. Key initiatives include:

Traffic Records

- 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.
- Update the *Traffic Records 101* on-line training course for State traffic records professionals and develop training for State executive policy-makers on how best to collect, manage, and use traffic records data.

Data Collection

Fatality Analysis Reporting System (FARS)/FastFARS

- Provide the FastFARS data to publish quarterly and annual projections of motor vehicle traffic fatalities.
- Maintain the current ability to provide for a census of data on motor vehicle traffic crash fatalities.

National Automotive Sampling Systems (NASS)

- Maintain the current ability to collect a nationally representative sample of detailed data at 24 crash research sites.
- Maintain the current ability to collect a nationally representative sample of police accident report data at newly selected 60 crash research sites.
- Initiate establishing the new investigation based crash collection sites for the investigation-based system.
- Create analysis files and make the data for the 2014 NASS available to the public.
- Continue to collect and code non-traffic crash data in support of the Not-in-Traffic Surveillance (NiTS) program.

State Data Systems (SDS)

- A compilation of data programs based on existing State data files or State crash reports. These include:
    - State data crash files from 35 States' files to provide a data set containing police accident report (PAR) information to support NHTSA's rulemaking, research, and evaluation programs such as the New Car Assessment Program (NCAP), backover crashes, and vehicle aggressiveness.
    - Not-in-Traffic Surveillance (NiTS) collects non-traffic data critical to understanding deaths and injuries in motor vehicle non-impact incidents and

crashes that occur on non-public roads, driveways, parking lots, and other private areas.

Special Crash Investigations (SCI)

- Conduct on-site and remote crash investigations to identify unintended consequences of vehicle-related crashes or incidences, support potential recalls and other agency enforcement efforts and conduct countermeasures research. Examples of these investigations include the following:
    - Vehicle electronics to support research.
    - Vehicles powered by alternative fuel (e.g. hybrid, electric, etc.)
    - Identifying unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research.
    - Advanced occupant protection systems including, but not limited to, advanced frontal air bags, side air bags and side curtain air bags.
    - Performance of occupant ejection mitigation systems (e.g. curtain) in rollover crashes.
    - Crashes involving vehicles equipped with crash avoidance technology.
    - Crashes involving vehicles equipped with rollover mitigation (e.g. ESC, rollover stability control).
    - Performance of child safety seats, especially in vehicles equipped with Lower Anchors and Tethers for Children (LATCH).

Data Analysis

- Provide quarterly estimates of fatalities for Calendar Years 2014 and 2015.
- Provide analytical and data support for Departmental distraction driving initiative.
- Produce the Annual Assessment of Motor Vehicle Traffic Crashes, Traffic Safety Facts Annual Report and 15 Traffic Safety Fact Sheets.
- Provide metrics used to track performance of NHTSA safety programs and DOT's safety goal, including estimating lives saved by belts, air bags, minimum drinking age law, child safety seats and motorcycle helmets.
- Provide expert statistical and analytical support for internal and external customers.
- Continue review, examine and possible testing of conduct feasibility study on web-based reporting technologies and methods to provide timely access to NCSA's vast crash resources.

What Is This Program?

NCSA **Traffic Records**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,650,000	$1,650,000	$1,650,000	$0

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

Why Is This Particular Program Necessary?

Data from state traffic records systems are used by the states to develop their highway safety plans, assess performance, and to quantify improvements from highway safety countermeasure programs. The quality of state traffic records systems is quite varied and is often hampered by lack of adequate technical and financial resources. The Traffic Records program works to fill this gap by deploying GO Teams to provide on-demand technical assistance and training, Traffic Records system assessments, and robust programmatic tools like the Traffic Records Improvement Program Reporting System (TRIPRS) for States to manage their traffic records program and model performance measures for each traffic records data system. In addition, the program supports the Section 405 data improvement grant program and provides critical support for the intermodal Department's Traffic Records Coordinating Committee.

How Do You Know The Program Works?

The Traffic Records program delivers on its mission of supporting improved state data collection, management, and policy use as evidenced by the progress tracked by the Section 405 State Traffic Safety Information Systems Grants program. States must quantify improvements in one or more of their traffic records systems to qualify for funding. Currently, every state that has applied for a grant has qualified with measurable progress. A technical program assessment is conducted every five years as a requirement of Section 405(c). As a recently published General Accountability Office (GAO) report states, "Despite varying State traffic safety data system performance, data collected by NHTSA show that States are making some progress towards improving system quality." The report further notes that all states visited had implemented data

improvement projects such as switching to electronic reporting and adopting national guidelines such as the Model Minimum Uniform Crash Criteria (MMUCC).

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

In FY 2015, the request for the Traffic Records program is $1,650,000. Funding at this level will enable the Traffic Records program to accomplish the following:

- Provide technical assistance to benchmark the current status of State traffic records systems and provide recommendations on ways to improve each of the six core systems by conducting traffic records assessments.
- Continue a gap analysis of completed traffic records assessments to identify and report on trends in State traffic records systems.
- Updating the *Traffic Records 101* on line training course to provide technical training to State traffic records professionals.
- Deliver technical training for State executive policy-makers on how best to collect, manage, and use traffic records data.
- Support the update of ICDMAP software to help integrate crash data and crash outcomes. ICDMAP, generate injury severity scores based on hospital discharge codes, needs to be updated to run on modern computer systems and to account for recent updates in hospital discharge codes.
- Deliver timely, useful technical assistance to State traffic records personnel seeking to improve their data systems by deploying technical assistance "GO Teams" to five States to that provide in-depth analysis of a particular issue as identified by the State.
- Support the Association of Traffic Records Information Professional's (ATSIP) annual International Forum on Traffic Records and Highway Safety Information Systems, and host workshops and technical transfer sessions for State participants.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$23,592,000	$32,150,063	$28,650,063	($3,500,000)

Note: In addition to the above, in FY 2013, FARS/FastFARS received funding of $1,297,400 from the Vehicle Safety account and NASS received funding of $381,579, also from the Vehicle Safety account.
Note: In FY's 2014 & 2015, $1.6M and $1.5M, respectively, of the Crash Data Collection is funded from the Vehicle Safety account

Safety is the Department of Transportation's top priority. For NHTSA, this priority means reducing the human and economic cost of motor vehicle traffic crashes and other incidents involving motor vehicles. To accomplish this goal, sound science must be combined with quality data. Quality data are the backbone of everything NHTSA does, by providing the empirical information necessary to saving lives and reducing costs. These data are essential for both our behavioral and vehicle safety efforts. NHTSA is requesting $28,650,063 from the Highway Safety Account and $1,541,937 from the Vehicle Safety Account to sustain our crash data collection efforts (FARS, SCI, SDS) and to begin phasing out the old NASS while phasing in implementation of the new data collection system, made possible with FY 2012 Data Modernization funds. The data modernization project is described under the Research and Analysis program activity of Vehicle Safety Research.

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

The crash data collection program is comprised of a number of State record-based and detailed investigation based systems that over the years have had components unified to standardize operations and decrease duplication. This has led to an increase in the analysis proficiency while also improving the operational efficiency and providing better quality data. These data programs include:

Fatality Analysis Reporting System (FARS)/FastFARS

The Fatality Analysis Reporting System is the sole source for standardized, State-documented, information on a national census of police-reported traffic crashes in which at least one fatality occurred. FastFARS is a data collection and reporting program built into the FARS infrastructure that provides near real-time counts of the number of fatalities resulting from motor vehicle crashes. These programs are the principal source of nationwide data on motor vehicle fatalities that supports the development of policy, priorities, and traffic safety performance measures used by NHTSA, States and other federal agencies; and evaluates the impact of the Agency's highway safety countermeasures. Recently, FARS data have been utilized to identify vehicle crash avoidance needs, to research countermeasures for children in and around motor vehicles, and for evaluation of State grant programs. Information on and data from FARS are available on our website at www.nhtsa.gov/FARS.

National Automotive Sampling System

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

Data Modernization (DataMod)

In FY 2012, Congress appropriated $25 million to NHTSA to modernize NASS. The formal project was launched in Jan 2012 and this multi-year project is targeting implementation in Jan 2016. The goal of DataMod is to affirm NHTSA's position as the leader in motor vehicle crash data collection and analysis by collecting quality data to keep pace with emerging technologies and policy needs. The modernization project will upgrade the data systems by (1) improving the information technology infrastructure for both the National Automotive Sampling System (NASS) and the Fatality Analysis Reporting System (FARS); (2) reviewing and updating the data collected in NASS; and, (3) re-examining the NASS sample size and reselecting the NASS sample sites. More information is available under the Data Collection section under Vehicle Safety Research or from our website at www.nhtsa.gov/Data/DataMod/DataMod.

State Data Systems

The State Data Systems (SDS) is a compilation of data programs based on existing State data files or State crash reports. These include the State data crash files program and the Not-in-Traffic Surveillance (NiTS) program. The State data crash files program consists of data files collected from 35 individual State data systems and processed into standard formats to complement the crash data collected in NASS and FARS. The Not-in-Traffic Surveillance (NiTS) program collects non-traffic data on a pilot basis in response to provisions in SAFETEA-LU and the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT) Safety Act. Further information on SDS is available on our website at http://www.nhtsa.gov/Data/State+Data+Programs/SDS+Overview.

Special Crash Investigations

The Special Crash Investigations (SCI) program employs highly trained crash reconstructionists to perform in-depth investigations on specific motor vehicle crashes. The emphasis may change from year to year due to emerging issues that require quick responses. 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. Information on our SCI program is available on our website at www.nhtsa.gov/SCI.

Why is This Particular Program Necessary?

The FARS is the most referenced motor vehicle crash data system in the world. It is vital to NHTSA, the Department, the Congress, the States, and many others to determine and to track the results of public policy as well as specific programs and activities implemented to reduce fatalities on the nation's highways. Data collected in FARS are used extensively to develop overall policies and priorities, 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 uses include identifying crash avoidance safety needs as well as the evaluation of State grant programs. FARS provides the necessary data for the Agency and Department strategic plans to track performance related to relevant performance metrics and goals.

The NASS CDS is the sole source for nationally representative in-depth data on crashes resulting in at least one towed, passenger vehicle. 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 the relationship between vehicle crash severity and occupant injury, which are then utilized to initiate, develop, and evaluate effective countermeasures. Additionally, NASS GES is the sole source for trends on the number and severity of crash-

related non-fatal injuries in the United States. The NASS CDS and NASS GES provide the necessary data for NHTSA's and the DOT's strategic plans as well as data for the metrics that are used to track performance of NHTSA's activities and contributions to Departmental goals. By revitalizing both the NASS GES and NASS CDS through the Data Modernization Project, these systems can continue to provide essential data to NHTSA and the highway safety community.

The State Data Systems provide NHTSA and the states with critical data that support highway safety program. For example, the State data crash files provide us a data set containing of police accident report (PAR) information to support NHTSA's rulemaking, research, and evaluation programs such the New Car Assessment Program (NCAP), back-over crashes, vehicle aggressiveness, and Electronic Stability Control (ESC). These data also augment existing data by filling in injury and fatality data gaps that are necessary to analyze highway safety programs, such as vehicle aggressiveness, rear seat occupant protection, back over crashes, and general decline in injury crashes. These programs also enable research methods and data collection critical to understanding deaths and injuries in motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas.

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

How Do You Know The Program Works?

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

- Identify trends in highway safety problem areas.
- Provide a basis for regulatory and consumer information initiatives.
- Evaluate the impact of State laws related to motorcycle helmet usage and restraint usage.
- Create the metrics that are used to track performance of NHTSA's activities and contribution to Departmental goals.
- Provide science-based Healthy People 2010/2020, 10-year national objectives for promoting health and preventing disease related to motor vehicle crashes.

The cornerstone of the detailed investigations is the National Automotive Sampling System (NASS) Crashworthiness Data System (CDS). The NASS CDS is a data collection system that

provides crash data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. NASS CDS's nationally representative injury and fatal crash data are studied by researchers around the world and utilized by NHTSA for implementing and evaluating almost every motor vehicle safety standard that has been created to reduce crash consequences. The data are used to:

- Identify, develop and evaluate motor vehicle crashworthiness performance.
- Analyze data for NHTSA's light passenger vehicle rulemaking.
- Provide the basis for regulatory and consumer information initiatives.
- Provide the basis for cost and benefit analyses of traffic safety initiatives.
- Support vehicle defect investigations.

The State Data System programs facilitate the development of driver behavioral programs, the evaluation of vehicle crashworthiness regulations and behavioral programs, and the analysis of crash avoidance issues. The state data crash files have been successfully used for a variety of studies by providing information on all police-reported crashes in a state. The sheer volume of crash records within a state allow for identifying and quantifying the size and scope of problems. The NiTS program is the sole source for collecting information about all non-traffic crashes, including non-traffic backover crashes as well as non-crash incidents such as heat stroke. This program facilitates research methodologies and understanding motor vehicle non-impact incidents as well as crashes that occur on non-public roads, in driveways and in parking lots.

NHTSA utilizes the in-depth crash investigations data from the SCI Program to investigate emerging issues such as crashes involving backover, rollover, ejection mitigation systems, event data recorders, and motorcoaches to support recent rulemaking activities.

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

The crash data collection systems provide the traffic safety data are the underpinning for informed highway safety decision-making at the Federal, State, and local levels. Accurate, accessible, timely, and standardized data allow decision makers to identify the primary factors related to the source of crashes and their outcomes, develop and evaluate effective safety countermeasures, support traffic safety operations, measure progress in reducing crashes and their severity, design effective vehicle safety regulations and target safety funding.

To accomplish this significant task, NHTSA primarily uses contracts and cooperative agreements that encompass the 50 States, the District of Columbia, and Puerto Rico. Since there are no ready-made groups of specialists in this area, NHTSA, through these contracts and cooperative agreements, hires and trains individuals to be expert in the collection and coding of the crash data into a uniform format. Thus the vast majority of the program funding is expended on labor expenses dispersed across the entire country.

In FY 2015, the basic operation of the FARS/FastFARS program requires coordination with the Data Modernization Project to sustain the current levels of operations in the State cooperative agreements, timeliness and quality of data. When combined with the Data Modernization Project, 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.
- Create a timely 2012 final file and a 2013 file available to the public.
- Provide the FastFARS data for quarterly and annual projections of motor vehicle traffic fatalities.
- Continue to improve data collection methods, data quality and timeliness for dissemination to decision-makers.

In FY 2015, the operation of the NASS program requires coordination with the Data Modernization Project. The NASS program will continue to provide data for internal and external analysis for the development and evaluation countermeasures, and the new system will begin to be implemented. Efforts in FY 2015 include the following:

- Initiate the establishment of the new investigation based crash research sites.
- Create a file for analysis and make the data in the 2014 annual file available to the public.

Collect a nationally representative sample of police accident report data from police-reported traffic crashes at the newly established crash collection sites.
The State Data System program will provide valuable information for analyses and data collection programs that directly support NHTSA's mission. These efforts will include:

- Continue collecting and processing data annually from 35 State data crash files.
- Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents in response to provisions in SAFETEA-LU and the KT Safety Act.

The SCI program will continue to perform in-depth investigations on approximately 100 cases across the country through three investigation teams. The expected emphasis areas include new and rapidly changing technologies in crash avoidance technologies, advanced occupant protection, alternative fuel vehicle crashworthiness, rollover injury and ejection mitigation, school bus occupant protection, heavy vehicle crashworthiness, motorcoach crashes, motorcycle helmets, the performance of child safety seats equipped with Lower Anchors and Tethers for Children (LATCH) and injuries involving children in and around motor vehicles.

Justification for Additional FTE:
To support these various initiatives, NCSA requires an additional FTE in FY 2015. NHTSA's vehicle and behavioral safety programs will be engaged in a variety of important endeavors, and

NCSA support is critical to all of them. In the areas of safety-critical vehicle electronics, crash avoidance technologies and alternative fuel systems, NCSA will be providing data and data analysis to support rulemaking, enforcement and research efforts. This additional staff is essential to enable NCSA to keep pace with these important duties.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$1,666,000	$1,666,000	$1,666,000	$0

The Data Analysis program is the foundation that 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, local and international), research institutions, motor vehicle manufacturers, safety groups, international highway safety advocates and the general public to improve traffic safety. The program provides data and analysis in the development of DOT's and NHTSA's strategic plans and promotes cross-modal data-driven approaches to resolving roadway safety issues. The program provides much needed expertise to all the data users by sharing their in-depth technical knowledge. Data and analytical support are also provided to the states in tracking their highway safety performance targets as well as for the states to apply for the grant programs.

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.safety.data.gov 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 provides the annual performance targets for DOT and NHTSA based on historical data analysis. Data and analytical expertise required for the States towards their new performance targets are also provided. Without the Data Analysis program, NHTSA, DOT, States and the larger highway safety community would not be able to effectively carry out their current programs or modify their programs based on data analysis. The support from the Data Analysis program enables the States to make inroads in highway

safety to continue to see declines in fatalities, injuries and the economic toll from motor vehicle crashes.

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

In FY 2015, NHTSA is requesting a total of $1,666,000 for the Data Analysis Program, which is consistent with FY 2014, to accomplish the following:

- Provide quarterly estimates of fatalities for calendar year 2014 and calendar year 2015.
- Support and respond to internal and external requests for data and analysis.
- Assess the feasibility of reporting estimates of fatalities for holiday periods.
- Provide analytical and data support in the Department's distracted driving initiative.
- Produce the Annual Assessment of Motor Vehicle Traffic Crashes including the Traffic Safety Facts Annual Report and the 15 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics that are used to track performance of NHTSA's activities and contribution to Departmental goals.
- Provide data and analytical support in DOT and NHTSA strategic plans.
- Provide expert statistical analysis to internal and external customers in a broad range of statistical and traffic safety areas, such as alcohol-impaired driving and occupant protection.
- Conduct statistical and data analysis to support agency's vehicle and behavioral safety programs.
- Provide annual data and analytic support for NHTSA's high focus Click-it-or-Ticket and Impaired driving national mobilization campaigns 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.
- Conduct Geo-spatial analysis to support the Data Driven Approaches to Crime and Traffic (DDACTS) program and Advanced Automatic Collision Notification (AACN) Research project.
- Examine and conduct feasibility study on web-based reporting technologies and methods to provide timely access to NCSA's vast crash resources.
- Continue to explore feasibility of deploying new analytics and data dissemination technologies and methods to provide timely access to NHTSA's vast crash data resources especially to accommodate increased data needs during certain situations (safety recalls, consumer advisories, etc.).

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT ADMINISTRATIVE EXPENSES

ADMINISTRATIVE EXPENSES

The FY 2015 budget request includes a total budget of $122,000,000 and 184 FTE. Of this amount $42,624,937 is for administrative expenses, which is an increase of $1,250,000 above FY 2014. The net increase is due to 6 new FTEs comprised of Highway Safety Specialists and offset by $565,732 decrease in Other Services (realigned to Grant Administrative expenses).

NHTSA continues to distribute administrative expenses for many of category areas by using a methodology based primarily on the Direct FTE allocation. This may generate an increase or decrease in some line items from year to year.

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	FY 2015 vs FY 2014 Change
Salaries and Benefits	$24,630,574	$25,348,124	$26,308,463	$960,339
Travel	505,515	505,515	505,515	-
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	7,305,476	7,305,476	7,305,476	-
Printing	-	-	-	-
Other Services	1,889,820	6,336,576	5,519,922	(816,654)
Supplies	1,080,375	1,080,375	1,080,375	-
Equipment	-	-	-	-
Unallocated		798,871	1,905,186	1,106,315
Total Administrative Expenses	**$35,411,760**	**$41,374,937**	**$42,624,937**	**$1,250,000**
FTE (includes indirect FTE)	178	178	184	6
Reimbursable FTE*	4	4	4	-

*Reimbursed to NHTSA in by RITA to support Intelligent Transportation Systems work.

Note: FY 2013 Levels reflect a .02% A-T-B rescission.

This FY 2015 budget request for other services also includes $579,000 for program evaluation, which supports Executive Orders 12866 and 13563. Executive Order 12866 requires Federal agencies to evaluate the costs and benefits of proposed and final rules in Regulatory Impact Analyses. Executive Order 13563 requires the Agency to periodically review its existing significant regulations to determine whether any such regulations should be modified, streamlined, expanded, or repealed. These funds provide cost estimates for many of our new rules and keep our standards current with ever changing technology.

HIGHWAY TRAFFIC SAFETY GRANTS
(Liquidation of Contract Authorization)
(Limitation on Obligations)
(Transportation [HIGHWAY] Trust Fund)

Contingent on the enactment of multi-year surface transportation authorization legislation, for [For] payment of obligations incurred in carrying out provisions of 23 U.S.C. 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, to remain available until expended, $561,500,000,]$577,000,000 to be derived from the [Highway] Transportation Trust Fund [(other than the Mass Transit] (Highway 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 2015, [2014,] are in excess of $577,000,000 [561,500,000] for programs authorized under 23 U.S.C. 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, of which $241,146,351 [$235,000,000] shall be for "Highway Safety Programs" under 23 U.S.C. 402; subject to section 140 of this Act; $278,705,019 [$272,000,000] shall be for "National Priority Safety Programs" under 23 U.S.C. 405; $29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109–59, as amended by Public Law 112–141; $28,148,630 [$25,500,000] shall be for "Administrative Expenses" under section 31101(a)(6) of Public Law 112–141: 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 "National Priority Safety Programs" under 23 U.S.C. 405 for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States: Provided further, That with respect to the "Transfers" provision under 23 U.S.C. 405(a)(1)(G), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: Provided further, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. 405(a)(1)(G) within 60 days.

Administrative Provisions – National Highway Traffic Safety Administration

Sec. 140. An additional $130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

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

Sec. 142. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code. (Department of Transportation Appropriations Act, 2014.)

HIGHWAY TRAFFIC SAFETY GRANTS
PROGRAM AND FINANCING SCHEDULE

Description	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request
Obligations by Program Activity			
Section 402 Formula Grants	234,452,004	235,000,000	241,146,351
Section 406 Safety Belt Performance (2-year limitation)	-	-	-
Section 406 Safety Belt Perfomance NASS Modernization (no-year)	3,638,445	-	-
Section 406 Safety Belt Performance (2-year limitation) 2011/2012	-	-	-
Section 408 State Traffic Info. System Improvements	-	-	-
Section 410 Impaired Driving Countermeaseures	-	-	-
Section 2009 High Visibility Enforcement Program	28,941,879	29,000,000	29,000,000
Section 2010 Motorcyclist Safety	-	-	-
Section 2011 Child Safety and Booster Seat Grants	-	-	-
Section 405 Occupant Protection Grants	55,484,223	43,520,000	44,592,484
Section 405 State Traffic Safety Information Systems Grants	50,282,577	39,440,000	40,412,438
Section 405 Impaired Driving Countermeasures Grants	138,846,750	142,800,000	146,319,585
Section 405 Distracted Driving Grants	10,600,000	23,120,000	23,690,256
Section 405 Motorcylist Safety Grants	3,967,050	4,080,000	4,181,045
Section 405 State Graduated Driver Licensing Laws	-	13,600,000	13,935,151
Section 403h In-Vehicle Alchohol Detection Device Research	5,289,400	5,440,000	5,574,060
Administrative Expenses - Chapter 4 of Title 23	24,869,274	25,500,000	28,148,630
NHTSA Sec 154/164 Penalties to 402 Program - Flex Transfers	138,964,489		
Total Direct Obligations	**695,336,091**	**561,500,000**	**577,000,000**
Reimbursable Program	-	-	-
Total New Obligations	**695,336,091**	**561,500,000**	**577,000,000**
Budgetary Resources			
Unobligated balance available, start of year	185,653,099	189,360,156	190,360,156
Adjustments to unobligated bal			
Adjustments to unobligated balance, October 1			
Recoveries of prior year unpaid obligations	5,315,114	-	-
Anticipated Recoveries of prior-year unpaid obligations (unobligated balances) (+ or -)	-	1,000,000	1,000,000
Unobligated balance available (total)	**190,968,213**	**190,360,156**	**191,360,156**
Budget Authority			
Appropriations (disc):			
Appropriation (trust fund)(disc.)	554,500,000	561,500,000	577,000,000
Adjustments to appropriations (disc.)			
Portion applied to liquidate contract authority (-)	(554,500,000)	(561,500,000)	(577,000,000)
Appropriation (disc.) (total)	-	-	-
Contract Authority (mand.)			
Contract Authority (mand.)	554,500,000	561,500,000	577,000,000
Transferred to other accounts	-	-	-
Transferred from other accounts	138,964,489	-	-
Unobligated balances permanently reduced	(1,109,000)	-	-
Collected (disc) (cash) (unexpired only)	178,650		
Contract authority (mand.) total	**692,534,139**	**561,500,000**	**577,000,000**
Total budgetary resources available	**883,502,352**	**751,860,156**	**768,360,156**
Change in Obligated Balance			
Obligated balance, brought forward, Oct 1: (gross)	712,958,311	885,191,624	724,183,199
Obligations incurred, unexpired accounts	695,336,099	561,500,000	577,000,000
Outlays (gross)	(517,787,673)	(721,508,425)	(678,470,851)
Recoveries of prior year unpaid obligations, unexpired	(5,315,114)	(1,000,000)	(1,000,000)
Unpaid obligated balance, end of year (gross)	**885,191,623**	**724,183,199**	**621,712,349**
Outlays (gross), detail			
Outlays from new discretionary authority	110,061,302	226,215,000	236,570,000
Outlays from discretionary balances	407,726,371	371,055,684	441,900,851
Federal sources	(178,650)		
Total outlays (gross)	**517,609,023**	**597,270,684**	**678,470,851**

HIGHWAY TRAFFIC SAFETY GRANTS
OBJECT CLASS SCHEDULE

Description	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	8,331,412	10,368,788	11,136,496
Other than full-time permanent	59,353	69,736	74,899
Other personnel compensation	-	185,760	199,513
Total personnel compensation	**8,390,765**	**10,624,284**	**11,410,908**
Civilian personnel benefits	2,393,751	2,602,285	2,884,251
Travel and Transportation of Persons	259,046	376,875	376,875
Transportation of things	-	-	-
Rental payments to GSA	1,253,979	427,544	427,544
Communications, utilities, and miscellaneous charges	1,874,895	-	-
Printing and reproduction	-	-	-
Other services	39,638,715	40,469,012	42,049,052
Research and development contracts	-	-	-
Supplies and materials	-	-	-
Equipment	-	-	-
Grants and subsidies	641,524,939	507,000,000	519,851,370
Total new obligations	**695,336,090**	**561,500,000**	**577,000,000**

EXHIBIT III-1

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

	FY 2013 ACTUAL	FY 2014 ENACTED	FY 2015 REQUEST	FY 2015 - FY 2014 CHANGE
Section 402 Formula Grant Program	$ 234,530	$ 235,000	$ 241,146	$ 6,146
Section 2009 High Visibility Enforcement	28,942	29,000	29,000	-
Section 405 National Priority Safety Programs*	**264,470**	**272,000**	**278,705**	**6,705**
Section 405 Occupant Protection Grants	42,315	43,520	44,592	1,072
Section 405 State Traffic Safety Information System Grants	38,348	39,440	40,412	972
Section 405 Impaired Driving Countermeasures Grants	138,847	142,800	146,320	3,520
Section 405 Distracted Driving Grants	22,480	23,120	23,690	570
Section 405 Motorcyclist Safety Grants	3,967	4,080	4,181	101
Section 405 State Graduated Driver Licensing Laws	13,224	13,600	13,935	335
*Section 403h In-Vehicle Alcohol Detection Device Research**	5,289	5,440	5,574	134
Grant Administrative Expenses	25,449	25,500	28,149	2,649
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**$ 553,391**	**$ 561,500**	**$ 577,000**	**$ 15,500**
FTE's:				
Direct Funded	88	91	97	6
Reimbursable, allocated, other	-	-	-	-

Note: Totals may not add due to rounding.

Note: Funds for Grant Programs are from the Transportation Trust Fund.

Note: FY 2013 Levels reflect a .02% A-T-B rescission.

*The Administration may use up to 2 percent of Section 405 for In-Vehicle Alcohol Detection Device Research.

EXHIBIT III - 1a

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUMMARY ANALYSIS OF CHANGE FROM FY 2014 TO FY 2015

Appropriations, Obligation Limitations, Contract Authority, and Exempt Obligations

HIGHWAY TRAFFIC SAFETY GRANTS

($000)

ITEM	Change from FY 2014 to FY 2015	Change from FY 2014 to FY 2015 FTEs by Program
Highway Safety Grants Base	**561,500**	**91**
Adjustments to Base		
FY 2015 #FTE Per Program Change	-	-
FY 2014 Pay Raise	32	
New FY 2015 FTE	1,178	6
FY 2015 Pay Raise	97	
GSA Rent	-	
WCF	218	
Other Services	1,314	
Program Increases/Decreases	39	
Unallocated	(230)	
Subtotal, Adjustment to Base	**2,649**	**6**
Program Increases/Decreases	**12,851**	**-**
Total Net Increases/Decreases	**15,501**	**6**
FY 2015 REQUEST	**577,000**	**97**

Note: Other Services increase due to realignment from Vehicle Safety and Highway Safety to match available funding.

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance Statement

The 2015 Budget is developed with the expectation that MAP-21, which expires on September 30, 2014, will be extended. Consistent with MAP-21, several of the grant programs have been restructured to provide states with resources to improve highway traffic safety for all road users. As of 2012, pedestrian fatalities have increased for the last three consecutive years, while bicycle fatalities increased for two years. To address these trends, the Secretary and NHTSA proposes to expand efforts on pedestrian and bicycle safety, including financial support for related state efforts on education, training, and enforcement. NHTSA plans to continue to increase its' focus on efforts to improve older driver safety and lifesaving response to crashes through the Emergency Management Services. Any funds available before the last day of any fiscal year may be reallocated from Sec. 405 subsections to Sec. 402 and/or Sec. 405 subsections. A total of $577,000,000 is proposed for NHTSA's Highway Traffic Safety Grants in FY 2015.

FY 2015 – Highway Traffic Safety Grants

$577,000,000

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
Program Activity	$527,942,000	536,000,000	548,851,370	12,851,370
Administrative Expenses	$25,449,000	25,500,000	28,148,630	$2,648,630
Total	**$553,391,000**	**$561,500,000**	**$577,000,000**	**$15,500,000**

Note: FY 2013 Levels reflect a .02% A-T-B rescission

Section 402 State and Community Formula Grants: $241,146,351

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

Section 405 National Priority Safety Programs: $278,705,019 TOTAL

Section 405 was renamed to National Priority Safety Programs and contains multiple grants, as outlined in the subsections below. Funding for these grants is allocated on a percentage basis.

Section 405 Occupant Protection Grants: $44,592,484 (16%)

The grant includes a number of 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. With observed national seat belt usage now at 86%, States are turning to countermeasures focused on high-risk populations. In FY 2015, States will continue focusing on those most at risk of being killed or injured in a crash due to non-belt use and will continue to participate in the national Click It or Ticket high visibility enforcement campaign.

Section 405 State Traffic Safety Information System Grants: $40,412,438 (14.5%)

The State Traffic Safety Information System Grant program provides 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. States are required to establish new reporting standards and establish a state Traffic Record Coordinating Committee (TRCC). This program directly supports the Road Safety Plan, which calls for improved highway safety data. States will continue to launch efforts to make needed traffic records systems improvements.

Sec 405 Impaired Driving Countermeasures Grants: $146,319,585 (52.5%)

The Impaired Driving Countermeasures Grant program provides incentives to states to enact laws and implement programs to reduce impaired driving related fatalities and injuries. The amended grant program builds on the success of the existing program, establishes qualifying criteria for states based on their performance on certain benchmarks, and provides dedicated funding for adoption of an ignition interlock law. All states are 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 establishes 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 provides additional incentive funds to states that adopt a mandatory ignition interlock law for all offenders. In FY 2015, States will continue to increase the deployment of ignition interlock programs, establish DWI courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and DRE training for the law enforcement community.

Section 405 Distracted Driving Grants: $23,690,256 (8.5%)

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

Sec 405 Motorcyclist Safety Grants: $4,181,045 (1.5%)

The Motorcycle Safety Grant program encourages the 50 states, District of Columbia and Puerto Rico to adopt effective motorcyclist safety programs, providing states additional flexibility to address motorcycle safety problems. This program emphasizes state programs that include promoting rider education, motorist awareness, increasing efforts to reduce impaired riding, and reducing the number of improperly licensed motorcyclists.

Sec 405 State Graduated Driver Licensing Laws $13,935,151 (5%)

This State Graduated Driver Licensing Laws program promotes state adoption and implementation of effective graduated driver licensing laws. The program requires that novice drivers under the age of 21 comply with a 2-stage licensing process and outlines minimum standards a state graduated licensing program must implement in order to receive grant funds.

Sec 403h In-Vehicle Alcohol Detection Device Research $5,574,060 (2%)

MAP-21 includes a provision whereby up to 2 percent of available grant funds under Sec 405 may be used to research in-vehicle technologies that prevent alcohol-impaired driving. Alcohol-impaired driving remains a major factor with more than ten thousand highway deaths each year involving a driver over the legal blood alcohol limit. Technology that could detect a driver's blood alcohol content passively, without affecting driver convenience, and prevent impaired drivers from operating the vehicle could be very effective on a voluntary, market-driven basis in reducing alcohol-impaired driving deaths. Two technical approaches, one touch-based and the other breath-based, were identified as having considerable promise. Prototypes have been developed and installed in a research vehicle. Significant research still remains to ensure repeatable measurements and reliability over the duration of a vehicle lifecycle. This work, along with continued human subject tests to evaluate real world performance and additional tests to evaluate sensor performance, are all critical elements of this FY 2015 budget request.

Sec 2009 High Visibility Enforcement: $29,000,000

The Section 2009 High Visibility Enforcement (HVE) program will provide funding for NHTSA media campaigns. 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 analysis conducted by the Agency's National Center for Statistical Analysis. Funding in FY 2015will support continued national and state efforts to increase safety belt use through media buys for the Click It or Ticket campaign and the impaired driving crackdowns for Labor Day and December.

Highway Safety Grant Administrative Expenses: $28,148,630

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 for salaries and benefits of 6 new FTEs in FY 2015. The 6 FTEs comprise of 5 FTEs for Regional Program Managers and a FTE for Highway Safety Specialist who directly work on and indirectly provide support to these programs together with other normal business expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. This amount includes a realignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development and Vehicle Safety programs. Additionally, funding for grants data systems improvements including completion of a new grants management process and a grant application system is included. The Highway Safety Grant program supports the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; distracted driving; and other safety countermeasures to address problems documented in States' highway safety plans.

Detailed Justification for Highway Traffic Safety Grant Programs

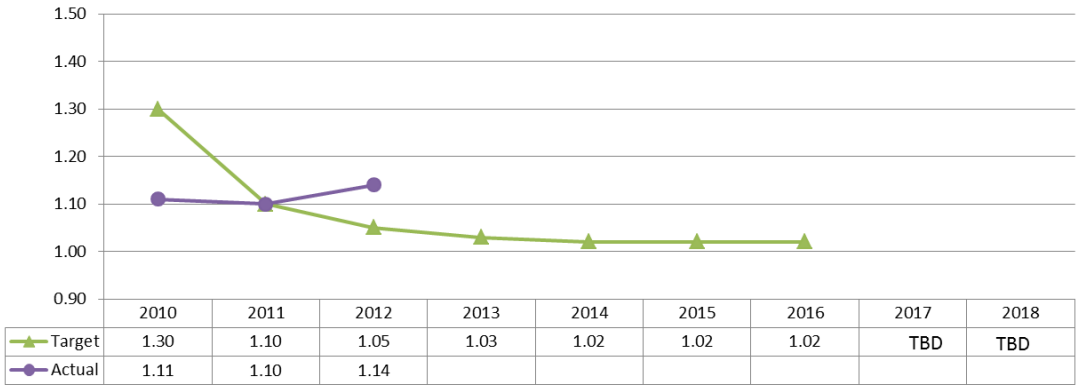
What Do I Need To Know Before Reading This Justification?

NHTSA's FY 2015 budget request 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 use of 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



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Target	1.30	1.10	1.05	1.03	1.02	1.02	1.02	TBD	TBD
Actual	1.11	1.10	1.14						

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

FY 2015 – HIGHWAY TRAFFIC SAFETY GRANTS

$548,851,370

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
Section 402 State and Community Formula Grants*	$234,530,000	$235,000,000	$241,146,351	$6,146,351
Section 2009 High Visibility Enforcement	$28,942,000	$29,000,000	$29,000,000	$0
Section 405 - National Priority Safety Programs	**$264,470,000**	**$272,000,000**	**$278,705,019**	**$6,705,019**
Sec 405 - Occupant Protection Grants	*$42,315,200*	*$43,520,000*	*$44,592,484*	*$1,072,484*
Sec 405 - State Traffic Safety Information System Grants	*$38,348,150*	*$39,440,000*	*$40,412,438*	*$972,438*
Sec 405 - Impaired Driving Countermeasures Grants	*$138,846,750*	*$142,800,000*	*$146,319,585*	*$3,519,585*
Sec 405 - Distracted Driving Grants	*$22,479,950*	*$23,120,000*	*$23,690,256*	*$570,256*
Sec 405 - Motorcyclist Safety Grants	*$3,967,050*	*$4,080,000*	*$4,181,045*	*$101,045*
Sec 405 - State Graduated Driver Licensing Laws	*$13,223,500*	*$13,600,000*	*$13,935,151*	*$335,151*
Sec 403h - In-Vehicle Alcohol Detection Device Research	*$5,289,400*	*$5,440,000*	*$5,574,060*	*$134,060*
Total	**$527,942,000**	**$536,000,000**	**$548,851,370**	**$12,851,370**

**Cooperative Research and Evaluation ($2,500,000) is a draw-down from the Section 402 Grant, as authorized in MAP-21.*

HIGHWAY TRAFFIC SAFETY GRANTS			Section 402 State and Community Formula Grants
FY 2013 Actual	**FY 2014 Enacted**	**FY 2015 Request**	**Change FY 2015 - 2014**
$234,530,000	$235,000,000	$241,146,351	$6,146,351

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. In addition, this program provides funding for a comprehensive state traffic safety enforcement program critical to maintaining and improving on State traffic safety improvements.

Why Is This Particular Program Necessary?

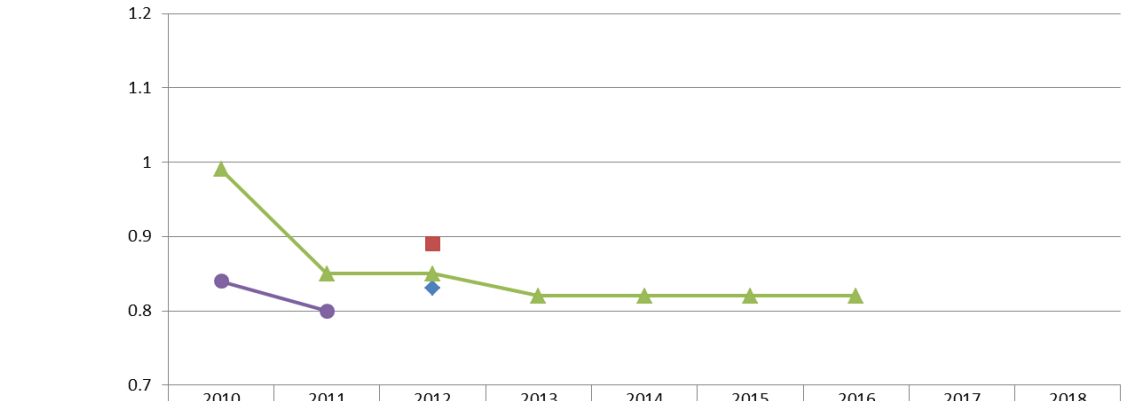
In 2011, the Nation lost an estimated 32,367 people to motor vehicle crashes in highway crashes. In addition to the human suffering caused by the tragedy of highway crashes, NHTSA estimates crashes cause the American economy more than $230 billion in societal costs each year. This grant program provides the foundation for state efforts to address and reduce crashes. The Moving Ahead for Progress in the 21st Century Act maintains key components of the existing law while providing new features to aid states in improving safety. These include:

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

- This grant program will also allow states to pool money to fund regional programs that cut across state lines (e.g. combined alcohol or speed enforcement efforts along state borders).
- A request to provide a portion of these grant funds to support a cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States.

DOT Strategic Goal: Safety

Passenger Vehicle Occupant Fatalities per 100 Million Passenger VMT



	2010	2011	2012	2013	2014	2015	2016	2017	2018
Projection Min			0.83						
Projection Max			0.89						
Target	0.99	0.85	0.85	0.82	0.82	0.82	0.82	TBD	TBD
Actual	0.84	0.80							

How Do You Know The Program Works?

The State and Community Formula Grant program has supported traffic safety efforts since the passage of the initial Highway Safety Act in 1966. Agency projections indicate that fatal traffic crashes decreased by 1.9 percent from 2010 to 2011, and the fatality rate dropped to an estimated 1.10 fatalities per 100 million vehicle miles of travel in 2011. This would be the lowest fatality rates on record, although the number remains unacceptably high.

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

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

The Department is requesting $241 million in FY 2015, an increase of $6.1 million above FY 2014. 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 request will support the implementation of a comprehensive state-wide traffic safety enforcement program to ensure continued traffic enforcement in resource challenged States and communities, pool funding across jurisdictions for joint highway safety programs, and a planned drawdown to fund the cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States (See Highway Safety Programs for more information).

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$42,315,200	$43,520,000	$44,592,484	$1,072,484

The Occupant Protection Grants provide resources to states in support of enactment of occupant protection laws, enforcement, education, and communication programs, promoting proper adult and child occupant protection restraint usage and focusing on the states' high risk populations. The program includes a number of eligibility criteria, including encouraging development of comprehensive statewide occupant protection strategic plans and countermeasures focusing on rural and nighttime belt use, two particularly significant occupant protection issues. The program maintains the criteria of enacting and enforcing a primary seat belt law. Also, the performance based program provides states, that have achieved high belt use rates, significant flexibility on how to expend grant funds. Grant funds could be used for a variety of occupant protection programs and activities, including support for high visibility enforcement campaigns, training, education, and equipment, information systems, and child passenger safety programs.

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

Why Is This Particular Program Necessary?

When used properly, occupant protection devices including seat belts and child passenger safety seats can be 45 to 60 percent effective in reducing the risk of fatal injury in a crash. We estimate that among vehicle occupants age 5 and older in 2009, seat belts saved an estimated 12,713 lives. If all passenger vehicle occupants age 5 and older had worn seat belts in 2011, an estimated 3,384 additional lives could have been saved. Efforts to increase seat belt and child safety seats save lives and avoid injuries.

How Do You Know The Program Works?

In NHTSA's *Countermeasures That Work* document, studies indicate that correctly using a child restraint for a young child or wearing a seat belt by older children and adults is the single most effective way to save lives and reduce injuries in crashes. Since 1999 when it was first authorized, the Occupant Protection Grants program has worked effectively to help states establish statewide occupant protection programs for adults and children. States have also

strengthened their occupant protection laws by providing for stronger enforcement going from secondary to primary enforcement of their seat belt laws as well as requiring that children ride properly secured in an age appropriate child restraint or booster seat until they reach a certain weight and height limit. Increased enforcement of the States' occupant protection laws has been supported by these grant funds.

Seat belt use is 86 percent, up from less than 60 percent in 1993, when the first *Click It or Ticket* enforcement campaign was held. Thirty-three 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 $44.6 million in FY 2015, an increase of $1.1 million above FY 2014. 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 86 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 405 State Traffic Safety Information System Improvement Grants**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$38,348,150	$39,440,000	$40,412,438	$972,438

The State Traffic Safety Information System Grants provide funds to states to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data to identify priorities for state and local highway safety programs. Without accurate, timely data, state governments cannot properly identify safety trends, or emerging safety problems. States also sometimes struggle to accurately assess whether their countermeasure programs are effective in achieving stated project goals.

Why Is This Particular Program Necessary?

The State Traffic Safety Information System Grants (Sec. 405 subsection) 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 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 $40.4 million in FY 2015, an increase of $972,438 above FY 2014. 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.

HIGHWAY TRAFFIC SAFETY GRANTS	Section 405 Impaired Driving Countermeasures Grants

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$138,846,750	$142,800,000	$146,319,585	$3,519,585

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 establishes 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 provides additional incentive funds to states that states that adopt a mandatory ignition interlock law for all offenders.

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

Why Is This Particular Program Necessary?

In 2012, alcohol-impaired driving fatalities accounted for 10,322 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 Sec. 405 funds, such as checkpoints, Driving While Intoxicated (DWI) courts, Administrative License Revocation (ALR) legislation,

use of interlocks, and others were researched and have been proven to decrease recidivism and keep drunk drivers off the road. Evaluation results can be found in *Countermeasures That Work* and other NHTSA publications. The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 34 percent in 2010. 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 $146.3 million in FY 2015, an increase of $3.5 million above FY 2014. Funding will allow states to increase the deployment of ignition interlocks, establish DWI courts, expand the use of Traffic Safety Resource Prosecutors (TSRPs), and expand Advanced Roadside Interdiction and Detection (ARIDE) training and DRE training for law enforcement. In recent years, more than 30 percent of drivers involved in fatal crashes have a Blood Alcohol Concentration level of 0.08 or higher and 10,322 people were killed in these crashes in 2012. 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 405 Distracted Driving Prevention Grant
FY 2013 Actual	**FY 2014 Enacted**	**FY 2015 Request**	**Change FY 2015 - 2014**
$22,479,950	$23,120,000	$23,690,256	$570,256

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

DISTRACTION.GOV

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 request 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. NHTSA recently completed a demonstration project with New York and Connecticut that showed a decline in both handheld cell phone use and texting while driving as the result of high visibility enforcement of laws

banning handheld cell phone use and texting while driving. According to *Countermeasures That Work*, an evaluation of the DC law banning handheld cell phone use while driving showed a 50 percent reduction in handheld use after one year; this was largely attributed to strong enforcement of the law. Currently, NHTSA is working with Delaware and California to demonstrate the effectiveness of high visibility enforcement of statewide laws banning handheld cell phone use and texting while driving.

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

The Department is requesting funding of this program at $23.7 million in FY 2015, an increase of $570,256 above FY 2014. Ownership and use of cell phones, personal digital assistants, geographic information systems and other potentially distracting devices in motor vehicles has increased dramatically the last few years, and is expected to continue to grow. Unless the Nation acts soon to discourage use of these devices while driving, more people will be killed or injured by distracted drivers. This funding level should provide adequate incentive to encourage states to pass and enforce laws to prevent distracted driving.

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$3,967,050	$4,080,000	$4,181,045	$101,045

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

Why Is This Particular Program Necessary?

Motorcyclist fatalities increased by 132 percent in the ten year period from 1998 to 2008. In 2009, motorcyclist fatalities dropped for the first time in over ten years – a decrease of 16 percent from 2008 to 2009. There was a minimal rise of less than 1 percent between 2009 and 2010, a 2.1 percent increase between 2010 and 2011 and a 7.1 percent increase between 2011 and 2012. The number of motorcycle registrations also rose by 111 percent between 1998 and 2010. The increase in fatalities has occurred among all age groups and in all regions of the country and has offset safety improvements in other areas, such as passenger vehicle occupant safety.

How Do You Know The Program Works?

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

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

NHTSA is requesting $4.2 million in FY 2015, an increase of $101,045 above FY 2014. Motorcycle fatalities have increased by over 110 percent from 1997 to 2009, while registrations have risen by 103 percent from 1997 to 2008. Funds allow states to continue and expand efforts to reduce motorcycle crashes and increase state flexibility for using funds to improve motorcycle safety.

HIGHWAY TRAFFIC SAFETY GRANTS | **Section 405 State Graduated Driver Licensing Laws**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$13,223,500	$13,600,000	$13,935,151	$335,151

The State Graduated Driver Licensing Laws program encourages states to adopt and implement effective graduated driver licensing laws. The program establishes minimum standards for novice teen driver licensing programs including a 2-stage licensing process with a learner's permit stage and an intermediate stage. The grant program would allow states to expend funds on the enforcement of a 2-stage licensing program, training of law enforcement personnel, administrative activities, and the development of educational materials. Seventy-five percent of funds may also be used for any eligible project or activity under the Section 402 State and Community Formula Grant Program.

Why Is This Particular Program Necessary?

Motor vehicles crashes are the leading cause of death for those age 15 to 20 years-old. In 2010, 1,963 novice teen drivers died in the motor vehicle crashes.

How Do You Know The Program Works?

In NHTSA's *Countermeasures That Work* document, studies indicate that a 2-stage driver licensing program decreases novice teen driver death and injury. The number of young drivers involved in fatal crashes has decreased by 44 percent from 2001 to 2010. This dedicated funding will promote state adoption and implementation of standardized graduated driver licensing programs.

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

NHTSA is requesting $13.9 million in FY 2015, an increase of $335,151 above FY 2014. Although the number of young driver deaths has decreased by 5 percent from 2009 to 2010, young drivers account for 6.4 percent of licensed drivers in the United States. Novice driver licensing programs vary across states. This program will promote states to adopt and expand their efforts to reduce young driver deaths through the implementation of standardized and comprehensive multi-stage driver licensing programs.

HIGHWAY TRAFFIC SAFETY GRANTS — **Section 403h In-Vehicle Alcohol Detection Device Research**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$5,289,400	$5,440,000	$5,574,060	$134,060

The In-Vehicle Alcohol Detection Device Research funding provides resources to support discretionary research on in-vehicle technologies that prevent alcohol-impaired driving. Alcohol-impaired driving remains a major factor with more than ten thousand highway deaths each year involving a driver over the legal blood alcohol limit. Technology that could detect a driver's blood alcohol content passively, without affecting driver convenience, and prevent impaired drivers from operating the vehicle could be very effective on a voluntary, market-driven basis in reducing alcohol-impaired driving deaths.

Why Is This Particular Program Necessary?

In 2012, 10,332 people were killed in alcohol-impaired driving crashes. Drivers are considered to be alcohol-impaired when their blood alcohol concentration (BAC) is 0.08 grams per deciliter (g/dL) or higher. These alcohol-impaired-driving fatalities accounted for 34 percent of the total motor vehicle traffic fatalities in the United States. This program is part of the agency's continuing effort to reduce the adverse consequences of alcohol-impaired driving, and the agency believes that use of vehicle-based, alcohol detection technologies could help to significantly reduce the number of alcohol-impaired driving crashes, deaths and injuries by preventing drivers from driving while their BAC is at or above the legal limit.

How Do You Know The Program Works?

The goal of the program is, through a step-by-step, data-driven process, to develop and test prototypes that may be considered for vehicle integration thereafter. Alcohol detection technologies suitable for installation in new vehicles must be able to measure BAC in a non-intrusive manner; that is, they must be seamless with the driving task, be highly accurate, fast, reliable, durable, and require little or no maintenance. Previous funding enabled the agency to move the technology beyond laboratory proof-of-concept devices and to demonstrate these systems in a research vehicle. We have conducted initial bench tests to ensure that they can meet the stringent program requirements for accuracy, precision, and time of measurement. A single research vehicle is available that incorporates two different technological approaches to measuring driver alcohol levels: (1) a touch-based approach assessing alcohol in human tissue, and (2) a breath-based approach assessing alcohol concentration in the driver's exhaled breath.

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

NHTSA is requesting $5.6 million in FY 2015, an increase of $134,060 above FY 2014. This level of funding will enable the agency to build upon the program's impressive progress. Additional development is needed to improve accuracy and precision performance and to decrease measurement time to meet or exceed the stringent performance specifications over the duration of a vehicle lifecycle. Extensive human subject testing is needed to measure performance under a wide variety of conditions and to evaluate real world performance. The funds also will be used to accelerate development of the component technologies and further develop sensor calibration methods. Finally, instrumentation of additional research vehicles and field operational trials are needed to demonstrate the feasibility of the technology.

HIGHWAY TRAFFIC SAFETY GRANTS **Section 2009 High Visibility Enforcement**

FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	Change FY 2015 - 2014
$28,942,000	$29,000,000	$29,000,000	$0

This request will provide funding for NHTSA media campaigns. 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. Using the "Drive Sober, or Get Pulled Over" message, 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 analysis conducted by the Agency's National Center for Statistical Analysis. Paid media will focus on media venues that deliver programming particularly suited to this audience for both impaired driving (21 - 34 year old males) and occupant protection (18 – 34 year old males), including late night, sports programming and alternative media consumed by the target audiences. The impaired driving advertising will also include focus on impaired motorcyclists, as motorcyclists have continued to be overrepresented in alcohol-related crashes; and on newly-arrived Hispanics, using Spanish-language media venues.

Why Is This Particular Program Necessary?

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

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

How Do You Know The Program Works?

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

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

The Department is requesting $29 million in FY 2015, which is the same as FY 2014. The funding in this area will support continued national and state efforts to increase safety belt use through media buys for CIOT. The FY 2015 budget requests funding for three media buys; one occupant protection mobilization for Memorial Day and two impaired driving crackdowns - Labor Day and December.

HIGHWAY TRAFFIC SAFETY GRANTS ADMINISTRATIVE EXPENSES

ADMINISTRATIVE EXPENSES

The FY 2015 budget request includes a total budget of $577,000,000 and 97 FTE. Of this amount $28,148,630 is for administrative expenses, which is an increase of $2,648,630 above FY 2014.

The increase is made up of the following: $1,346,821 increase in Salaries and Benefits to cover new FTEs for a full year, 5 new FTEs comprised of Regional Program Managers and Other Services increases $1,301,809 million above FY 2014 in two areas: Administrative Services and Working Capital Fund due to realigning costs from Vehicle Safety and Highway Safety Research & Development.

NHTSA continues to distribute its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas such as: Salaries and Benefits; Rent, Communications and Utilities; and Other Services.

Program Activity	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	FY 2015 vs FY 2014 Change
Salaries and Benefits	$12,142,476	$12,948,338	$14,295,159	$1,346,821
Travel	376,875	376,875	376,875	-
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	183,892	427,544	427,544	-
Printing	-	-	-	-
Other Services	12,745,757	11,469,012	13,001,041	1,532,029
Supplies	-	-	-	-
Equipment	-	-	-	-
Unallocated	-	278,231	48,011	(230,220)
Total Administrative Expenses	**$25,449,000**	**$25,500,000**	**$28,148,630**	**$2,648,630**
FTE (includes indirect FTE)	88	91	97	6

Note: FY 2013 Levels reflect a .02% A-T-B rescission.

The FY 2015 request for administrative expenses also includes $4,967,000 for Safety Research and $1,656,000 for the National Occupant Protection Use Surveys (NOPUS). Specifically, the requested funding for Safety Research and NOPUS will allow us to pursue the following activities:

- Support distraction initiative by reporting driver use rates of cell phone and other electronic devices.
- Conduct the 2015 NOPUS survey and report overall seat belt use and motorcycle helmet use.

- Report on the results of child restraint use and belt use among rear-seat occupants from the 2014 NOPUS.
- Initiate re-design of the NOPUS and the National Survey of the Use of Booster Seats.
- Funding supports functional system upgrades to improve grant financial management and reporting.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
GENERAL FUND - APPROPRIATIONS

Fiscal Year	Request	Fiscal Year	Enacted
2006*	$0	2006**	$0
2007*	$0	2007**	$0
2008*	$0	2008	$126,572,000
2009*	$0	2009	$127,000,000
2010	$129,774,000	2010	$140,427,000
2011	$132,837,000	2011	$140,146,146
2012	$170,708,723	2012	$140,146,000
2013***	$0	2013****	$140,146,000
2014	$148,343,000	2014	$134,000,000
2015*****	$0	2015*****	$0

* Requested as contract authority from the Trust Fund.
** Enacted from the Trust Fund.
*** In FY 2013, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.
****FY 2013 Levels were reduced to reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund were reduced by an additional .05% for sequestration.
*****In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2013 and 2014.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
TRUST FUND - CONTRACT AUTHORITY

Fiscal Year	Request	Fiscal Year	Enacted
2006	$135,367,000	2006***	$0
2007	$122,000,000	2007***	$0
2008	$122,000,000	2008****	$0
2009	$127,000,000	2009****	$0
2010	$0	2010	$0
2011	$0	2011	$0
2012	$0	2012	$0
2013*	$188,000,000	2013	$0
2014	$0	2014	$0
2015*****	$152,000,000	2015	$0

Liquidation of Contract Authorization

Fiscal Year	Request	Fiscal Year	Enacted
2006	$135,367,000	2006***	$0
2007	$122,000,000	2007***	$0
2008	$122,000,000	2008****	$0
2009	$127,000,000	2009****	$0
2010	$0	2010	$0
2011	$0	2011	$0
2012	$0	2012	$0
2013*	$188,000,000	2013	$0
2014	$0	2014	$0
2015*****	$152,000,000	2015	$0

* In FY 2013, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.
** For FY 2005, enacted as transfer from FHWA (parent/child)
***For FY 2006 and 2007, enacted as direct appropriation from Trust Fund.
****For FY 2008 and 2009, enacted as direct appropriation from General Fund.

*****In FY 2015, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2013 and 2014.

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
2006	$92,000,000	2006	$108,900,000
2007	$105,250,000	2007	$107,750,000
2008	$107,750,000	2008	$107,750,000
2009	$105,500,000	2009	$105,500,000
2010	$107,329,000	2010	$105,500,000
2011	$117,376,000	2011	$105,500,000
2012*	$133,191,276	2012*	$109,500,000
2013*	$150,000,000	2013**	$115,500,000
2014*	$118,500,000	2014*	$123,500,000
2015	$122,000,000	2015	$0

Liquidation of Contract Authorization

Fiscal Year	Request	Fiscal Year	Enacted
2006	$92,000,000	2006	$108,900,000
2007	$105,250,000	2007	$107,750,000
2008	$107,750,000	2008	$107,750,000
2009	$105,500,000	2009	$105,500,000
2010	$107,329,000	2010	$105,500,000
2011	$117,376,000	2011	$105,500,000
2012*	$133,191,276	2012*	$109,500,000
2013*	$150,000,000	2013**	$115,500,000
2014*	$118,500,000	2014*	$123,500,000
2015	$122,000,000	2015	$0

* For FY's 2012-2015, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

**FY 2013 Levels were reduced to reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund were reduced by an additional .05% for sequestration.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER
TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Request	Fiscal Year	Enacted
2006	$4,000,000	2006	$3,960,000
2007	$4,000,000	2007	$4,000,000
2008	$4,000,000	2008	$4,000,000
2009	$4,000,000	2009	$4,000,000
2010	$4,078,000	2010	$4,000,000
2011	$4,170,000	2011	$4,000,000
2012*	$0	2012*	$0
2013*	$0	2013*	$0
2014*	$0	2014*	$0
2015*	$0	2015*	$0

Liquidation of Contract Authorization

Fiscal Year	Request	Fiscal Year	Enacted
2006	$4,000,000	2006	$3,960,000
2007	$4,000,000	2007	$4,000,000
2008	$4,000,000	2008	$4,000,000
2009	$4,000,000	2009	$4,000,000
2010	$4,078,000	2010	$4,000,000
2011	$4,170,000	2011	$4,000,000
2012*	$0	2012*	$0
2013*	$0	2013*	$0
2014*	$0	2014*	$0
2015*	$0	2015*	$0

* For FY's 2012-2015, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY
MODERNIZATION INITIATIVE
NATIONAL DRIVER REGISTER

GENERAL FUND - APPROPRIATIONS

Fiscal Year	Request	Fiscal Year	Enacted
2006	$0	2006	$0
2007	$0	2007	$0
2008	$0	2008	$0
2009	$0	2009	$0
2010	$0	2010	$3,350,000
2011	$2,530,000	2011	$3,350,000
2012	$0	2012	$0
2013	$0	2013	$0
2014	$0	2014	$0
2015	$0	2015	$0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS
TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Request	Fiscal Year	Enacted
2006	$465,000,000	2006	$572,394,240
2007	$583,750,000	2007	$587,750,000
2008	$599,250,000	2008	$599,250,000
2009	$619,500,000	2009	$619,500,000
2010	$626,047,000	2010	$619,500,000
2011	$620,697,000	2011	$619,500,000
2012	$556,100,000	2012	$550,328,000
2013	$643,000,000	2013*	$554,500,000
2014	$561,500,000	2014	$561,500,000
2015	$577,000,000	2015	$0

Liquidation of Contract Authorization

Fiscal Year	Request	Fiscal Year	Enacted
2006	$465,000,000	2006	$572,394,240
2007	$583,750,000	2007	$587,750,000
2008	$599,250,000	2008	$599,250,000
2009	$619,500,000	2009	$619,500,000
2010	$626,047,000	2009	$619,500,000
2011	$620,697,000	2011	$619,500,000
2012	$556,100,000	2012	$550,328,000
2013	$643,000,000	2013*	$554,500,000
2014	$561,500,000	2014	$561,500,000
2015	$577,000,000	2015	$0

*FY 2013 Levels were reduced to reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund were reduced by an additional .05% for sequestration.

EXHIBIT V-1

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

	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	FY 2013 Actual	FY 2014 Enacted	FY 2015 Request	FY 2015 Applied
	A. Research and Analysis	**57,663**	**66,300**	**68,634**	-
	Vehicle Safety (VS)	30,809	30,887	36,776	-
	Data Collection (T)	26,854	35,413	31,858	-
	1. **Crashworthiness**	**19,188**	**19,188**	**19,188**	-
VS	a. Safety Systems	8,210	8,210	8,210	-
VS	b. Biomechanics	10,978	10,978	10,978	-
VS	2. **Crash Avoidance**	**10,199**	**10,199**	**10,088**	-
VS	a. Crash Avoidance	8,088	8,088	8,088	-
VS	b. Heavy Vehicles	2,111	2,111	2,000	-
	3. **Data Collections & Analyses (T)**	**26,854**	**35,413**	**31,858**	-
VS	a1. Crash Data Collection (T)*	-	1,597	1,542	
HS	a2. Crash Data Collection (T)*	23,592	32,150	28,650	
VS	b1. Fatality Analysis Reporting System (T)	1,297	-	-	
HS	b2. Fatality Analysis Reporting System (T)	-	-	-	N/A
VS	c1. National Automotive Sampling System (NASS)(T)	299	-	-	N/A
HS	c2. National Automotive Sampling System (NASS)(T)	-	-	-	N/A
HS	d. State Data Systems (T)	-	-	-	N/A
HS	e. Special Crash Investigations (T)	-	-	-	N/A
HS	f. Data Analysis Program (T)	1,666	1,666	1,666	N/A
VS	4. Alternative Fuels Vehicle Safety	1,422	1,500	3,000	-
VS	5. Vehicle Electronics and Emerging Technology	-	-	2,000	-
VS	6. Vehicle Test Center - Ohio	-	-	2,500	-
B.	**Highway Safety Research**	**5,091**	**5,091**	**5,091**	-
	Subtotal	62,755	71,391	73,725	-
C.	**Administrative Expenses ****	**42,207**	**48,403**	**51,634**	-
	Vehicle Safety (VS)	26,637	26,604	30,457	-
	Highway Safety (HS)	2,258	2,565	2,734	
	Data Collection Technology	13,313	19,234	18,443	-
	Total R&D = VS+HS Research and Analysis, VS+ HS Admin	**64,795**	**65,147**	**75,058**	-
	Subtotal, Technology Investment (T)	40,168	54,647	50,301	-
	Total NHTSA	104,963	119,794	125,359	-
	Memo: Percentage Administrative to Total	40.2%	40.4%	41.2%	0.0%

Note: Totals may not add due to rounding.

*FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection. In FY 2014 - 2015, NHTSA requests $1.5M to be paid from the Vehicle Safety fund, and $28.7M from the Highway Safety fund.

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

This Page Left Intentionally Blank

Congressional Reporting/Follow-Up to Action Plans

	Task	Date Due
Highway Safety Plans		
1	The Secretary shall require each State, as a condition of the approval of the State's highway safety program for that fiscal year, to develop and submit to the Secretary for approval a highway safety plan.	NLT 1 OCT 2015 & Bi-Annually there after
2	Not later than 60 days after the date on which a State's highway safety plan is received by the Secretary, the Secretary shall review and approve or disapprove the plan.	NLT 1 OCT 2015 & Bi-Annually
Cooperative Research and Evaluation		
1	If the Administrator conducts the research authorized under paragraph (1), the Administrator shall submit an annual report to the Committee on Commerece, Science, and Transportation of the Senate, the Committee on Transportation and Infratructure of the House of Representatives, and Committee on Science, Space, and Technology of the House of Represenatative that - "(A) describes the progress made in carrying out the collaborative research effort; and "(B) includes an accounting for the use of Federal funds obligated or expended in carrying out the effort.	Annual Requirement
Distracted Driving Study		
1	Not later than 1 year after the date of enactment of the Motor Vehicle and Highway Safety Improvement Act of 2012, the Secretary shall submit a report containing the results of the study conducted.	Currently Awaiting OST Approval
High Visibility Enforcement Program		
1	OCCI should do print media advertising and Internet-based outreach.	Completed
Emergency Medical Services		
1	The Administrator of the National Highway Traffic Safety Administration shall provide administrative support to the Advisory Council, including scheduling meetings, setting agendas, keeping minutes and records, and producing reports.	On-going
2	The Advisory Council shall prepare an annual report to the Secretary of Transportation regarding the Advisory Council's actions and recommendations.	Annual Requirement
Promotion of Vehicle Defect Reporting		
1	RULEMAKING REQUIRED.—Not later than 1 year after the date of enactment of the Motor Vehicle and Highway Safety Improvement Act of 2012, the Secretary shall prescribe regulations that require passenger motor vehicle manufacturers (A) to affix information about how to submit a safety-related motor vehicle defect complaint, (B) prominently print the information within the owner's manual, and (C) to not place such information on the label required under section 3 of 15 USC 1232.	TBD

Task	Date Due
Protection of employees providing motor vehicle safety info	
1 Conduct a study of the whistleblower protections established by law with respect to this program, and update its study of other such programs administered by the Secretary of Transportation.	7/2014
2 Submit to Congress a report of the results of the study.	7/2014
Study of Crash Data Collection	
1 The Secretary shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives regarding the quality of data collected through the National Automotive Sampling System, including the Special Crash Investigations Program.	4/2014
2 The Administrator of the National Highway Traffic Safety Administration (referred to in this section as the ''Administration'') shall conduct a comprehensive review of the data elements collected from each crash to determine if additional data should be collected. The review under this subsection shall include input from interested parties, including suppliers, automakers, safety advocates, the medical community, and research organizations.	4/2014
National Highway Traffic Safety Administration Electronics, Software, and Engineering Expertise	
The Secretary shall establish, within the National Highway Traffic Safety Administration, a Council for Vehicle Electronics, Vehicle Software, and Emerging Technologies to build, integrate, and aggregate the Administration's expertise in passenger motor vehicle electronics and other new and emerging technologies.	On-going
Honors Recruitment Program	
The Secretary shall establish, within the National Highway Traffic Safety Administration, an honors program for engineering students, computer science students, and other students interested in vehicle safety that will enable such students to train with engineers and other safety officials for careers in vehicle safety.	TBD
Electronic Systems Performance	
Not later than 2 years after the date of enactment of this Act, the Secretary shall complete an examination of the need for safety standards with regard to electronic systems in passenger motor vehicles. (b) REPORT.—Upon completion of the examination under sub-section (a), the Secretary shall submit a report on the highest priority areas for safety with regard to the electronic systems to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives.	10/2014 and Beyond

Task		Date Due
Child Restraint Anchorage Systems		
1	If the Secretary determines that an amendment to FMVSS Number 225 does not meet the requirements and considerations set forth in subsections (a) and (b) of section 30111 of title 49, United States Code, the Secretary shall submit a report describing the reasons for not prescribing such a standard to (A) the Committee on Commerce, Science, and Transportation of the Senate; and (B) the Committee on Energy and Commerce of the House of Representatives.	FY 2015 & Beyond
Rear Seat Belt Reminders		
1	Not later than 2 years after the date of enactment of this Act, the Secretary shall initiate a rulemaking proceeding to amend Federal Motor Vehicle Safety Standard Number 208 (relating to occupant crash protection) to provide a safety belt use warning system for designated seating positions in the rear seat.	7/2014
2	If the Secretary determines that an amendment to the standard referred to in subsection (a) does not meet the requirements and considerations set forth in subsections (a) and (b) of section 30111 of title 49, United States Code, the Secretary shall submit a report describing the reasons for not prescribing such a standard to (A) the Committee on Commerce, Science, and Transportation of the Senate; and (B) the Committee on Energy and Commerce of the House of Representatives.	FY 2014 and Beyond
Unattended Passenger Reminders		
1	Public awareness campaigns to educate drivers on the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is disengaged.	FY 2014 and Beyond
2	If the Secretary determines that any deadline for issuing a final rule under this Act cannot be met, the Secretary shall—(1) provide the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives with an explanation for why such deadline cannot be met; and (2) establish a new deadline for that rule.	FY 2014 and Beyond

This Page Left Intentionally Blank

CONTACT INFORMATION:

Mary Sprague, Acting Chief Financial Officer
1200 New Jersey Avenue, S.E., Washington, DC 20590
(202)366-3564
Mary.sprague@dot.gov

This Page Left Intentionally Blank