



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2014

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

Table of Contents

Statement of the Administrator	<i>i</i>
Section 1: Overview	1
Overview.....	1
FY 2014 Program Funding Chart	7
FY 2014 Program and Administrative Funding Chart.....	8
FY 2013 Requested FTE.....	9
FY 2014 Requested FTE.....	10
Section 2: Budget Summary Tables	11
Comparative Statement of New Budget Authority (Exhibit II-1)	11
Budgetary Resources by Appropriation Account (Exhibit II-2).....	12
Budgetary Resources by Strategic Goals (Exhibit II-3 and II-3a).....	13
Budget Authority (Exhibit II-4)	15
Outlays (Exhibit II-5).....	16
Analysis of Change Table (Appropriations, Obligation Limitation, and Exempt Obligations (Exhibit II-6)	17
Working Capital Fund (Exhibit II-7)	23
Staffing Summary	24
Full-time Equivalent Employment (FTE) (Exhibit II-8)	24
Full-time Permanent Position (FTP) (Exhibit II-9)	25
Section 3: Budget Request by Appropriation Account	27
Explanation of Major Funding Changes from FY 2013 – FY 2014.....	27
Vehicle Safety	33
Appropriation Language	33
Program and Financing Schedule	34
Object Class Schedule.....	35
Appropriation Summary by Program Activity Table (Exhibit III-1 and III-1a).....	36
Program and Performance Statement.....	38
Highway Safety Research and Development.....	85

Appropriation Language	85
Program and Financing Schedule	86
Object Class Schedule.....	87
Appropriation Summary by Program Activity Table (Exhibit III-1 and III-1a).....	88
Program and Performance Statement.....	90
Highway Traffic Safety Grants	141
Appropriation Language	141
Program and Financing Schedule	144
Object Class Schedule.....	145
Appropriation Summary by Program Activity Table (Exhibit III-1 and III-1a).....	146
Program and Performance Statement.....	148
Ten Year Appropriations History	175
Section 4: Research, Development and Technology	183
RD&T Request (Summary) (Exhibit IV-1)	183
Attachments.....	185
NHTSA Hiring Priorities – FTEs & FTPs	185
Congressional Reporting/Follow-Up to Action Plans	187

STATEMENT OF THE ADMINISTRATOR



Safety is the top priority – for the Department of Transportation (DOT), for the National Highway Traffic Safety Administration (NHTSA), and for the people we serve. In 2011, overall traffic fatalities reached the lowest level since 1949. This translates to a 1.9 percent decrease in fatalities from 2010 to 2011. We can attribute this decline to a combination of factors, which include high visibility enforcement, safer vehicles, safer roads, and better, more informed decisions by roadway users. Yet while such declines are encouraging, the tragic loss of an estimated 32,367 lives on our nation’s roadways is a terrible personal and economic toll which our society cannot afford. In fact, preliminary estimates based on the first 3 quarters of 2012 show an increase of 7.1 percent in traffic fatalities over 2011. In FY 2014, the agency will redouble its efforts to stem this rise, and return to the overall long-term trend in downward decline in 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) 2014 Budget Request. NHTSA’s FY 2014 Budget Request totals \$828.3 million and includes \$148.3 million for Vehicle Safety, \$118.5 million for Behavioral Safety and \$561.5 million for State Grants and High Visibility Enforcement Support. The budget request has been prepared based on the recent authorization in P.L. 112-141, Moving Ahead for Progress in the 21st Century Act (MAP-21).

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 2014 to further enhance and link existing systems. We are making good progress to modernize system and data sampling methodology using funds provided in FY 2012. Modernizing and consolidating our data programs enables not only NHTSA to make better traffic safety programming decisions, but allows state and local communities to do the same.

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

Vehicles on our nation's roadways are the safest in the world, and we are dedicated to making them safer every day. New vehicle technologies are introduced into the marketplace at a faster rate than ever before. At NHTSA, we recognize that technology can play an enormous role in improving vehicle safety. The full range of new crash avoidance technologies are capable of saving thousands of lives when completely implemented. These technologies include advanced braking systems, warning systems relating to lane departure and blind spots and pedestrian collision avoidance systems. In addition to the single-vehicle crash avoidance systems, vehicle-to-vehicle communications (V2V) holds enormous promise for reducing the number of fatalities by providing drivers with warnings from surrounding vehicles in critical situations. In 2012, DOT launched the largest ever road test of connected vehicle crash avoidance technology with nearly 3,000 cars, trucks and buses. This model deployment was the second phase of DOT's connected vehicle Safety Pilot, a major research initiative managed by NHTSA and the Research and Innovative Technologies Administration (RITA) Intelligent Transportation Systems Joint Program Office. The Agency plans to further support these efforts through its new Vehicle Electronics and Emerging Technology program.

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 an enhancement to our Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio. In FY 2014, we will undertake activities to increase our capability of advanced testing of emergent technologies.

In today's global economy, the vehicle supply chain easily crosses multiple borders. In order to address better the potential safety issues posed by new entrants to the U.S. market, we will continue to refine and expand our risk management strategy to coordinate with U.S. Customs and Border Protection (CBP). We also will work with CBP as we implement the import related provisions of MAP-21 to help prevent noncompliant and defective vehicles and equipment from entering the country. These efforts with CBP will ensure compliance with the stringent safety standards we demand of all vehicles on our roadways.

We will continue our long-term focus on impaired driving and occupant protection through education and enforcement. For example, we will advance our anti-distracted driving campaigns, implement the MAP-21 authorized distracted driving grant program, and explore the feasibility of a combined emphasis safety campaign that leverages past successes in reducing impaired driving and increasing occupant protection. We also will continue to promote our annual Click It or Ticket mobilizations in an effort to increase seatbelt use, and advance our Labor Day and December anti-distracted driving campaigns by examining the effectiveness of a combined emphasis safety campaign.

Our strong relationship with the states and Indian tribes is crucial to preventing roadway fatalities through their implementation of data-driven safety programs and countermeasures in their jurisdictions. For this reason, we strongly support the new MAP-21 grant program structure, including continued emphasis on State and Community Highway formula grants to provide states the resources to actively implement effective highway safety programs. In addition, a portion of these funds will now also be used to establish the cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States.

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, NHTSA is working to tackle this important safety issue.

Finally, we renew our commitment to environmental sustainability through the agency's active Corporate Average Fuel Economy (CAFE) program. Groundbreaking standards recently finalized will increase fuel economy to the equivalent of 54.5 mpg 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 2014 budget request will support future rulemaking programs, including the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, comprehensive rulemaking activity for the CAFE program for 2022 and beyond, and analyses under the National Environmental Policy Act to support these programs.

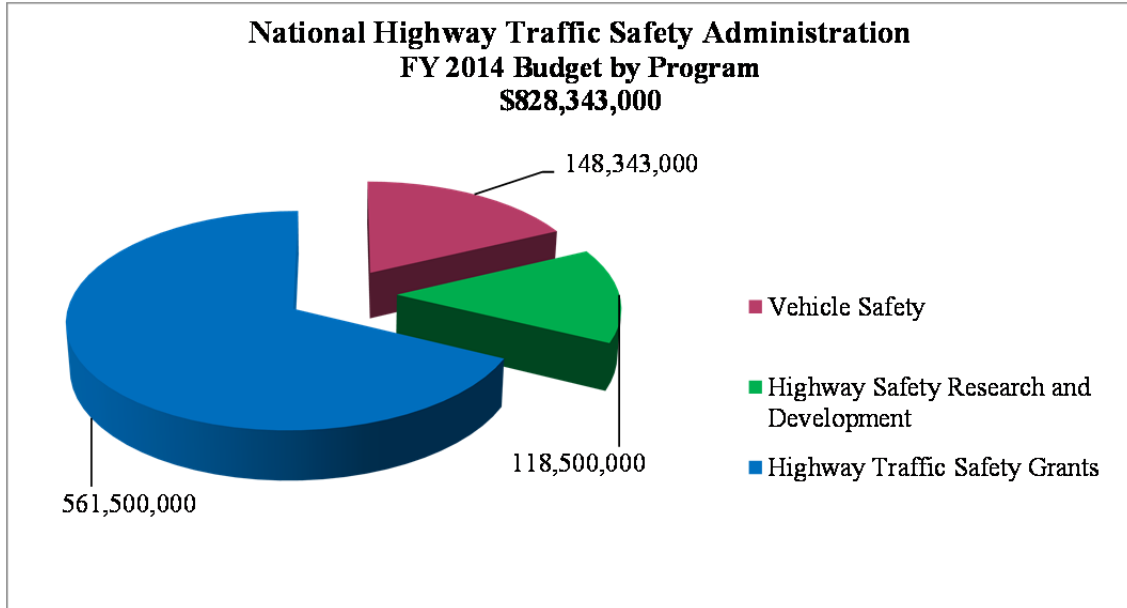
Roadway safety is a collaboration between Federal and State governments, community leaders, families and individuals. To this end, I again challenge all our partners, including the public at large, to remain vigilant in our fight. We hear about lives lost on our Nation's roadways every day in the news,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

David L. Strickland

National Highway Traffic Safety Administration

FY 2014 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 32,367 people still died in roadway crashes in 2011, 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 \$828.3 million in FY 2014.

Our FY 2014 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 2011, 32,367 people lost their lives on US roadways, a 1.9 percent decrease from 2010 (32,999). 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.

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 2014 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. With alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, we need to expand our ability and capacity to test, monitor and troubleshoot new technologies as expeditiously and efficiently as possible. For example, in support of the President's goal to have 1 million electric vehicles on the road by 2015, we must ensure that the new technologies used to make this possible do not compromise vehicle safety. Time lost translates into lives lost. With many new crash avoidance technologies under development, 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 again in FY 2014 to

undertake activities 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 2014, 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 implement 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 Secretary LaHood's strategic objective of Environmental Sustainability, we will support ongoing rulemakings under the Corporate Average Fuel Economy (CAFE) program. This will include implementation of the President's directive for the first-ever National Environmental Policy Act to increase fuel efficiency and decrease greenhouse gas pollution from 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 2014 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, impaired driving initiatives and driving while distracted, primarily through texting and cell phone usage. This initiative would mobilize and enable a network of peer outreach law enforcement liaisons to advance NHTSA programs and provide ongoing technical assistance to law enforcement at the state and local level, and support the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) program, conducted in partnership with the Department of

Justice. Additionally, 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.

Traffic Safety Grants

Public Law 112-141, MAP-21, authorizes Traffic Safety Grants in FY 2013 and FY 2014. Our FY 2014 request aligns exactly with MAP-21, which 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 2014, 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.

- **Supplies** - NHTSA has made a concerted effort to eliminate 100 percent of promotional items, and to only order supplies as they are needed.
- **Information Technology and Communication** - The Chief Information Officer (CIO) will 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 2014.

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 has requested funds for the Federal Data Center Consolidation Initiative to 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 costs by approximately 30 percent from FY 2010 to FY 2014.
- **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.

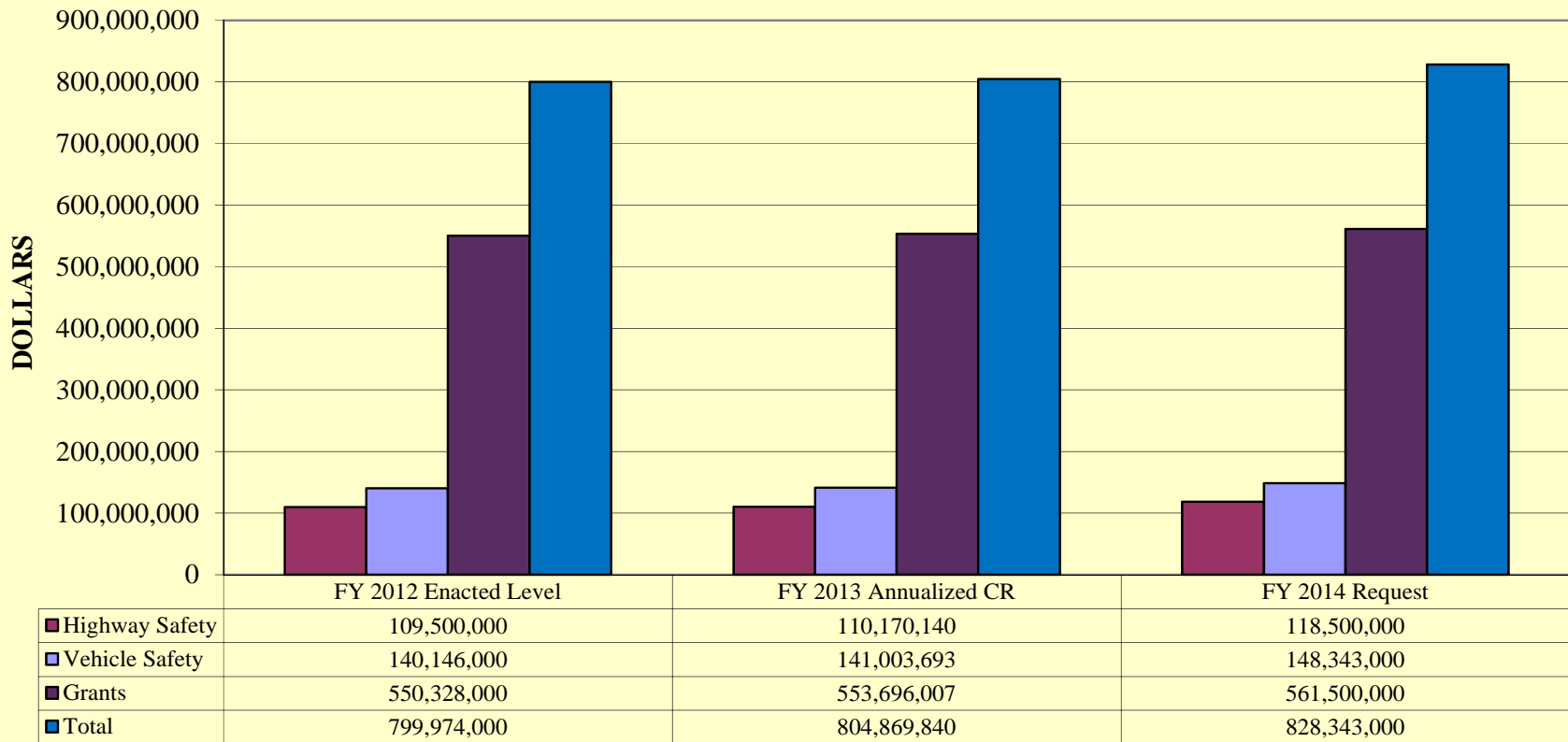
CONGRESSIONAL REPORTING/FOLLOW-UP TO ACTION PLANS

In FY 2014, NHTSA will report to Congress on several directives, which are shown in the attachment.

CONCLUSION

In conclusion, NHTSA's 2014 budget request of \$828.3 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.

NHTSA FY 2014 Congressional Budget Request Program Funding

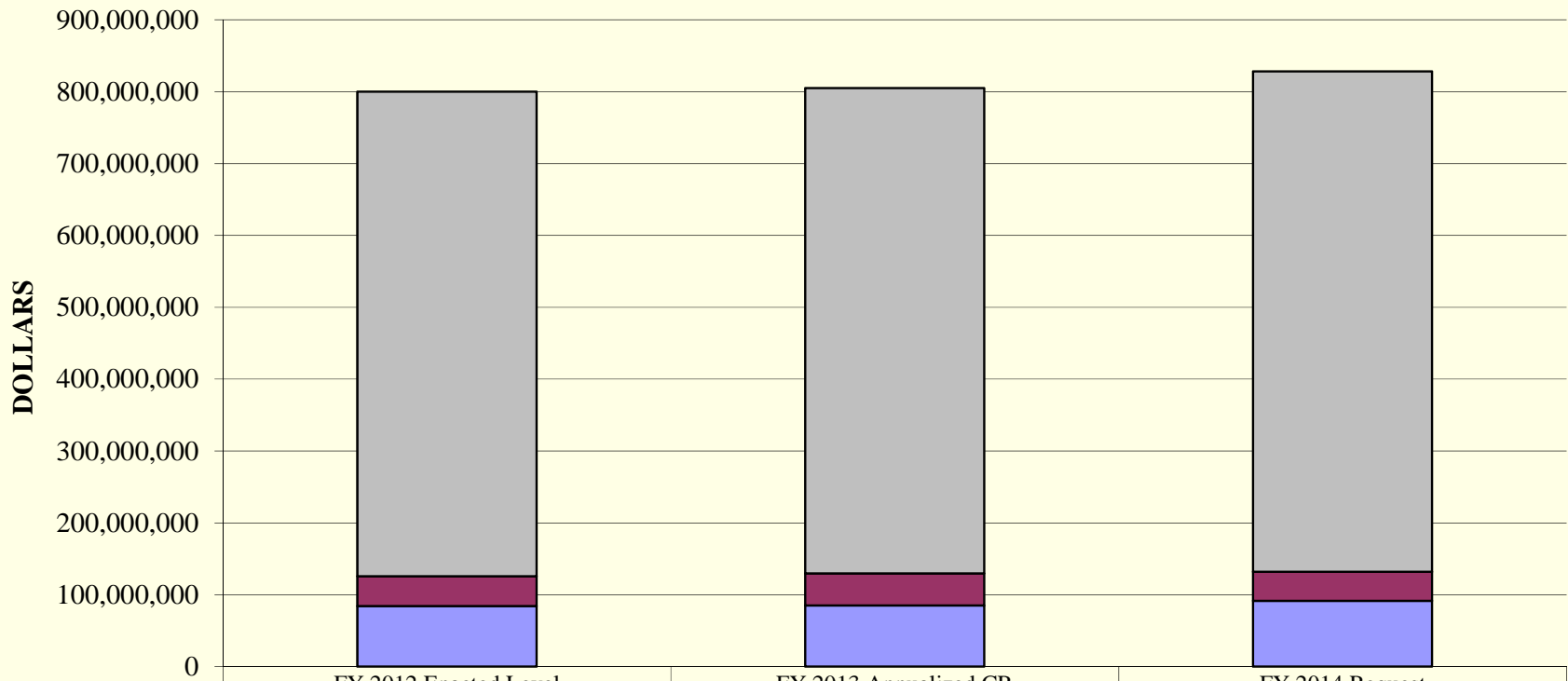


NHTSA FY 2014 Congressional Budget Request Program and Administrative Funding

\$799,974,000 Total

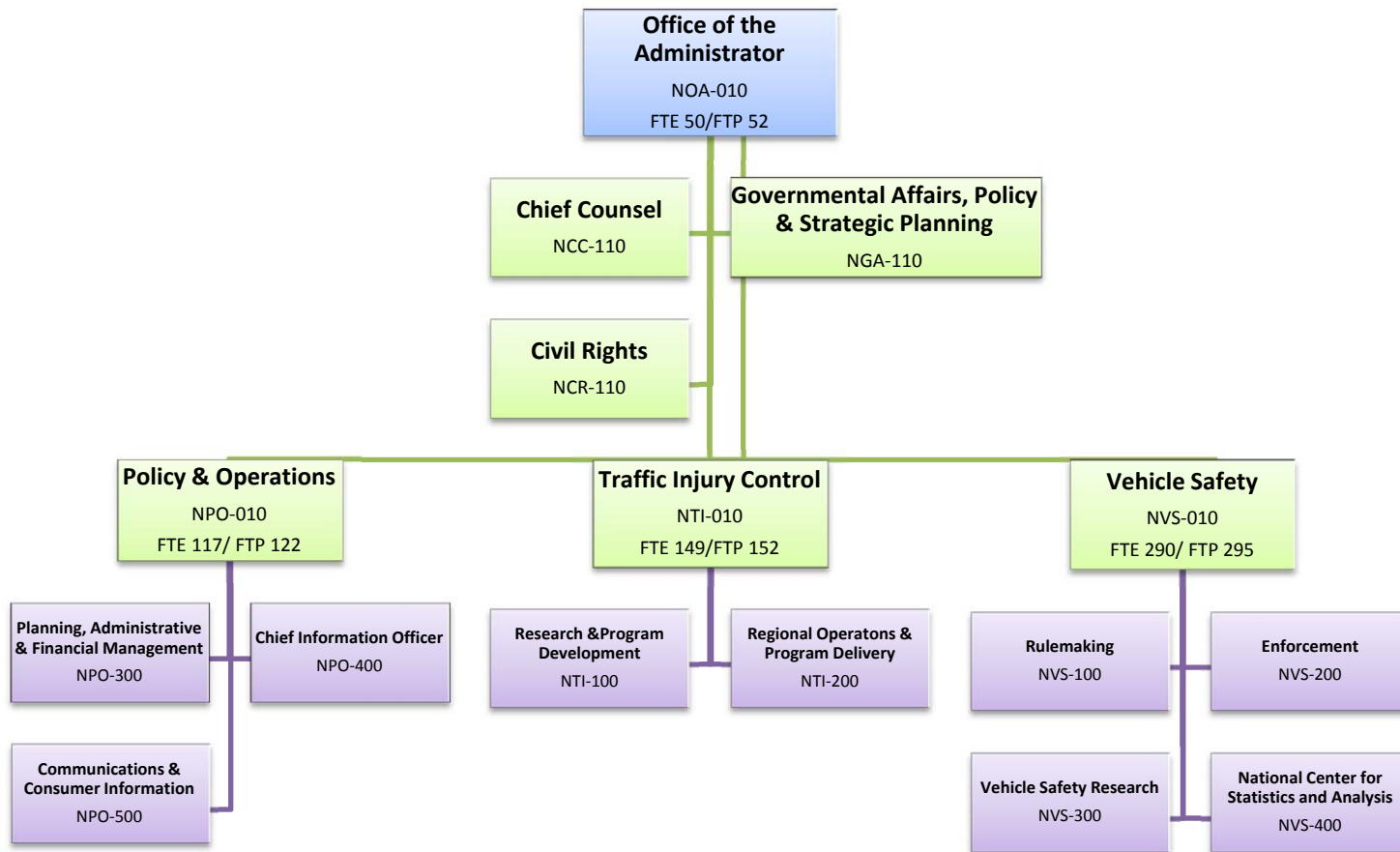
\$804,869,840 Total

\$828,343,000 Total



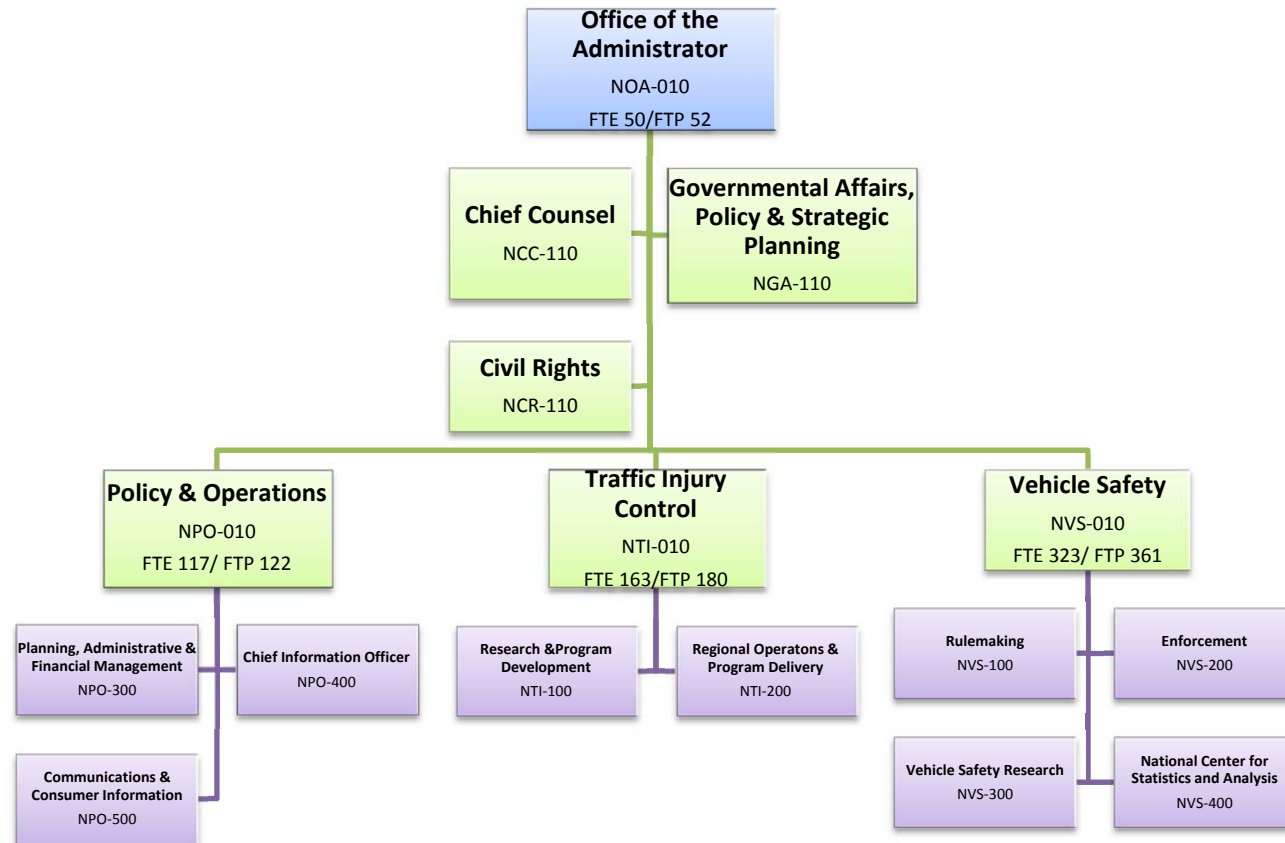
	FY 2012 Enacted Level	FY 2013 Annualized CR	FY 2014 Request
Program	674,176,234	675,334,139	696,268,327
Non-Pay	41,497,651	44,445,694	40,467,358
Sal/Benes	84,300,115	85,090,007	91,607,315

FY 2013 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 606 FTE/621 FTP)



NOTE: Total does not include 4 Reimbursable FTEs.

**FY 2014 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 653FTE/715 FTP)**



NOTE: Total does not include 4 Reimbursable FTEs.

EXHIBIT II - 1
FY 2014 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)

<u>ACCOUNT NAME</u>	<u>FY 2012 ACTUAL</u>	<u>FY 2013 ANNUALIZED CR</u>	<u>FY 2014 TARGET</u>	<u>FY 2014 REQUEST</u>
Operations and Research	\$ 249,646	\$ 251,174	\$ 363,980	\$ 266,843
Vehicle Safety Research (GF)	140,146	141,004	202,620	148,343
Highway Safety Research & Development (TF)	112,360	110,170	161,360	118,500
Highway Safety Research and Development (TF) (Baseline Adjustment)*	(2,860)	-	-	-
Highway Traffic Safety Grants (TF)	550,328	553,696	713,020	561,500
Highway Traffic Safety Grants (TF)	550,328	553,696	713,020	561,500
TOTAL	\$ 799,974	\$ 804,870	\$ 1,077,000	\$ 828,343

Note: Totals may not add due to rounding.

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

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

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

*The baseline adjustment in FY 2012 represents excess contract authority, \$2.744M for Highway Safety and \$116K for National Driver Register.

EXHIBIT II-2
FY 2014 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

<u>ACCOUNT NAME</u>	<u>FY 2012 ACTUAL</u>	<u>FY 2013 ANNUALIZED CR</u>	<u>FY 2014 REQUEST</u>
VEHICLE SAFETY RESEARCH (GF)	\$ 140,146	\$ 141,004	\$ 148,343
Rulemaking	21,700	20,714	24,920
Enforcement	19,395	18,960	19,905
Research and Analysis	34,065	35,946	38,318
Administrative Expenses*	64,986	65,384	65,200
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF)	\$ 109,500	\$ 110,170	\$ 118,500
Highway Safety Programs	47,109	44,429	45,159
Research and Analysis - NCSA	26,908	27,073	31,966
Administrative Expenses*	35,483	38,668	41,375
TOTAL OPERATIONS AND RESEARCH	\$ 249,646	\$ 251,174	\$ 266,843
HIGHWAY TRAFFIC SAFETY GRANTS **			
Section 402 Formula Grants	235,000	236,438	235,000
Section 405 Occupant Protection Grants	25,000	25,153	-
Section 406 Safety Belt Performance Grants	23,500	23,644	-
Section 406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)	25,000	25,153	-
Section 408 State Traffic Safety Information System Grants	34,500	34,711	-
Section 410 Impaired Driving Countermeasures Grants	139,000	139,851	-
Section 2009 High Visibility Enforcement Program	29,000	29,177	29,000
Section 2010 Motorcyclist Safety Grants	7,000	7,043	-
Section 2011 Child Safety and Booster Seat Grants	7,000	7,043	-
Section 405 National Priority Safety Programs	-	-	272,000
Section 405 Occupant Protection Grants	-	-	43,520
Section 405 State Traffic Safety Information System Grants	-	-	39,440
Section 405 Impaired Driving Countermeasures Grants	-	-	142,800
Section 405 Distracted Driving Grants	-	-	23,120
Section 405 Motorcyclist Safety Grants	-	-	4,080
Section 405 State Graduated Driver Licensing Laws	-	-	13,600
Section 403h In-Vehicle Alcohol Detection Device Research***	-	-	5,440
Administrative Expenses*	25,328	25,483	25,500
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	\$ 550,328	\$ 553,696	\$ 561,500
TOTAL	\$ 799,974	\$ 804,870	\$ 828,343

Note: Totals may not add due to rounding.

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

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

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

** FY 2014 Highway Traffic Safety Grants reflects 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 S. 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 2014 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 2012 ACTUAL	FY 2013 ANNUALIZED CR	FY 2014 REQUEST
1. SAFETY STRATEGIC GOAL			
A. Roadway Safety			
a. Reduce the Roadway Fatality Rate per 100 million VMT	614,715	615,509	619,816
b. Reduce passenger vehicle occupant fatalities per 100 million VMT	35,282	35,498	53,802
c. Reduce motorcycle rider fatalities per 100,000 motorcycle registrations	9,173	9,229	6,253
d. Reduce non-occupant (pedestrian and bicycle) fatalities per 100 million VMT	2,172	2,186	2,173
e. Reduce highway fatalities involving large trucks and buses per 100 million VMT	2,111	2,124	2,000
B. Administrative Expenses	116,020	119,668	122,207
C. Other	-	-	-
Total - Safety Strategic Goal	779,473	784,214	806,251
2. STATE OF GOOD REPAIR	-	-	-
Total - State of Good Repair	-	-	-
3. ECONOMIC COMPETITIVENESS	-	-	-
Total - Economic Competitiveness	-	-	-
4. LIVABLE COMMUNITIES			
A. Safety Countermeasures	1,304	1,311	1,304
B. Administrative Expenses	354	387	414
Total - Livable Communities	1,658	1,698	1,718
4. ENVIRONMENTAL SUSTAINABILITY			
A. Fuel Economy Programs	7,900	7,948	7,900
B. Climate Control	20	20	20
C. Alternative Fuel Vehicle Safety	1,500	1,509	3,000
D. Administrative Expenses	9,423	9,481	9,454
Total - Environmental Sustainability	18,843	18,958	20,374
GRAND TOTAL	799,974	804,870	828,343

Note: Totals may not add due to rounding.

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

EXHIBIT II-3(a)

FY 2014 BUDGET REQUEST BY DOT OUTCOMES
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

(\$000)

DOT Outcome	Program	FY 2014 Request
SAFETY		\$806,251
Reduction in injuries and fatalities	Rulemaking	\$17,000
	Enforcement	\$19,905
	Vehicle Safety Research and Analysis	\$35,318
	Highway Safety	\$43,855
	National Center for Statistics and Analysis (Highway Safety Research and Analysis)	\$31,966
	Highway Traffic Safety Grants	\$536,000
	Other	Administrative Expenses
STATE OF GOOD REPAIR		\$0
Increased percentage of highways in good condition		
Increased percentage of bridges in good and fair condition		
Increased percentage of airport runways in good or fair condition		
Other		
ECONOMIC COMPETITIVENESS		\$0
Maximize economic returns		
Competitive transportation system		
Advance U.S. transportation interests abroad		
Expanded opportunities for businesses		
Other		
LIVABLE COMMUNITIES		\$1,718
Convenient and affordable choices	Highway Safety	\$1,304
Improved public transit experience		
Improved networks that accommodate pedestrians and bicycles		
Improved access for special needs populations		
Other	Administrative Expenses	\$414
ENVIRONMENTAL SUSTAINABILITY		\$20,374
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Rulemaking	\$7,920
Reduced pollution impacts on ecosystems:	Vehicle Safety Research and Analysis	\$3,000
Environmentally sustainable practices and materials in transportation		
Environmentally sustainable practices in DOT services and facilities		
Other	Administrative Expenses	\$9,454
ORGANIZATIONAL EXCELLENCE (Non-Add)		\$8,000
TOTAL		\$828,343

EXHIBIT II-4
FY 2014 BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)

<u>ACCOUNT NAME</u>	<u>Mandatory/ Discretionary</u>	<u>FY 2012 ACTUAL</u>	<u>FY 2013 ANNUALIZED CR</u>	<u>FY 2014 REQUEST</u>
Vehicle Safety Research (GF)	D	\$ 140,146	\$ 141,004	\$ 148,343
Highway Safety Research & Develop. (TF)*	M	\$ 109,500	\$ 110,170	\$ 118,500
Highway Safety Research & Develop. (TF)		112,360	\$ 110,170	\$ 118,500
Highway Safety Research & Develop. (TF) (Baseline Adj)**		(2,860)	-	-
Highway Traffic Safety Grants (TF)	M	\$ 550,328	\$ 553,696	\$ 561,500
Highway Traffic Safety Grants (TF)		550,328	553,696	561,500
TOTAL:		<u>\$ 799,974</u>	<u>\$ 804,870</u>	<u>\$ 828,343</u>
	M	659,828	663,866	680,000
	D	140,146	141,004	148,343

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.
Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

**The baseline adjustment in FY 2012 represents excess contract authority, \$2.744M for Highway Safety and \$116K for National Driver Register.

EXHIBIT II-5

**FY 2014 OUTLAYS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)**

	M/D	FY 2012 ACTUAL	FY 2013 ANNUALIZED CR	FY 2014 REQUEST
Vehicle Safety Research (GF)	D	138,822	140,209	144,099
Highway Safety Research & Development (TF)	D	98,163	114,830	116,843
National Driver Register (TF)	D	1,843	599	199
National Driver Register Modernization	D	1,755	645	-
Highway Traffic Safety Grants (TF)	D	514,816	427,749	460,800
Consumer Assistance to Recycle and Save (CARS) (GF)	D	393	-	-
TOTAL OUTLAYS		755,792	684,032	721,941
Mandatory Outlays (M)		\$ -	\$ -	\$ -
Discretionary Outlays (D)		\$ 755,792	\$ 684,032	\$ 721,941

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: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

EXHIBIT II-6

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

SUMMARY TABLE

Program Category	Baseline Changes				FY 2014 Baseline Estimate	Program Increases / Decreases	FY 2014 Request
	FY 2013 Annualized CR	FY 2014 Pay Raises	GSA Rent	WCF Increase / Decrease			
<u>PERSONNEL RESOURCES (FTE)</u>							
Direct Program FTE	606				606	47	653
Reimbursable FTE	4				4	-	4
Total Direct and Indirect FTE	610				610	47	657
Salaries and Benefits (11 & 12)	85,090	627	-	22	85,739	5,869	91,608
Travel (21)*	1,429	-	-	-	1,429	(9)	1,420
Transportation of Things (22)	71	-	-	-	71	-	71
GSA Rent (23)	7,990	-	195	-	8,185	-	8,185
Rent, Communications & Utilities (23)	4,081	-	-	(13)	4,068	(11)	4,057
Printing (24)	359	-	-	(2)	357	-	357
Other Services (25)	28,397	-	-	848	29,245	(4,973)	24,272
Supplies (26)	1,087	-	-	-	1,087	(7)	1,080
Equipment (31)	1,031	-	-	-	1,031	(6)	1,025
Subtotal, Administrative**	129,535	627	195	855	131,212	863	132,075
VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS	147,122				147,122	13,146	160,268
VS - Rulemaking	20,714	-	-	-	20,714	4,206	24,920
VS - Enforcement	18,960	-	-	-	18,960	945	19,905
VS - Research and Analysis	35,946	-	-	-	35,946	2,372	38,318
HS - Highway Safety Programs****	44,429	-	-	-	44,429	730	45,159
HS - Research and Analysis	27,073	-	-	-	27,073	4,893	31,966
HIGHWAY TRAFFIC SAFETY GRANTS****	528,213	-	-	-	528,213	7,787	536,000
Sec. 402 Formula Grants	236,438	-	-	-	236,438	(1,438)	235,000
Sec. 405 Occupant Protection Grants	25,153	-	-	-	25,153	(25,153)	-
Sec. 406 Safety Belt Performance Grants	23,644	-	-	-	23,644	(23,644)	-
Sec. 406 Repurposed Safety Belt Performance Grants (NASS)	25,153	-	-	-	25,153	(25,153)	-
Sec. 408 State Traffic Safety Information System Grants	34,711	-	-	-	34,711	(34,711)	-
Sec. 410 Impaired Driving Countermeasures Grants	139,851	-	-	-	139,851	(139,851)	-
Sec. 2009 High Visibility Enforcement	29,177	-	-	-	29,177	(177)	29,000
Sec. 2010 Motorcycle Safety Grants	7,043	-	-	-	7,043	(7,043)	-
Sec. 2011 Child Safety and Booster Seat	7,043	-	-	-	7,043	(7,043)	-

EXHIBIT II-6

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

SUMMARY TABLE

Program Category	FY 2013 Annualized CR	Baseline Changes			FY 2014 Baseline Estimate	Program Increases / Decreases	FY 2014 Request
		FY 2014 Pay Raises	GSA Rent	WCF Increase / Decrease			
Section 405 National Priority Safety Programs	-	-	-	-	-	272,000	272,000
<i>Section 405 Occupant Protection Grants</i>	-	-	-	-	-	43,520	43,520
<i>Section 405 State Traffic Safety Information System Grants</i>	-	-	-	-	-	39,440	39,440
<i>Section 405 Impaired Driving Countermeasures Grants</i>	-	-	-	-	-	142,800	142,800
<i>Section 405 Distracted Driving Grants</i>	-	-	-	-	-	23,120	23,120
<i>Section 405 Motorcyclist Safety Grants</i>	-	-	-	-	-	4,080	4,080
<i>Section 405 State Graduated Driver Licensing Laws</i>	-	-	-	-	-	13,600	13,600
<i>Section 403h In-Vehicle Alcohol Detection Device Research*****</i>	-	-	-	-	-	5,440	5,440
Subtotal, Programs	675,335	-	-	-	675,335	20,933	696,268
GRAND TOTAL	804,870	627	195	855	806,547	21,796	828,343

Note: Totals may not add due to rounding.

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

NOTE: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

Note: FY 2013 reflects funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c).

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

**The payraise for Salaries and Benefits is 1.0 percent (.01 for .75 of the year) for FY 2014. The .005 inflation factor allowed has not been applied to Administrative Expenses due to austerity measures.

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

****Highway Traffic Safety Grants reflect updated section numbers and titles consistent with MAP-21.

*****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

Program Category	<u>Baseline Changes</u>						
	FY 2013 Annualized CR	FY 2014 Pay Raises	GSA Rent	WCF Increase /Decrease	FY 2014 Baseline Estimate	Program Increases / Decreases	FY 2014 Request
<u>PERSONNEL RESOURCES (FTE)</u>							
Direct Program FTE	340				340	29	369
Reimbursable FTE	-				-	-	-
Total Direct and Indirect FTE	340				340	29	369
Salaries and Benefits (11 & 12)	47,953	351	-	22	48,326	3,657	51,983
Travel (21)*	541	-	-	-	541	(4)	537
Transportation of Things (22)	71	-	-	-	71	-	71
GSA Rent (23)	1,531	-	(9)	-	1,522	-	1,522
Rent, Communications & Utilities (23)	3,005	-	-	(12)	2,993	(6)	2,987
Printing (24)	359	-	-	(2)	357	-	357
Other Services (25)	10,893	-	-	(2,458)	8,435	(1,717)	6,718
Supplies (26)	-	-	-	-	-	-	-
Equipment (31)	1,031	-	-	-	1,031	(6)	1,025
Subtotal, Administrative**	65,384	351	(9)	(2,450)	63,276	1,924	65,200
<u>PROGRAMS</u>							
Rulemaking	20,714	-	-	-	20,714	4,206	24,920
Enforcement	18,960	-	-	-	18,960	945	19,905
Research and Analysis	35,946	-	-	-	35,946	2,372	38,318
Subtotal, Programs	75,620	-	-	-	75,620	7,523	83,143
TOTAL, VEHICLE SAFETY RESEARCH	141,004	351	(9)	(2,450)	138,896	9,447	148,343

Note: Totals may not add due to rounding.

NOTE: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

Note: FY 2013 reflects funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c).

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

**The payraise for Salaries and Benefits is 1.0 percent (.01 for .75 of the year) for FY 2014. The .005 inflation factor allowed has not been applied to Administrative Expenses due to austerity measures.

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	FY 2013 Annualized CR	Baseline Changes			FY 2014 Baseline Estimate	Program Increases / Decreases	FY 2014 Request
		FY 2014 Pay Raises	GSA Rent	WCF Increase / Decrease			
<u>PERSONNEL RESOURCES (FTE)</u>							
Direct Program FTE	178				178	11	189
Reimbursable FTE	4				4	-	4
Total Direct and Indirect FTE	182				182	11	193
Salaries and Benefits (11 & 12)	24,881	185	-	-	25,066	1,332	26,398
Travel (21)*	509	-	-	-	509	(3)	506
Transportation of Things (22)	-	-	-	-	-	-	-
GSA Rent (23)	6,274	-	(38)	-	6,236	-	6,236
Rent, Communications & Utilities (23)	1,076	-	-	(1)	1,075	(5)	1,070
Printing (24)	-	-	-	-	-	-	-
Other Services (25)	4,841	-	-	1,328	6,169	(84)	6,085
Supplies (26)	1,087	-	-	-	1,087	(7)	1,080
Equipment (31)	-	-	-	-	-	-	-
Subtotal, Administrative**	38,668	185	(38)	1,327	40,142	1,233	41,375
<u>PROGRAMS</u>							
Highway Safety Programs***	44,429	-	-	-	44,429	730	45,159
Research and Analysis - NCSA	27,073	-	-	-	27,073	4,893	31,966
Subtotal, Programs	71,502	-	-	-	71,502	5,623	77,125
TOTAL, HIGHWAY SAFETY RESEARCH & DEVELOPMENT	110,170	185	(38)	1,327	111,644	6,856	118,500

Note: Totals may not add due to rounding.

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

Note: FY 2013 reflects funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c).

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

**The payraise for Salaries and Benefits is 1.0 percent (.01 for .75 of the year) for FY 2014. The .005 inflation factor allowed has not been applied to Administrative Expenses due to austerity measures.

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

EXHIBIT II - 6
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

HIGHWAY TRAFFIC SAFETY GRANTS

Program Category	FY 2013 Annualized CR	Baseline Changes			FY 2014 Baseline Estimate	Program Increases / Decreases	FY 2014 Request
		FY 2014 Pay Raises	GSA Rent	WCF Increase / Decrease			
<u>PERSONNEL RESOURCES (FTE)</u>							
Direct Program FTE	88				88	7	95
Reimbursable FTE	-					-	-
Total Direct and Indirect FTE	88				88	7	95
Salaries and Benefits (11 & 12)	12,256	91	-	-	12,347	880	13,227
Travel (21)*	379	-	-	-	379	(2)	377
Transportation of Things (22)	-	-	-	-	-	-	-
GSA Rent (23)	185		242		427	-	427
Rent, Communications & Utilities (23)	-	-	-	-	-	-	-
Printing (24)	-	-	-	-	-	-	-
Other Services (25)	12,663	-	-	1,978	14,641	(3,172)	11,469
Supplies (26)	-	-	-	-	-	-	-
Equipment (31)	-	-	-	-	-	-	-
Subtotal, Administrative**	25,483	91	242	1,978	27,794	(2,294)	25,500
<u>PROGRAMS***</u>							
Sec. 402 Formula Grants	236,438				236,438	(1,438)	235,000
Sec. 405 Occupant Protection Grants	25,153				25,153	(25,153)	-
Sec. 406 Safety Belt Performance Grants	23,644				23,644	(23,644)	-
Sec. 406 Repurposed Safety Belt Performance Grants (NASS)	25,153				25,153	(25,153)	-
Sec. 408 State Traffic Safety Information System Grants	34,711				34,711	(34,711)	-
Sec. 410 Impaired Driving Countermeasures Grants	139,851				139,851	(139,851)	-
Sec. 2009 High Visibility Enforcement	29,177				29,177	(177)	29,000
Sec. 2010 Motorcycle Safety Grants	7,043				7,043	(7,043)	-
Sec. 2011 Child Safety and Booster Seat	7,043				7,043	(7,043)	-
Section 405 National Priority Safety Programs	-	-	-	-	-	272,000	272,000
Section 405 Occupant Protection Grants	-	-	-	-	-	43,520	43,520
Section 405 State Traffic Safety Information System Grants	-	-	-	-	-	39,440	39,440
Section 405 Impaired Driving Countermeasures Grants	-	-	-	-	-	142,800	142,800
Section 405 Distracted Driving Grants	-	-	-	-	-	23,120	23,120
Section 405 Motorcyclist Safety Grants	-	-	-	-	-	4,080	4,080
Section 405 State Graduated Driver Licensing Laws	-	-	-	-	-	13,600	13,600
Section 403h In-Vehicle Alcohol Detection Device Research****	-	-	-	-	-	5,440	5,440
Subtotal, Programs	528,213	-	-	-	528,213	7,787	536,000
TOTAL, HIGHWAY TRAFFIC SAFETY GRANTS	553,696	91	242	1,978	556,007	5,493	561,500

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

Note: Totals may not add due to rounding.

Note: FY 2013 reflects funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c).

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

**The payraise for Salaries and Benefits is 1.0 percent (.01 for .75 of the year) for FY 2014. The .005 inflation factor allowed has not been applied to Administrative Expenses due to austerity measures.

***Highway Traffic Safety Grants reflect updated section numbers and titles consistent with MAP-21.

****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 2012 ACTUAL	FY 2013 ANNUALIZED CR	FY 2014 REQUEST	FY 2014 - FY 2013 CHANGE
DIRECT:	\$ 11,351	\$ 11,390	\$ 12,245	\$ 855
SUBTOTAL	<u>11,351</u>	<u>11,390</u>	<u>12,245</u>	<u>855</u>
TOTAL	<u>\$ 11,351</u>	<u>\$ 11,390</u>	<u>\$ 12,245</u>	<u>\$ 855</u>

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

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 2012 ACTUAL	FY 2013 ANNUALIZED CR	FY 2014 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
<u>Operations and Research</u>	502	518	558
Vehicle Safety Research (GF)	328	340	369
Highway Safety Research and Development (TF)*	174	178	189
Highway Traffic Safety Grants (TF)	87	88	95
SUBTOTAL, DIRECT FUNDED	589	606	653
<u>REIMBURSEMENTS/ALLOCATIONS/OTHER**</u>			
Highway Safety Research and Development (TF)	3	4	4
SUBTOTAL, REIMBURSE./ALLOC./OTH.	3	4	4
TOTAL FTEs***	592	610	657

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

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

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

EXHIBIT II-9

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

	<u>FY 2011 ACTUAL</u>	<u>FY 2012 ACTUAL</u>	<u>FY 2013 ANNUALIZED CR</u>	<u>FY 2014 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>				
<u>Operations and Research</u>	<u>526</u>	<u>517</u>	<u>533</u>	<u>613</u>
Vehicle Safety Research (GF)	344	338	350	408
Highway Safety Research and Development (TF)	182	179	183	205
National Driver Register (TF)*	8	-	-	-
Highway Traffic Safety Grants (TF)	88	87	88	102
SUBTOTAL, DIRECT FUNDED	<u>622</u>	<u>604</u>	<u>621</u>	<u>715</u>
<u>REIMBURSEMENTS/ALLOCATIONS/OTHER**</u>				
Highway Safety Research and Development (TF)	-	3	4	4
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>-</u>	<u>3</u>	<u>4</u>	<u>4</u>
TOTAL POSITIONS***	<u>622</u>	<u>607</u>	<u>625</u>	<u>719</u>

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

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

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

***Starting in FY 2012, Administrative FTPs within the Agency have been realigned across all funds based primarily on Direct FTP allocation, where applicable.

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Explanation of Major Funding Changes from FY 2013 – FY 2014

NHTSA's request of \$828,343,000 in FY 2014 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.

Below are highlights of NHTSA's FY 2014 budget request, which is based on P.L. 112-141, MAP-21, and existing authorization for NHTSA's vehicle safety programs. As part of this budget, FY 2013 reflects funding based on FY 2012 levels increased by 0.612% in accordance with P.L. 112-175, Continuing Appropriations Act, 2013 section 101(c), and ties to the Office of Management and Budget (OMB) MAX system. The comparisons presented within the budget present the change from the FY 2013 Annualized CR level versus the FY 2014 MAP-21 authorization.

The FY 2014 request is \$23.5 million higher than the FY 2013 Annualized CR funding level. 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 FY 2014, \$148.3 million is requested for Vehicle Safety Research activities, an increase of \$7.3 million from FY 2013, including 29 new Full-Time Equivalents (FTEs). The funding will support continued and new activities in the areas of Rulemaking, Enforcement, and Research and Analysis.

Highlights:

New Car Assessment Program - Rulemaking:

- \$14.0 million - The increase of \$3.6 million in FY 2014 in the New Car Assessment Program is due to additional testing needed to achieve the desired level of 85 percent of the model year fleet to be covered within NCAP and new Vehicle-CRS Fit Program.

Vehicle Safety Compliance – Enforcement:

- \$9.1 million – The increase of \$1.0 million in FY 2014 will allow us to complete critical testing of new vehicles for compliance with crashworthiness and crash avoidance standards, and critical equipment compliance testing, as well as continue to enforce

CAFE (Corporate Average Fuel Economy) regulations for passenger vehicles and light trucks.

Biomechanics – Research and Analysis

- \$11.0 million – The decrease of \$3.3 million is an artificial reduction reflecting placement of \$3.264 million in this program in FY 2013. The request is actually \$67K lower than the FY 2013 Annualized CR funding.

Alternative Fuel Vehicle Safety - Research and Analysis:

- \$3.0 million - The increase of \$1.5 million in FY 2014, Alternative Fuel Vehicle Safety will enable NHTSA to focus on research efforts into the safety of emerging battery and stored gas technologies used in electric, hybrid, fuel cell, and internal combustion engine vehicles.

Vehicle Electronics and Emerging Technology - Research and Analysis:

- \$2.0 million - The increase of \$2.0 million in FY 2014 for Vehicle Electronics and Emerging Technology will enable NHTSA to create the new division, address vehicle cyber security, conduct testing, acquire data and improve electronic systems reliability.

Vehicle Research and Test Facility - Research and Analysis:

- \$2.5 million - The increase of \$2.5 million will enable NHTSA to undertake activities to provide the capability of advanced testing of emergent technologies at our Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio.

In FY 2014, \$118.5 million is requested for Highway Safety Research and Development, an increase of \$8.3 million above the FY 2013 Annualized CR funding level and consistent with MAP-21. The majority of this increase is for funding to support our Data Collection efforts, which are a preeminent source of traffic safety information at the Federal, state and local levels, and also for administrative expenses, including 11 new FTEs.

In FY 2014, \$561.5 million is proposed for NHTSA's Highway Traffic Safety Grants, an increase of \$7.8 million above the FY 2013 Annualized CR funding level and consistent with MAP-21. The net \$7.8 million increase is in program funding to Section 405, National Priority Safety Programs and ties to MAP-21.

Grant Programs		FY 2013 Annualized CR	FY 2014 Request	Increases / (Decreases)
Section 402	Formula Grants	\$ 236.4	\$ 235.0	\$ (1.4)
Section 405	Occupant Protection	32.2	43.5	11.3
Section 405	State Traffic Safety Information Systems Grants	34.7	39.5	4.8
Section 405	Impaired Driving Countermeasures Grants	139.9	142.8	2.9
Section 405	Distracted Driving Grants	-	23.1	23.1
Section 405	Motorcyclist Safety Grants	7.0	4.1	(2.9)
Section 405	State Graduated Driver Licensing Laws	-	13.6	13.6
Section 403h	In-Vehicle Alcohol Detection Device Research	-	5.4	5.4
Section 406	Safety Belt Performance Grant	23.6	-	(23.6)
Section 406	Repurposed Safety Belt Performance Grant - for Data Modernization (NASS)	25.2	-	(25.2)
Section 2009	High Visibility Enforcement	29.2	29.0	(0.2)
	Administrative Expenses	25.5	25.5	-
		<u>\$ 553.7</u>	<u>\$ 561.5</u>	<u>\$ 7.8</u>

The grant administrative expenses reflect a net increase of \$17 thousand, including a \$1.1 million increase in Salaries and Benefits for 7 new FTEs offset by lower non-pay expenses that are realigned to other administrative areas of NHTSA's budget.

Also, Highway Safety Research & Development and Highway Traffic Safety Grants funding is mandatory, attributed to the Transportation Trust Fund (TTF). Vehicle Safety Research funding and spending is discretionary, attributed to the General Fund (GF).

NHTSA Administrative Expenses Overview

The FY 2014 budget request includes a total budget of \$828,343,000 and 653 FTEs, an increase of 47 FTEs from the FY 2013 Annualized CR level. NHTSA requests \$132,074,673 for Administrative Expenses. This is an increase of \$2,538,972 above the FY 2013 Annualized CR level of \$129,535,701. The increase in administrative expenses is mainly due to increases in Salaries and Benefits of \$6,517,308 (for 47 FTEs and .01 pay raise proposed for FY 2014). However, non-pay reductions in Other Services partially offset the administrative increases.

Offsets primarily to administrative expenses and Vehicle Safety Programs are the result of funding that was provided in the FY 2012 Enacted budget that carried over into the FY 2013 continuing resolution.

NHTSA requests 653 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 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	FY 2014 vs FY 2013 Change
<u>PERSONNEL RESOURCES</u>				
FTE - DIRECT	589	606	653	47
FTE - REIMBURSABLE	3	3	4	1
Total FTE	592	609	657	48

Administrative Expenses

Salaries and Benefits (11 & 12)	\$84,300,116	\$85,090,007	\$91,607,315	\$6,517,308
Travel (21)	1,419,903	1,428,592	1,419,903	(8,689)
Transportation of Things (22)	70,184	70,614	70,184	(430)
Rent, Communications & Utilities (23)	11,997,864	12,071,290	12,241,516	170,226
Printing (24)	356,927	359,111	356,927	(2,184)
Other Services (25)	25,547,272	28,397,702	24,273,328	(4,124,374)
Supplies (26)	1,080,375	1,086,987	1,080,375	(6,612)
Equipment (31)	1,025,125	1,031,398	1,025,125	(6,273)
Administrative Expenses Total	\$125,797,766	\$129,535,701	\$132,074,673	\$2,538,972

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

Note: FY's 2012 and 2014 include \$4,967,000 and \$1,656,000 for Highway Safety Research and NOPUS, respectively, and \$579,000 for Regulatory Analysis. An increase of 0.612% has been added in FY 2013 to each of the 3 programs.

Salaries and Benefits - \$91,607,315 (increases by \$6,517,308)

NHTSA is increasing its FTE request from FY 2013 by 47 FTE to provide enhanced attention to the critical safety programs administered by the Agency.

All Other Services - \$40,467,358 (decreases by \$3,978,336)

This decrease of \$4.0 million is primarily attributed to offsets resulting from funding that was provided in the FY 2012 Enacted budget that carried over into the FY 2013 continuing resolution.

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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, \$148,343,000, of which \$20,000,000 shall remain available until September 30, 2015.

Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

**OPERATIONS AND RESEARCH
VEHICLE SAFETY
PROGRAM AND FINANCING SCHEDULE**

Description	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request
Obligations by Program Activity			
Rulemaking	22,851,810	20,713,570	24,919,960
Enforcement	18,122,116	18,959,828	19,905,367
Research and Analysis	36,783,278	35,945,810	38,317,937
Administrative Expenses	64,954,924	65,384,485	65,199,736
Total Direct Obligations	142,712,128	141,003,693	148,343,000
Reimbursable Program	-	-	-
Total new obligations	142,712,128	141,003,693	148,343,000
Budgetary Resources			
Unobligated balance brought forward, Oct 1	2,484,794	1,542,756	2,000,000
Resources available from recoveries	666,588	-	-
Anticip Recov prior year unpaid obligations unexpired	-	1,000,000	1,000,000
Unobligated balance available (total)	3,151,382	2,542,756	3,000,000
Budget Authority			
Appropriation (disc.)	140,146,000	141,003,693	148,343,000
Appropriations transferred from other accts (disc.)	4,920	-	-
Appropriations permanently reduced (disc.)	-	-	-
Appropriation (total)	140,150,920	141,003,693	148,343,000
Spending authority from offsetting collections (disc.)			
Collected	1,000,000	440,000	440,000
Spending authority from offsetting collections (disc.) (total)	1,000,000	440,000	440,000
Total budgetary resources (disc and mand)	144,302,302	143,986,449	151,783,000
Change in Obligated Balance			
Unpaid obligations, brought forward, October 1 (gross)	80,429,517	78,271,446	77,501,641
Obligations incurred (gross) - Unexpired accounts	140,927,763	140,439,678	148,194,657
Obligations incurred (gross) - Outlays (gross)	(139,871,313)	(140,209,483)	(144,098,631)
Recoveries of prior year unpaid obligations, unexpired accts (-)	(666,588)	(1,000,000)	(1,000,000)
Recoveries of prior year unpaid obligations, expired accts (-)	(2,547,933)	-	-
Unpaid obligated balance, end of year (gross)	78,271,446	77,501,641	80,597,667
Outlays (disc) (gross)			
Outlays from new discretionary authority	86,235,369	81,782,142	86,038,940
Outlays from discretionary balances	53,635,944	58,427,341	58,059,691
Total outlays (gross)	139,871,313	140,209,483	144,098,631

**OPERATIONS AND RESEARCH
VEHICLE SAFETY
OBJECT CLASS SCHEDULE**

Description	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request
Direct Obligations			
<u>Personnel Compensation</u>			
Full-time permanent	38,107,753	37,133,629	40,624,152
Other than full-time permanent	324,055	326,038	356,686
Other personnel compensation	561,173	564,608	617,682
Total personnel compensation	38,992,981	38,024,275	41,598,520
Civilian personnel benefits	10,018,094	9,777,569	10,605,789
Travel and Transportation of Persons	537,513	540,802	537,513
Transportation of things	70,184	70,614	70,184
Rental payments to GSA	1,521,559	1,530,871	1,521,559
Communications, utilities, and miscellaneous charges	2,091,244	3,005,217	2,986,937
Printing and reproduction	356,927	359,111	356,927
Other services	51,315,223	50,718,026	51,322,509
Research and development contracts	36,783,278	35,945,810	38,317,937
Supplies and materials	-	-	-
Equipment	1,025,125	1,031,398	1,025,125
Grants and subsidies	-	-	-
Reimbursable obligations: Research & Development	-	-	-
Total new obligations	142,712,128	141,003,693	148,343,000

EXHIBIT III-1

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

	FY 2012 ACTUAL	FY 2013 ANNUALIZED CR	FY 2014 REQUEST	FY 2014 - FY 2012 CHANGE
Rulemaking	\$ 21,700	\$ 20,714	\$ 24,920	\$ 3,220
Enforcement	19,394	18,960	19,905	511
Research and Analysis	34,065	35,946	38,318	4,253
Administrative Expenses*	64,987	65,384	65,200	213
TOTAL, VEHICLE SAFETY (GF)	\$ 140,146	\$ 141,004	\$ 148,343	\$ 8,197
Direct Funded	328	340	369	41
Reimbursable, allocated, other	-	-	-	-

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

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

EXHIBIT III - 1a
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2013 TO FY 2014
Appropriations, Obligation Limitations, and Exempt Obligations

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
(\$000)

ITEM	Change from FY 2012 to FY 2014	Change from FY 2012 to FY 2014 FTEs by Program
Vehicle Safety Base	140,146	328
Adjustments to Base		
FY 2014 #FTE Per Program Change	2,472	41
Annualization of FY 2013 Pay Raise	-	
Annualization of FY 2013 FTE	-	
FY 2014 Pay Raise	351	
GSA Rent	-	
WCF	(942)	
Inflation	-	
Subtotal, Adjustment to Base	1,881	41
Program Increases/Decreases	6,316	-
Total Net Increases/Decreases	8,197	41
FY 2014 REVISED REQUEST	148,343	369

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

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

VEHICLE SAFETY

Program and Performance Statement

The FY 2014 budget request includes \$148,343,000 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 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; undertake activities to provide the capability of advanced testing of emergent technologies; and issuance and enforcement of fuel economy (CAFE) standards.

FY 2014 – Vehicle Safety

\$148,343,000

Program Activity	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
Rulemaking	\$21,699,645	\$20,713,570	\$24,919,960	\$3,220,315
Enforcement	\$19,394,500	\$18,959,828	\$19,905,367	\$510,867
Vehicle Safety Research and Analysis	\$34,065,089	\$35,945,810	\$38,317,937	\$4,252,848
Vehicle Safety Administrative Expenses	\$64,986,766	\$65,384,485	\$65,199,736	\$212,970
Total	\$140,146,000	\$141,003,693	\$148,343,000	\$8,197,000

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

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 2014, 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 underride, and new advanced technologies. Rulemaking also supports the Safety goal by developing consumer information through testing the vehicle fleet, as part of the Agency's 5-Star Safety Ratings. Funding in FY 2014 will allow new vehicle safety ratings on approximately 85 percent of the model year 2015 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 and will provide ratings for the new Vehicle-Child Restraint System Fit program.

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

Enforcement Programs: (\$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 in 2014 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 in FY 2014 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 activities to provide the capability of advanced testing of emergent technologies at the Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio.

Vehicle Safety Administrative Expenses: (\$65,199,736)

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 2014, 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 research/data/rulemaking/enforcement approach, and include electronics reliability and security, crash avoidance, crashworthiness, alternative fuel vehicles, and fuel efficiency. Effective pursuit of these important initiatives for the benefit of the American public will require investment in the necessary human resources and programs.

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

FY 2014 – RULEMAKING

\$24,919,960

Program Activity	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
Safety Standards Support	\$2,295,400	\$2,309,448	\$3,000,000	\$704,600
New Car Assessment Program	\$11,409,435	\$10,435,692	\$14,000,000	\$2,590,565
Fuel Economy Program	\$7,900,000	\$7,948,348	\$7,900,000	\$0
Transportation/Climate Change Center	\$19,960	\$20,082	\$19,960	\$0
Theft Program*	\$74,850	\$0	\$0	(\$74,850)
Total	\$21,699,645	\$20,713,570	\$24,919,960	\$3,220,315

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

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

In FY 2014, we are requesting \$24,919,960 for Rulemaking programs, which is \$3,220,315 more than the FY 2012 funding level. Funding at this level will allow us to maintain our core programs and continue to implement key initiatives from FY 2013:

- Expand our ability to assess and address emerging safety needs to more expeditiously protect the public from safety risks, particularly in the areas of crash avoidance technologies and vehicles using alternative fuels.
- Initiate rulemaking activities for the CAFE program for 2022 and beyond and continue rulemakings dealing with the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program and complete analyses under the National Environmental Policy Act that support these rulemakings.
- Implement the enhanced NCAP program by providing consumers with comparative safety information for 85 percent of the new vehicle fleet for Model Year 2015.

Our 2014 request includes a request for 12.5 additional FTEs in FY 2014, which are necessary to complete the goals described in the current budget. Without the funding requested for Rulemaking in FY 2014, 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 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$2,295,400	\$2,309,448	\$3,000,000	\$704,600

NHTSA's Safety Standards Support program provides the technical support needed to develop Federal Motor Vehicle Safety Standards (FMVSS) in the key areas of crash avoidance, crashworthiness and consumer information. This support includes test method development to upgrade existing standards or promulgate new ones, determination of injury reduction benefits, and testing of products to establish baseline performance. This support also includes the international harmonization of vehicle safety standards with other countries.

Why Is This Particular Program Necessary?

The activities funded through the Safety Standards Support program will support the Department's Safety goal through the promulgation of FMVSSs. Crash avoidance, crashworthiness and consumer information activities are necessary to address safety problems that are emerging, but are not currently addressed by existing safety requirements, by developing and finalizing standards or developing consumer information activities that cross-cut several of the agency's vehicle safety programs. This program will also support rulemaking activities associated with MAP-21.

How Do You Know The Program Works?

Motor vehicle safety has improved over the years due to improved vehicle designs, many of which were a result of FMVSS. 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 2014 we request \$3,000,000 for Safety Standards Support, which is \$704,600 more than the FY 2012 funding level. Funding at this level will allow us to carry out planned agency programs and initiate new ones as deemed necessary for safety, such as addressing potential safety issues related to vehicle electronics, alternative fuel and electric vehicles, motorcoaches, pedestrians, child passengers, heavy vehicle underride, and new advanced technologies. At this

level and as part of the President's goal to reduce U.S. dependence on foreign oil, improve vehicle efficiency, reduce vehicle emissions, and make electric and alternative fuel vehicles a practical, cost-effective, and safe choice for a large number of Americans, NHTSA will continue to develop test procedures and performance requirements for alternative fuel vehicles (compressed natural gas, liquid petroleum gas, liquid natural gas, hydrogen, battery electric vehicles).

In FY 2014, in accordance with the Pedestrian Safety Enhancement Act of 2010, NHTSA will issue a Final Rule requiring a minimum sound for hybrid and electric vehicles. Also, in FY 2014, NHTSA will work to finalize several regulations aimed at improving motorcoach and truck tractor safety. 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. Additionally, regulatory activities are anticipated in the areas of child restraint and anchorage systems, seat belt reminder systems, 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, alternative fuel vehicle safety, and advanced motor vehicle lighting. Many of these activities are associated with MAP-21 requirements. NHTSA will also work with international partners in an effort to investigate alternative regulatory approaches, mitigate risks and set the stage for future harmonized standards.

Justification for Additional FTE:

In 2014, we are requesting 8.5 FTEs to support rulemaking activities in the areas of alternative fuel and electric vehicle safety, motorcoach evacuation and flammability, pedestrian protection, light-weighting vehicles, advanced technologies such as advanced braking and other collision avoidance systems for commercial and light vehicles, stability control for medium duty vehicles, and more advanced vehicle lighting systems. Without the additional FTEs, the Agency will not be able to implement guidelines and/or safety regulations to address these emerging safety areas and associated new technologies.

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

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$11,409,435*	\$10,435,692	\$14,000,000	\$2,590,565

**Includes addition of \$1M in discretionary funds.*

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

NCAP is developing a Vehicle-Child Restraint System (CRS) Fit program, which will provide voluntary recommendations from the vehicle manufacturers regarding the compatibility between CRSs (also known as child safety seats) and passenger vehicles. The intent of this program is to help parents and caregivers find a CRS that fits their vehicle. We anticipate publishing a final decision notice on the Vehicle-CRS Fit program in FY 2013 and implementing the program in the same fiscal year.

NCAP is also considering adding additional crash avoidance advanced technology to the current list of recommended crash avoidance technologies. Currently, NCAP recommends Lane Departure Warning, Forward Collision Warning and Electronic Stability Control to consumers when a manufacturer demonstrates the technology on its vehicle meets the NCAP performance specification. We plan to make a decision on the next advanced technology in FY 2013.

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 safety rating 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 safercar.gov. Currently, we are developing a new consumer information program that will be part of NCAP to assist parents and caregivers in finding a child safety seat that fits in their vehicles.

How Do You Know The Program Works?

The success of the program can be measured in how consumers have used this information in making their purchasing decision, which encourages manufacturers to continually improve safety. For example, prior to the program enhancements, approximately 97 percent of new vehicles received 4- or 5-star ratings for the driver in frontal crashes, compared to approximately 30 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 2014, we request \$14,000,000 for NCAP, which is \$2,590,565 more than the FY 2012 funding level. This request includes funds for additional testing to achieve the desired level of 85 percent of the model year fleet to be covered within NCAP. The request also includes additional funds for the new Vehicle-CRS Fit program. The requested amount also will support NCAP in its effort to continually improve consumer awareness of its 5-star safety ratings program including information on advanced crash avoidance technologies as well as child safety information.

Specifically, in FY 2014, we will:

- Conduct vehicle crash and rollover resistance tests to provide consumers with new vehicle safety ratings on approximately 85 percent of the model year 2015 vehicle fleet.
- Provide consumers with vehicle safety ratings through www.safercar.gov, in agency publications, and at the point of sale.
- Implement updates to the crash avoidance advanced technologies program.
- Promote the program's 5-Star Safety Ratings and increase consumer awareness of the program via social media and mobile application.
- Continue to educate consumers about the crash test and advanced technologies information programs through partnerships, www.safercar.gov website and other outlets.
- Provide consumers with child safety seat Ease of Use Ratings.

- Promote the new consumer information program, the Vehicle-CRS Fit program, which provides parents and caregivers with information about which child safety seats fit in their vehicles to improve their confidence in, and comfort with, using the child safety seats, and ultimately reduce installation mistakes.
- Redesign web pages on www.safercar.gov to incorporate child safety seat Ease of Use Ratings information, as well as information on vehicle-CRS fit recommendations, with the vehicle safety ratings information and provide a one-stop shop for consumers.
- Provide consumers with up-to-date information about unforeseen hazards, such as dangers to children. This information will include the dangers of and how to prevent backovers, heat stroke in vehicles, power window injuries, vehicle rollaways, seat belt entanglement, and trunk entrapment.
- Provide consumers with up-to-date information on vehicle safety information such as 15-passenger van safety and tire safety.

Although NCAP recently implemented major program enhancements, we are currently working on several initiatives to constantly improve the program and consequently encourage vehicle manufacturers to produce safer vehicles.

Justification for Additional FTEs

In 2014, NCAP requires 2.5 additional FTEs to provide engineering support and program management for the next major crashworthiness program upgrade. Specifically, crashworthiness expertise is needed in developing appropriate test procedures and performance criteria that will drive safety changes in the real world. The FTE's are needed for drafting proposed changes, responding to internal/external comments, and implementing the new NCAP program, as well as supporting the redesign of the safercar.gov website. These additional FTEs will also support the new Vehicle-CRS fit program and the growing crash avoidance advanced technology program. Without the additional FTE, resources will be extremely constrained around the normal NCAP daily operations and will not allow us the needed time to dedicate toward the new program.

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$7,900,000	\$7,948,348	\$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 also working jointly with the Environmental Protection Agency (EPA) to establish standards that improve fuel economy of vehicles and reduce greenhouse gas emissions. By establishing harmonized standards, the automotive industry can build one single national fleet that meets the requirements of both EISA and the Clean Air Act. In addition, it will provide consumers with savings at the pump.

How Do You Know The Program Works?

The 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 recently proposed 2017-2025 CAFE regulations are projected to save 3.9 billion barrels of oil and reduce CO₂ emissions by 1.7 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 of

more than \$2,600 for the vehicle owner. The recently issued 2014-2018 Medium- and Heavy-Duty Vehicle regulations are projected to save 530 million barrels of oil, reduce CO₂ 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 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, continue rulemaking activities for the CAFE program for 2022 and beyond, and 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 propose fuel economy standards for heavy-duty truck trailers. The agency will continue to improve the fuel economy programs, conducting respective analyses and looking at potential refinements and enhanced analytical approaches. The FY 2014 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 early FY 2014, and a Final Rule and Final Environmental Impact Statement in early FY 2015.
- Initiate a retrospective analysis of fuel efficiency rulemaking to assess the accuracy of projections.
- Issue a final rule for a new consumer information program on vehicle fuel efficiency.

Light Duty Vehicles

- Develop technical information in support of continuing development of fuel economy standards, including conducting technical and economic studies assessing the potential to improve fuel economy for model years 2022 and beyond.

Justification for Additional FTEs

In 2014, the Fuel Economy Program requires 1.5 additional FTEs to support future rulemaking programs including the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, comprehensive rulemaking activity for the CAFE program for model years 2022 and beyond, and analyses under the National Environmental Policy Act to support these programs. These FTEs will also support the consumer tire fuel efficiency rating program and consumer education programs as well as analytical studies of the effects of vehicle mass reduction on safety and the effects of fuel economy standards on consumer purchasing decisions.

RULEMAKING**Transportation/Climate Change Center**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 – 2012
\$19,960	\$20,082	\$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 2014 – ENFORCEMENT

\$19,905,367

Program Activity	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
Vehicle Safety Compliance	\$8,629,808	\$8,129,256	\$9,140,675	\$510,867
Safety Defects Investigation	\$10,611,000	\$10,675,939	\$10,611,000	\$0
Odometer Fraud	\$153,692	\$154,633	\$153,692	\$0
Total	\$19,394,500	\$18,959,828	\$19,905,367	\$510,867

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

In FY 2014, we are requesting \$19,905,367 for Enforcement programs, which is an increase of \$510,867 from the FY 2012 funding level. Funding at this level will allow us to maintain our core programs and take on several key initiatives, such as:

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

Without the additional funding requested for Enforcement in FY 2014, we will not be able to address safety concerns with emerging technologies or meet the heightened expectations that Congress and the public now have for the breadth and depth of NHTSA’s enforcement programs.

In 2014, we are requesting 8.5 additional FTEs, which are necessary for complete fulfillment of the goals described in the current budget.

ENFORCEMENT**Vehicle Safety Compliance**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$8,629,808*	\$8,129,256	\$9,140,675	\$510,867

**Includes addition of \$550K in discretionary funds.*

What Is This Program?

The Office of Vehicle Safety Compliance (OVSC) conducts activities that contribute to the Department’s goal of reducing highway fatalities. Failure of motor vehicles and items of motor vehicle equipment (tires, child safety restraints, etc.) to comply with Federal Motor Vehicle Safety Standards (FMVSS) can lead to fatalities, injuries, and property damage. The FMVSS define minimum levels of safety performance, including crash protection, crash survivability, crash avoidance, and other requirements for motor vehicles and equipment. The program works closely with Rulemaking on the development of new and amended FMVSS and develops objective and repeatable test procedures that 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 also determines whether vehicles that were not manufactured to comply with U.S. safety standards may be imported based on evidence that the vehicles can be modified so as to comply. The program enforces the Corporate Average Fuel Economy (CAFE) regulations by ensuring proper vehicle classification, collecting civil penalties, tracking any available credits, and monitoring the transfer and trading of credits.

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

The Vehicle Safety Compliance program develops and implements the performance tests to help ensure the auto industry’s compliance with the FMVSS, thus saving thousands of lives in recent

years through crash protection (e.g., seat belts and airbags) and crash avoidance (e.g., electronic stability control).

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.

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

In FY 2014, NHTSA is requesting \$9,140,675 for the Vehicle Safety Compliance program, which is \$510,867 more than the FY 2012 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 2014, 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 2014 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. Vehicles and equipment that do not comply with the FMVSS or that contain safety-related defects can be denied entry to the U.S. Funds are needed to analyze exports of motor vehicles and equipment to the U.S. at their source, and to collect and analyze data on the flow of those exports to the U.S. Funds are also needed to address appeals to commodity seizures resulting from our targeting of products at the ports. Finally, funds are needed for the resulting 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 in order to assist in the development and implementation of potential safety standards for electronic systems performance, event data recorders, 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. The 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 due to credit trading and expanded test procedures for CAFE attribute measurements.

The requested funding will enable NHTSA to accomplish these objectives in FY 2014:

- Complete critical vehicle crashworthiness and crash avoidance compliance testing by September 2014, including testing for compliance with, and/or developing test procedures for, several new or substantially revised standards including tire efficiency, heavy vehicle tires, heavy vehicle Electronic Stability Control (ESC), roof crush, side impact, and ejection mitigation. Complete critical equipment compliance testing (including items such as child seats, seat belts, and brake hoses) by September 2014.
- Continue outreach to foreign vehicle and equipment manufacturers and focused enforcement of imported motor vehicle equipment.
- Ensure registered importer applications and vehicle importation eligibility petitions are processed in a timely manner.
- Continue enforcement of existing CAFE standards and regulations, including system for trading of compliance credits.
- Continue compliance testing program for motorcoach occupant protection.
- Continue tire efficiency rating program for replacement tires and relevant enforcement activities.
- 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 new entrants into motor vehicle manufacturing both inside and outside the US and imported motor vehicle equipment for compliance with the FMVSS.
- Continue to monitor and test emerging alternative fuel systems, such as hybrid electric, electric, fuel cell, and compressed natural gas (CNG).

Justification for Additional FTE:

Vehicle Safety Compliance requires 6.5 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. Three FTEs are needed to support the crash avoidance technologies safety and vehicle electronic controls programs. In addition one FTE is needed to provide program support to the CAFE system, and another 1.5 FTEs are needed to support the alternative fuel systems program.

ENFORCEMENT**Safety Defects Investigation**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$10,611,000	\$10,675,939	\$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.

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

In FY 2014, NHTSA is requesting \$10,611,000 for Safety Defects Investigation activities, which is the same as the FY 2012 funding level. In FY 2013, 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 2014 request will enable NHTSA's defects investigation program to maintain an average completion time for an investigation at eight months, maintain the quality of the screening and investigation processes, maintain the vehicle recall completion rate, continue to monitor recalls for adequacy of scope and remedy, continue to promote the vehicle safety hotline and www.safercar.gov to consumers to increase defects reporting, and continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current. In addition, funds will further the implementation and maintenance of an advanced data mining and analytical tool, 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. During FY 2013, ODI will complete deployment of this advanced full-text data mining and analytical capability, as recommended by the Department's Office of Inspector General (OIG). The CIF is designed to understand the natural tendencies of written complaints and identify potential areas for defect investigators to review. The tool's business intelligence capability enables faster, more reliable results from data. Funding requested for FY 2014 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 objectives in FY 2014:

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

- Review all manufacturer technical service bulletins to ensure that consumers receive appropriate notification of safety-related problems.
- Review all manufacturer input to the EWR system

Justification for Additional FTE:

Safety Defects Investigation requires two 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).

ENFORCEMENT**Odometer Fraud**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$153,692	\$154,633	\$153,692	\$0

Odometer tampering continues to be a serious crime and consumer fraud issue, often masking the actual condition of used vehicles, which increases the safety risks associated with their use and may hide the need for necessary safety maintenance and repairs. In 2002, NHTSA determined that there are more than 450,000 vehicles sold each year with odometers that have been rolled back, defrauding American car buyers out of at least \$1 billion annually. Strong enforcement of the Federal and State odometer laws (i.e., prosecutions with stiff sentences) appears to be the most effective way to address the problem.

NHTSA’s criminal investigators conduct investigations of large-scale odometer fraud schemes and work closely with Department of Justice Office of Consumer Litigation prosecutors to ensure that worthy cases are effectively prosecuted. 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 2014, NHTSA is requesting \$153,692 for the Odometer Fraud Investigation program, which is the same as the FY 2012 funding level. The FY 2014 funding will allow NHTSA to award cooperative agreements to multiple state enforcement agencies to encourage those states to investigate odometer fraud for criminal prosecution, seek injunctions against violators, and seek recovery of damages for defrauded customers.

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 odometers with almost no way for detection and no conclusion about the extent of damage they do to other data recorders on a vehicle. As a result, odometer fraud investigations require additional investigative including extensive partnering with State and Local law enforcement agencies.

This funding level for FY 2014 supports a range of activities to:

- Investigate odometer fraud for criminal prosecution.
- Seek injunctions against violators.
- Seek recovery of damages for defrauded consumers.
- 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 statements.
- Ensure that investigators receive the requisite training and equipment 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 2014 – VEHICLE SAFETY RESEARCH AND ANALYSIS

\$38,317,937

Program Activity	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
Safety Systems	\$9,009,548	\$8,259,790	\$8,210,000	(\$799,548)
Biomechanics	\$10,978,000	\$14,309,291	\$10,978,000	\$0
Heavy Vehicles	\$2,110,770	\$2,123,688	\$2,000,000	(\$110,770)
Crash Avoidance	\$8,787,792	\$8,137,289	\$8,088,000	(\$699,792)
Alternative Fuels Vehicle Safety	\$1,500,000	\$1,509,180	\$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)*	\$1,297,400	\$0	\$0	(\$1,297,400)
National Automotive Sampling System (NASS)*	\$381,579	\$0	\$0	(\$381,579)
Crash Data Collection*	\$0	\$1,606,572	\$1,541,937	\$1,541,937
Total	\$34,065,089	\$35,945,810	\$38,317,937	\$4,252,848

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

*In FY 2013, FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned into Crash Data Collection. In FY's 2013 and 2014, 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.

Note: In FY 2013, Biomechanics reflects \$3.264M in discretionary NVS program funds, subject to future management decisions.

In FY 2014 we are requesting \$38,317,937 for Vehicle Safety Research and Analysis programs, which is \$4,252,848 more than the FY 2012 funding level. The requested funding for the Vehicle Research and Test Facility will enable NHTSA to undertake activities to provide the capability of advanced testing of emergent technologies at the Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio. The funds will also enable NHTSA to implement the Vehicle Electronic and Emerging Technology program to conduct critical research on alternative fuels vehicle safety.

In 2014, Vehicle Safety Research and Analysis is requesting an additional 8 FTEs, which are necessary for complete fulfillment of the goals described in the current budget.

What Is This Program?

RESEARCH & ANALYSIS

Safety Systems

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$9,009,548*	\$8,259,790	\$8,210,000	(\$799,548)

**Includes addition of \$800K in discretionary funds.*

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 estimated 32,367 people in the United States in 2011. Although much progress has been made in providing increased occupant protection, research is still needed to mitigate serious and fatal injuries in frontal, side, and rollover crashes since they account for most of the deaths and serious injuries in passenger cars and light trucks and vans (LTVs). Advanced technologies and innovative developments are researched for applications that can further enhance protection for occupants of all ages. Activities in NHTSA's Safety Systems program specifically address the Department's highway safety fatality goals.

How Do You Know The Program Works?

Research in vehicle crashworthiness has shown substantial benefits in several recent rules. Improved roof strength (FMVSS 216) and ejection mitigation technologies (FMVSS 226) have been shown to save several hundred lives per year after full implementation. NHTSA continually monitors the traffic safety databases to evaluate performance effectiveness of current and proposed 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. Additionally, NHTSA generally conducts fleet evaluations to understand the performance and implications of new safety performance tests, prior to formulating standards. The analysis of crashes from all of these sources allows NHTSA to understand how vehicle crashworthiness has and may be further

improved and to determine effectiveness of restraint systems to reduce the risk of death or injury of occupants involved in vehicle crashes.

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

In FY 2014, NHTSA is requesting \$8,210,000 for Safety Systems research, which is \$799,548 less than the FY 2012 funding level. This funding level will enable us to continue research toward advanced occupant protection systems that use emerging vehicle-to-vehicle 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. NHTSA will continue the testing of advanced underride guards for heavy trucks. We will provide research support for issuing or upgrading Federal Motor Vehicle Safety Standards and facilitate coordination with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in child restraint systems and rear seat occupant crash safety, particularly for older occupants. Funding is required to support new areas of research, and to accelerate research towards significant safety objectives. Specifically, the requested funding will allow us to pursue the following activities:

- Initiate a new research program to enhance the NHTSA developed dynamic rollover test methodology. This project should extend our understanding of occupant injury and develop tools for evaluating injury risk in rollover testing. NHTSA will complete basic research into occupant kinematics and injury mechanisms during rollover in 2014. This new program should build on the previous effort to develop thorough test methods and performance requirements.
- 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. The introduction of lightweight vehicles will require additional research to accurately model crash behavior of advanced materials. Additional vehicle and occupant protection countermeasures for lightweight vehicles will be developed and evaluated.
- Initiate testing of heavy vehicle occupant safety systems and provide rulemaking support for the possible upgrade of heavy vehicle rear underride guards
- Complete research to support a final regulation for child restraints for side impact protection.
- Continue research to upgrade the frontal crash protection for child restraints.
- Initiate 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 improved dummies for evaluating side impact protection.

Justification for Additional FTE:

One additional FTE is required to accelerate research in vehicle rollover, computer modeling efforts, and rear underride guard testing.

RESEARCH & ANALYSIS**Biomechanics**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 -2012
\$10,978,000	\$14,309,291	\$10,978,000	\$0

Note: In FY 2013, Biomechanics reflects \$3.264M in discretionary NVS program funds, subject to future management decisions.

Our continuous and long range biomechanical research activities allow us to develop critical scientific links between vehicle crash characteristics and the resulting human injuries. To accomplish this, the science of impact biomechanics is applied for developing injury criteria to predict injury risk in automobile crashes and provide the test devices, such as crash test dummies, that accurately mimic human response and assist in the prediction of injuries in a vehicle crash. Specific focus will continue on pediatric impact biomechanics; older occupant impact tolerance and response to advanced restraints; head, brain, thoracic and abdominal impact response and the effects of restraint type on the likelihood of such injuries; and pedestrian impact response. FY 2014 will also continue the expanded FY 2013 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):

- Injury risk curves and rating scheme for NCAP program (FY 2008)
- Publication of new rotation brain injury criterion (FY 2011)
- Test tools for research and/or incorporation into regulation:
 - Enhancements to advanced frontal dummy (FY 2010)
 - Development of new neck and other enhancements for a child side impact dummy
 - Development of instruments to improve measurement of chest deflection
- Software development:
 - Released new brain injury software (FY 2009)
 - Developed new dummy biofidelity rating system (BioRank; FY 2009)
 - Developed finite element models of crash dummies – advanced frontal crash test dummy (FY 2009-2012)
 - Development of optimized 6-yr-old child dummy model (FY 2007-2011)
 - Support development of a new human body model (FY 2009 – current)
- Managed the 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 2014, NHTSA is requesting \$10,978,000 for Biomechanics research, which is the same as the FY 2012 funding level. Basic and applied biomechanics research provides NHTSA with state-of-the art test devices, injury criteria, and performance limits for head, neck, torso, and lower extremities and allows the agency to continue its leadership in this field. New advanced crash dummies for frontal, side impact, rear impact and rollover will be obtained and evaluated rigorously for biofidelity, durability and applicability to existing or newly developed standards for vehicle crashworthiness and occupant protection.

Funding is required to continue support in areas of vulnerable occupant injury research (children and elderly) and associated needs for test dummies and injury criteria that are currently lacking or not completely adequate. Development of advanced head/brain, thoracic and abdominal injury response and criteria require additional funds to better predict injury that still occurs with high frequency in vehicle crashes. Other focus areas will include rollover, pedestrian protection, 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 to include following activities:
 - Prepare size and shape requirements for infant, 3-, 6- and 10-year-old dummies.
 - Utilize new biomechanical response requirements for infant, 3-, 6-, and 10-yr-old dummies to continue development, fabrication, and evaluation of new prototype child dummies.

- Continue an advanced automatic collision notification (AACN) pilot study for the purpose of demonstrating the feasibility of real-time capture, transmission, storage, and interpretation of AACN data in improving the speed of patient care and the accuracy of patient triage, thus reducing excess motor vehicle related morbidity and mortality
- Continue expanded research on injury mechanisms and tolerance of older occupants that includes assessment of injury criteria for older occupants, concepts for an “older occupant” dummy and/or “older occupant” human computer model
- Continue expanded 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 development 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 0.5 FTE is required to accelerate the research in child dummy development and older occupant injury mechanism research.

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 -2012
\$2,110,770	\$2,123,688	\$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?

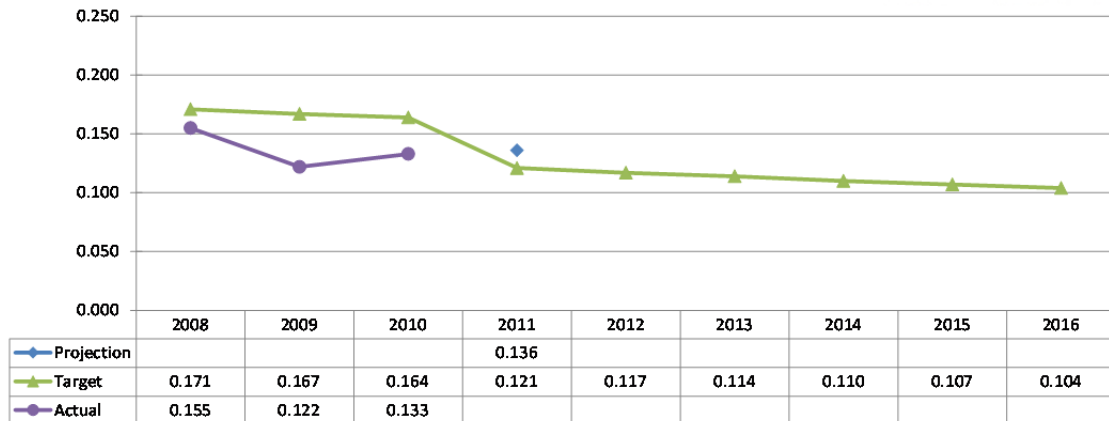
Heavy vehicles continue to be a significant factor in vehicle crashes. The transport of goods across the United States is dependent on this growing fleet of heavy trucks. Also, motorcoaches are becoming an increasingly attractive travel mode for Americans. Research must be done to ensure the performance 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 over 100 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.

DOT Strategic Goal: Safety

Large Truck and Bus Fatalities per 100 Million VMT



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

In FY 2014, NHTSA is requesting \$2,000,000 for Heavy Vehicle research, which is \$110,770 less than the FY 2012 funding level. Funding is required to 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, heavy vehicle tires, and speed limiters. In addition, the Agency plans additional work to develop performance requirements to support agency decisions for lane departure warning systems. Additional research on crash warning systems will be performed to evaluate driver-vehicle interface issues and the integration of multiple safety systems for the purpose of optimizing overall effectiveness.

Justification for Additional FTE:

One additional FTE is required to support the agency regulatory decisions on heavy vehicle crash avoidance systems.

RESEARCH & ANALYSIS**Crash Avoidance**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$8,787,792*	\$8,137,289	\$8,088,000	(\$699,792)

**Includes addition of \$700K in discretionary funds for battery safety.*

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, intelligent vehicle technologies for crash avoidance (light vehicle focus), and pneumatic tires. Within the human factors program, a continuing focus will be on driver distraction and inattention, 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 warning, advanced vehicle control, driver monitoring, and vehicle communications. Pneumatic tire research will support agency rulemaking and consumer information programs to improve safety and fuel economy. Research tools include the National Advanced Driving Simulator (NADS), test tracks, and instrumented vehicles.

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

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

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

In FY 2014, NHTSA is requesting \$8,088,000 for Crash Avoidance research, which is \$699,792 less than the FY 2012 funding level.

The FY 2014 program 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, lane departure prevention, blind spot detection, and pedestrian detection systems. In addition, human factors research is fundamental to all of these systems to understand how drivers interact with them and based on this knowledge develop driver-vehicle interface approaches to optimize the effectiveness of these safety systems. The Agency is also required to promulgate safety standards requiring a minimum sound for hybrid and electric vehicles in FY 2014.
- **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 implementing its Distraction Plan and has identified significant funding needs in the FY 2014 timeframe. Specifically, NHTSA will initiate studies that analyze observational and naturalistic driving data to improve the Agency's understanding of distracted driving. The agency will also develop guidelines for vehicle

systems that use voice interface technology to ensure that these new systems do not create an unsafe level of distraction for the driver. The voice control guidelines are critical to complete and are needed to augment initial agency guidelines for visual-manual distraction and portable and aftermarket devices.

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

Justification for Additional FTE:

One additional FTE is required to support crash avoidance technology research, including partially and fully automated vehicles, and the development and execution of complex research studies using naturalistic driving data.

RESEARCH & ANALYSIS**Alternative Fuels Vehicle Safety**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 -2012
\$1,500,000	\$1,509,180	\$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 2013, and must begin 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. 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 2014, NHTSA is requesting \$3,000,000 for Alternative Fuels Vehicle Safety research, which is \$1,500,000 more than the FY 2012 funding level. Specifically, the requested funding will allow us to pursue the following activities:

- Initiate test procedure refinement and fleet testing for high voltage traction battery systems.
- Initiate 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.
- Initiate battery performance modeling program to support assessment of functional safety requirements for battery management systems.
- Initiate a research program to evaluate battery diagnostics, messaging and telemetry standards.
- Continue review and testing of safety performance of compressed natural gas and hydrogen gas containers.
- Initiate research to develop enhanced inspection and maintenance procedures for stored gas cylinders. Evaluate feasibility of using radio frequency identification (RFID) tags to assess life cycle strain.
- Continue Liquid Propane Gas (LPG) vehicle system level safety performance research.

Justification for Additional FTEs:

Funding is requested for 1.5 FTE for electrical engineers to support research projects and safety assessments. These FTEs are 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.

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

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$0	\$0	\$2,000,000	\$2,000,000

In FY 2014, the Vehicle Electronics Systems Safety Division will continue to build its technical capabilities and research findings to enhance the safety of electronic control systems. This relatively new division 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 2014, this initiative is expected to move forward with relevant and timely research into this growing area.

How Do You Know The Program Works?

The success of this effort will be to identify issues that may arise in emerging vehicle electronics before they are in production. Through advanced, proactive and collaborative research, these issues will be addressed in a timely manner. It may also be used to investigate potential defects in electronics and software and assist in recall or other consumer complaint issues. 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 2014, 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 and connected vehicle technologies.
- 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 systems, and will consider application of lessons learned from other industries. In addition, we will identify and evaluate potential solutions and countermeasures and evaluate the need for additional standards. This will involve collaboration with a variety of stakeholders including the National Institute of Standards and Technology (NIST), White House OSTP, the Department of Homeland Security (DHS), the Department of Defense (DOD), and many private industries. Initial efforts will include development of a strategic roadmap, enabling the Agency to systematically and comprehensively address vehicle cybersecurity issues over the next several years.

Justification for Additional FTEs:

In 2014, we are requesting 2.5 FTEs to add to the new research division focused on Vehicle Electronics Systems Safety. The staff will be composed of a combination of electronic systems, software, hardware, and testing engineers, as well as cybersecurity experts and human factors engineers and psychologists from both new hires and reassignments within NHTSA.

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 -2012
\$0	\$0	\$2,500,000	\$2,500,000

With this FY 2014 funding, NHTSA will undertake activities to provide the capability of advanced testing of emergent technologies at the Vehicle Research and Test Center (VRTC) facilities located in East Liberty, Ohio. The activities 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 establish and maintain a well-equipped and dedicated center to test, monitor and trouble-shoot these and other new technologies. Since these technologies can be extremely complex and entail highly sensitive manufacturer’s information, it is important that NHTSA undertake activities 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 2014, NHTSA is requesting \$2,500,000 for the Vehicle Research and Test Center. 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 of alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market. Considerations for upgrading testing capabilities include:
 - Alternative fuel test laboratory, including all-wheel chassis dynamometers, to test emerging battery technology safety and control systems used in hybrid fuel cells and internal combustion engines; hydrogen and compressed natural gas (CNG) high-pressure storage cylinders; and propensity for fire instigation.
 - Electronics laboratory capability to study electronics and software reliability, cyber security, software control system assessment.
 - Anechoic chamber equipped with a rotatable, all-wheel chassis dynamometer for hybrid/electric quiet car sound studies and electromagnetic interference testing.
 - Human factors laboratory and simulator for distraction and other human-machine interface studies for crash warning systems.
 - Crashworthiness laboratory capable of comprehensive dynamic rollover occupant protection assessment of roof crush, ejection, and occupant restraint effectiveness.
 - Crash avoidance and hardware-in-the-loop laboratory for advanced technology safety assessment and to support connected vehicle work.

Justification for Additional FTEs:

In 2014, we are requesting 0.5 FTE to support the enhancements. The additional position is required to conduct safety programs on advanced technologies such as electronics, control systems, batteries, and alternative fuels and to provide technical support for undertaking activities to provide the capability of advanced testing of emergent technologies.

RESEARCH & ANALYSIS**Data Collection**

FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	Change FY 2014 - 2012
\$1,678,979*	\$1,606,572	\$1,541,937	(\$137,042)

**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, \$25M is provided for in Grants Sec. 406.*

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. Of the \$1,541,937 requested in FY 2014, \$1,500,000 is to begin implementation of the modernization project. The remaining \$41,937 requested in FY 2014 supports the Crash Data Collection efforts described under the National Center for Statistics and Analysis program activity of Highway Safety Research and Development.

During 2012, NHTSA reached-out to its State partners, safety groups, researchers and others to identify additional data elements that could be potentially captured and incorporated into our crash data set within the planned data modernization system. Additional elements can assist NHTSA, the States and others better identify crash causation factors and thereby also assist with problem identification for targeting of internal resources and State allocated grant funds. Coupled with the inclusion of additional performance measures for the States starting with the FY 13 grants under MAP-21, the additional elements should improve all stakeholders’ understanding of the effectiveness of safety investments, and allow for improved alignment of spending to outcomes.

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 significantly 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. The scope of traffic safety studies has also been expanding. With the substantial reductions in passenger vehicle fatalities, more data are needed for the vehicle types that CDS currently does not collect detailed data on, such as those involving large trucks, motorcycles, and pedestrians. 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 modernizing the data elements that are responsive 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, virtual data collection sites and how best to train investigators and data collectors as information needs change.



In FY 2013, the Data Modernization Project will have completed work in some key areas:

- Completed and documented an external data needs assessment of the NASS data elements, including soliciting input from interested parties.
- Developed a new sample design and determined the scope for the updated data system.
- Created a master data repository based on current and past data collected. The repository will allow for rapid implementation of the new data elements for future NHTSA data collection efforts.
- Analyzed the results from a time analysis study conducted to provide a quantitative rationale for the new data collection model.
- Completed the IT planning for the modernizing and 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).
- Created a detailed implementation plan for both operations and IT development and deployment.

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

FY 2014 will be a critical implementation year for the Data Modernization Project. The \$1,500,000 will be used to begin implementation to ensure deployment of the new system in January 2016. The funding will cover the increased IT security oversight necessary to protect NHTSA safety data, test and deploy new technology for both data collection and reporting and additional cost for establishing operational sites and IT facilities.

In FY 2014, using the FY 2012 Data Modernization dedicated funding, plus FY 2014 requested funds, NHTSA will:

- Conduct information technology development based on formal planning completed in FY 2013. The development will include a single enterprise architecture infrastructure that will enhance data access, improve efficiency, reduce maintenance costs, and meet the

latest security requirements. The proposed architecture will provide a secure and efficient means for collecting, storing and distributing all NHTSA crash data.

- Begin establishment of new sample sites, including gaining cooperation of local officials, establishing crash notification procedures, and pilot training new collection procedures.
- Further refine the sampling selection procedures.
- Complete development of the quality assurance and quality control process plans.

	FY 2012	FY 2013	FY 2014
Implementation of Data Modernization, VS	0	0	1,500,000
Implementation of Data Modernization, HS	0	0	1,500,000
Implementation of Data Modernization TOTAL	0	0	3,000,000
Historical Data Collection, VS	1,678,979	1,606,572	41,937
Historical Data Collection, HS	23,592,000	23,736,384	27,150,063
Data Collection TOTAL	25,270,979	25,342,956	27,192,000
Section 406 Repurposed Safety Belt Performance Grant for Data Modernization (NASS)	25,000,000	0	0
TOTAL	50,270,979	25,342,956	30,192,000

Vehicle Safety Administrative Expenses

ADMINISTRATIVE EXPENSES

The FY 2014 Vehicle Safety budget request includes a total budget of \$148,343,000 and 369 FTE. Of this amount \$65,199,736 is for administrative expenses. Administrative expenses will be increased by \$212,970 from the FY 2012 funding level.

Continued in the FY 2014 request, NHTSA distributes its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. NHTSA is increasing Salaries and Benefits by \$4.5 million and offsetting the increase with reductions to Other Services by \$5.2 million below the FY 2012 funding level. The increase in Salaries and Benefits is attributed to an increase in resources needed to support an additional new 29 FTEs and our need to continue to align non-program FTE with the programs they primarily support. The decrease in Other Services is the result of realigning costs among the programs.

Program Activity	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request	FY 2014 vs FY 2012 Change
Salaries and Benefits	\$47,511,076	\$47,953,066	\$51,982,829	\$4,471,753
Travel	537,513	540,802	537,513	-
Transportation of Things	70,184	70,614	70,184	-
Rent, Communications & Utilities	3,612,803	4,536,088	4,508,496	895,693
Printing	356,927	359,111	356,927	-
Other Services	11,873,138	10,893,406	6,718,662	(5,154,476)
Supplies	-	-	-	-
Equipment	1,025,125	1,031,398	1,025,125	-
Total Administrative Expenses	\$64,986,766	\$65,384,485	\$65,199,736	\$212,970
FTE (includes indirect FTE)	328	340	369	41

Note: Funding for Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

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

Note: FY 2013 Annualized CR ties to OMB MAX. The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

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OPERATIONS AND RESEARCH
(Liquidation of Contract Authorization)
(Limitation on Obligations)
(Transportation Trust Fund)

[HIGHWAY SAFETY RESEARCH AND DEVELOPMENT]

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

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, \$118,500,000, to be derived from the Transportation Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2014, are in excess of \$118,500,000, of which \$113,500,000 shall be for programs authorized under 23 U.S.C. 403, and of which \$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 \$113,500,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2015 and shall be in addition to the amount of any limitation imposed on obligations for future years.

Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

**OPERATIONS AND RESEARCH
HIGHWAY SAFETY
PROGRAM AND FINANCING SCHEDULE**

Description	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request
Obligations by Program Activity			
Highway Safety Programs	39,155,736	44,429,253	41,659,000
Research and Analysis	26,960,081	27,072,678	31,966,063
National Driver Register	3,366,089	4,000,000	5,000,000
Administrative Expenses	34,804,136	34,668,209	39,874,937
Direct program activities, subtotal	104,286,042	110,170,140	118,500,000
Reimbursable Program	20,024,143	30,000,000	30,000,000
Total new obligations	124,310,185	140,170,140	148,500,000
Budgetary Resources Available for Obligation			
Unobligated balance available, start of year	17,948,942	31,411,073	37,116,529
Adjustment of unobligated bal brought forward, Oct 1		-	-
Unobligated balance (total)	17,948,942	31,411,073	37,116,529
Contract authority	112,360,000	115,500,000	118,500,000
Unobligated balance of contract authority permanently reduced	-	-	-
Contract authority - mandatory (total)	112,360,000	115,500,000	118,500,000
Recoveries of prior year unpaid obligations	5,106,815	-	-
Collected	20,005,326	30,000,000	30,000,000
Change in uncollected payments, Federal sources	248,903	-	-
Spending authority from offsetting collections, mandatory total	25,361,045	30,000,000	30,000,000
Total Budgetary Resources Available	155,669,987	176,911,073	185,616,529
Total new obligations (-)	(124,310,185)	(140,170,140)	(148,500,000)
Unobligated balance available, end of year	31,359,802	36,740,933	37,116,529
New Budget Authority (gross), detail			
Discretionary			
Appropriation (trust fund)	104,286,042	110,170,140	118,500,000
Appropriations applied to liquidate contract authority	(104,286,042)	(110,170,140)	(118,500,000)
Appropriation (total)	-	-	-
Discretionary spending authority from offsetting collections:			
Reimbursable Program	20,024,143	30,000,000	30,000,000
Mandatory			
Contract Authority	112,360,000	115,500,000	118,500,000
Total new budget authority (gross)	132,384,143	145,500,000	148,500,000
Change in Unpaid Obligations			
Unpaid Obligated balance, start of year	100,068,301	99,045,313	94,329,558
Adjustment to unpaid obligations, brought forward, Oct 1			
Obligated Balance: start of year: uncollected cust. payment brought forward, Oct 1			
Total new obligations	124,310,185	140,170,140	148,500,000
Total outlays (gross)	(120,011,549)	(145,428,869)	(147,041,748)
Recoveries of prior year obligations (-)	(5,106,815)	-	-
Unpaid obligations, end of year (gross)	99,260,123	93,786,584	95,787,810
Outlays (gross), detail			
Outlays from offsetting collections - new authority	6,776,425	17,400,000	17,400,000
Outlays from offsetting collections - prior year	9,185,431	12,600,000	12,600,000
Outlays from new discretionary authority	53,863,076	65,378,681	68,909,938
Outlays from discretionary balances	50,186,617	50,050,188	48,131,810
Total outlays (gross)	120,011,549	145,428,869	147,041,748
Offsets - Against Gross Budget Authority and Outlays			
Offsetting collections (cash) from: Federal sources	(20,005,326)	(30,000,000)	(30,000,000)
Net Budget Authority and Outlays			
Budget authority (net)	109,500,000	110,170,140	118,500,000
Outlays (net)	120,011,549	145,428,869	147,041,748

**OPERATIONS AND RESEARCH
HIGHWAY SAFETY
OBJECT CLASS SCHEDULE**

Description	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request
Direct Obligations			
<u>Personnel Compensation</u>			
Full-time permanent	16,973,466	18,588,276	19,934,729
Other personnel compensation	773,976	1,298,784	1,392,864
Total personnel compensation	17,747,442	19,887,060	21,327,593
Civilian personnel benefits	4,521,242	4,994,201	5,355,957
Travel and Transportation of Persons	446,700	508,609	505,515
Rental payments to GSA	6,236,025	6,274,189	6,236,025
Communications, utilities, and miscellaneous charges	963,717	1,075,996	1,069,451
Other services from non-federal sources	46,382,541	44,148,263	45,868,021
Research and development contracts	26,908,000	32,194,835	37,057,063
Supplies and materials	1,080,375	1,086,987	1,080,375
Subtotal, Direct Obligations	104,286,042	110,170,140	118,500,000
<u>Reimbursable Obligations</u>			
Other services from non-federal sources	20,024,143	30,000,000	30,000,000
Total new obligations	124,310,185	140,170,140	148,500,000

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 2012 ACTUAL	FY 2013 MAP-21	FY 2014 REQUEST	FY 2014 - FY 2013 CHANGE
Highway Safety Programs	\$ 47,109	\$ 45,473	\$ 45,159	\$ (314)
Research and Analysis - NCSA	26,908	34,407	31,966	(2,441)
Administrative Expenses*	35,483	35,620	41,375	5,755
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (TF)	\$ 109,500	\$ 115,500	\$ 118,500	\$ 3,000

FTE's:

Direct Funded	174	178	189	11
Reimbursable, allocated, other	3	4	4	-

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

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

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

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

EXHIBIT III - 1a

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2013 TO FY 2014
Appropriations, Obligation Limitations, Contract Authority, and Exempt Obligations
OPERATIONS AND RESEARCH**

**HIGHWAY SAFETY RESEARCH & DEVELOPMENT
(\$000)**

ITEM	Change from FY 2013 to FY 2014	Change from FY 2013 to FY 2014 FTEs by Program
Highway Safety Base	115,500	178
Adjustments to Base		
FY 2014 #FTE Per Program Change	1,490	11
Annualization of FY 2013 Pay Raise	-	
Annualization of FY 2013 FTE	-	
FY 2014 Pay Raise	185	
GSA Rent	3,769	
WCF	(667)	
Inflation	-	
Subtotal, Adjustment to Base	4,777	11
Program Increases/Decreases	(1,777)	-
Total Net Increases/Decreases	3,000	11
FY 2014 REVISED REQUEST	118,500	189

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

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance Statement

The Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141, authorizes NHTSA's programs, through September 30, 2014. In accordance with MAP-21, the FY 2014 budget request includes \$118,500,000 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 2014 – Highway Safety Research and Development

\$118,500,000

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
Highway Safety Research and Development	\$47,109,000	\$45,472,759	\$45,159,000	(\$313,759)
Integrated Highway Safety Program Office	\$0	\$5,000,000	\$0	(\$5,000,000)
National Center for Statistics and Analysis	\$26,908,000	\$29,407,241	\$31,966,063	\$2,558,822
HSRD Administrative Expenses	\$35,483,000	\$35,620,000	\$41,374,937	\$5,754,937
TOTAL	\$109,500,000	\$115,500,000	\$118,500,000	\$3,000,000

Highway Safety Programs: (\$45,159,000)

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: (\$41,374,937)

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 11 new FTEs (7-Highway Safety Program and 4-NCSA), 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 item is a new initiative under MAP-21 included for FY 2014:

- **Cooperative Research and Evaluation:** This initiative is a drawdown of \$2.5 million from Section 402 Grants for a Cooperative Research and Evaluation Program that would develop research and demonstration programs, and projects with the states to respond to state identified emerging issues, as noted in MAP-21.

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

FY 2014 – HIGHWAY SAFETY PROGRAMS

\$45,159,000

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
Impaired Driving	\$11,456,000	\$11,456,000	\$11,456,000	\$0
Drug Impaired Driving	\$1,488,000	\$1,801,759	\$1,488,000	(\$313,759)
Safety Countermeasures	\$4,345,000	\$4,345,000	\$4,345,000	\$0
National Occupant Protection	\$10,282,000	\$10,282,000	\$10,282,000	\$0
Enforcement and Justice Services*	\$3,501,000	\$3,001,000	\$3,001,000	\$0
Emergency Medical Services	\$2,144,000	\$2,144,000	\$2,144,000	\$0
Enhanced 9-1-1/ National 9-1-1 Office	\$1,250,000	\$1,250,000	\$1,250,000	\$0
National Emergency Medical Services Information System	\$1,500,000	\$1,500,000	\$1,500,000	\$0
Driver Licensing	\$1,002,000	\$1,002,000	\$1,002,000	\$0
Highway Safety Research**	\$7,541,000	\$5,091,000	\$5,091,000	\$0
Behavioral International Program	\$100,000	\$100,000	\$100,000	\$0
National Driver Register***	\$2,500,000	\$3,500,000	\$3,500,000	\$0
Total****	\$47,109,000	\$45,472,759	\$45,159,000	(\$313,759)

*Excludes \$500K for Section 2017(b) Law Enforcement Training of SAFETEA-LU in FY's 2013 and 2014.

**Excludes \$4,967,000 in funding from Grant Administrative Expenses in FY 2012 and FY 2014, and \$4,997,398 in FY 2013. Also excludes \$1.2M for Section 2013 Drug Impaired Driving of SAFETEA-LU and \$1.25M for ACTS in FY's 2013 and 2014.

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

****Cooperative Research and Evaluation (\$2,500,000) is a new draw-down included for FY 2014 from the Section 402 Grants and is not reflected in the Highway Safety Research & Development total.

In FY 2014, we are requesting \$45,159,000 for Highway Safety Programs, which is \$313,759 less than the FY 2013 MAP-21 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.

Safety Countermeasures

- Conduct demonstration programs in four FHWA Pedestrian Safety Focus Cities supporting law enforcement agencies implementing the *Standardized Pedestrian Crosswalk Enforcement Guidelines*.
- 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.
- Support a State motorcycle graduated licensing program in pilot state(s).

National Occupant Protection:

- Continue to promote the annual *Click It or Ticket* campaign and develop new enforcement countermeasure strategies for law enforcement to address fatalities in secondary law states and in suburban and rural areas where a significant portion of motor vehicle fatalities occur.

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).

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

Cooperative Research and Evaluation Program

- 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.

What Is This Program?

HIGHWAY SAFETY PROGRAMS

Impaired Driving

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$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 has addressed it by developing a range of countermeasures that:

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

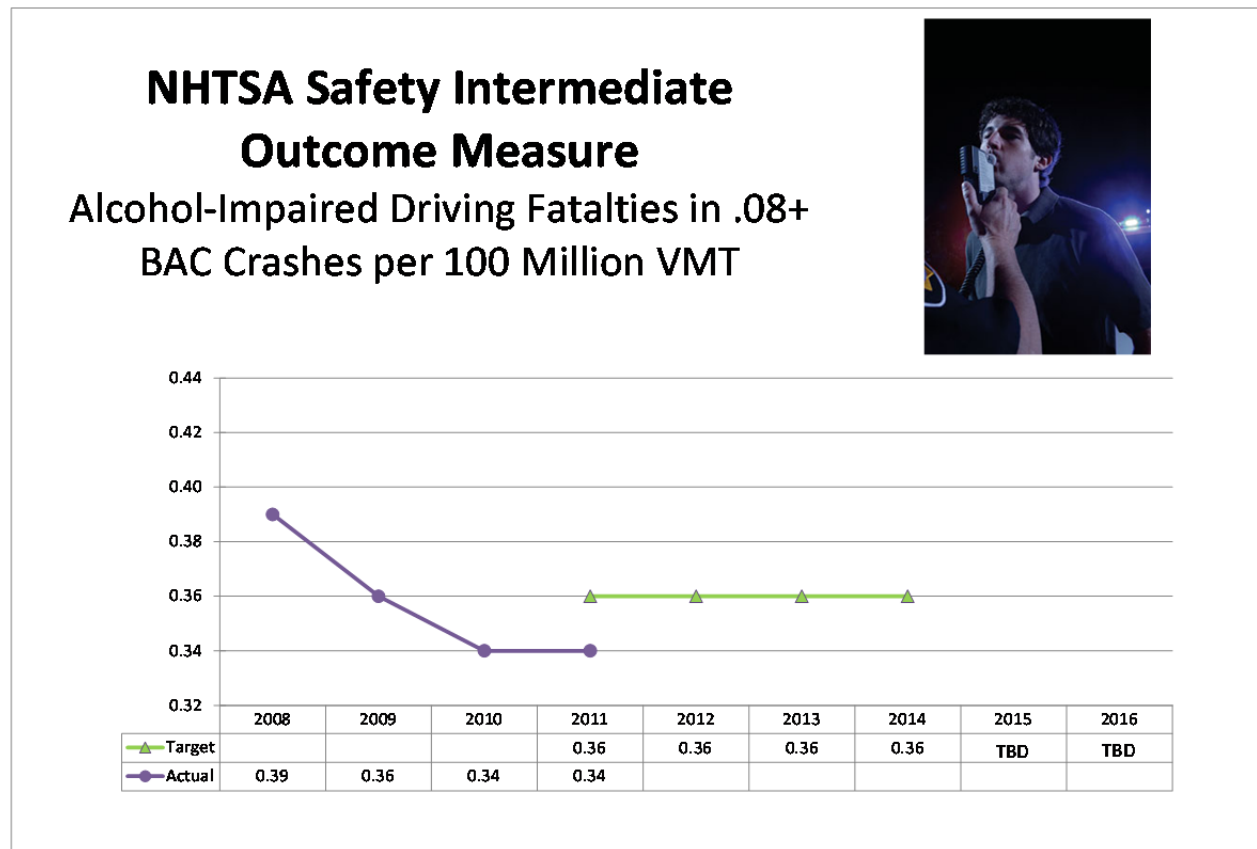
The program also provides training, education and technical assistance to states in the development of comprehensive impaired driving programs, as well as to criminal justice and other professionals who play a critical role in preventing impaired driving, reducing recidivism of offenders, and monitoring 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). A strong national impaired driving program provides technical assistance to states and communities so that they can effectively reduce impaired driving crashes. 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, more than two-thirds of impaired drivers involved in fatal crashes had not previously been convicted of impaired driving (during the last three years). Therefore, in addition to addressing recidivism, effective prevention and intervention strategies also are necessary. Since impaired driving systems are so complex and involve so many elements, states must consider a comprehensive and strategic approach to their countermeasure development and implementation.

How Do You Know The Program Works?

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



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

In 2011, 9,878 people died in alcohol-impaired driving crashes. Although the number of impaired driving fatalities has decreased along with overall fatalities over the last several years, the percentage of traffic fatalities that involved an impaired driver has remained constant. The development and demonstration of new approaches is necessary to make further progress in reducing the deaths and injuries that are caused by this crime.

In FY 2014, the Impaired Driving Program will develop and demonstrate further countermeasures to reduce the incidence of impaired driving. These efforts will include activities to:

- Demonstrate various models of high visibility enforcement, including the use of a sustained integrated enforcement model and use of data-driven approaches to crime and traffic safety as a means to reduce impaired driving.
- Develop and implement a high visibility enforcement model that focuses on young drivers.
- Promote program guidelines and deliver technical assistance to states to help improve 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 installation of ignition interlocks.
- Provide technical assistance to states to promote improved reporting of BAC testing results and adoption of model impaired driving records information systems (MIDRIS).
- Use Law Enforcement Liaisons, Traffic Safety Resource Prosecutors, Judicial Outreach Liaisons and Fellows to actively promote use of high visibility enforcement, ignition interlocks, DWI and other enforcement courts, sentencing and supervision practices, as part of a comprehensive approach to reducing impaired driving.
- Document emerging strategies on close supervision of high risk impaired driving offenders.
- Promote further adoption of the leadership model, initially developed in New Mexico and currently being implemented in Washington State, for the development and implementation of comprehensive statewide impaired driving programs.
- Mobilize Judicial Outreach Liaisons to promote the use of ignition interlocks, DWI courts and innovative sentencing and supervision practices.

HIGHWAY SAFETY PROGRAMS**Drug Impaired Driving**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
\$1,488,000	\$1,801,759	\$1,488,000	(\$313,759)

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

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

In FY 2014, the Drug Impaired Driving Program will continue to research, develop and demonstrate countermeasures to reduce the incidence of drug impaired driving. These efforts will include:

- Analysis of case control study data to determine the crash risk of drugged driving.
- Completing the 2013 National Roadside Survey of Alcohol and Drug Use by Drivers
- 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 DEC and ARIDE.
- Increasing the number of State Judicial Outreach Liaisons (JOLs).
- Deliver updated training, education and technical assistance to prosecutors and judges through the network of Traffic Safety Resource Prosecutors (TSRPs), JOLs and national organizations that support criminal justice professionals.
- Publishing an annual report on drug impaired driving trends, enforcement activity and related crash data.

HIGHWAY SAFETY PROGRAMS**Safety Countermeasures**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
\$4,345,000	\$4,345,000	\$4,345,000	\$0

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

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

Why Is This Particular Program Necessary?

These populations account for a significant percentage of U.S. highway fatalities. Motorcyclist fatalities (rider/operator and passenger(s)) accounted for 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, can be reduced through behavioral initiatives including education and law enforcement. Older drivers are rapidly increasing in number and have a number of traffic vulnerabilities that are amenable to improvement through counseling, family interventions and licensing controls. If current fatality rates remain unchanged, there will be as much as a three-fold increase in the number of older driver and occupant fatalities by 2020.

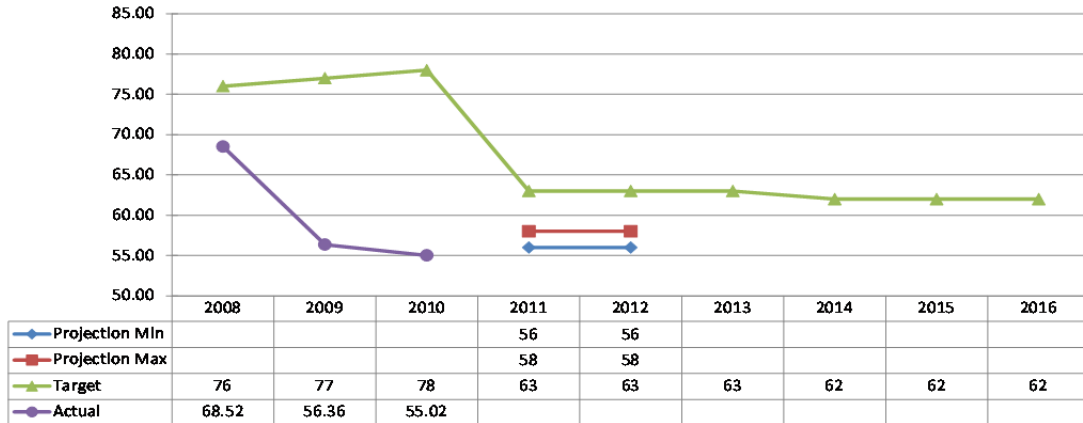
How Do You Know The Program Works?

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

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

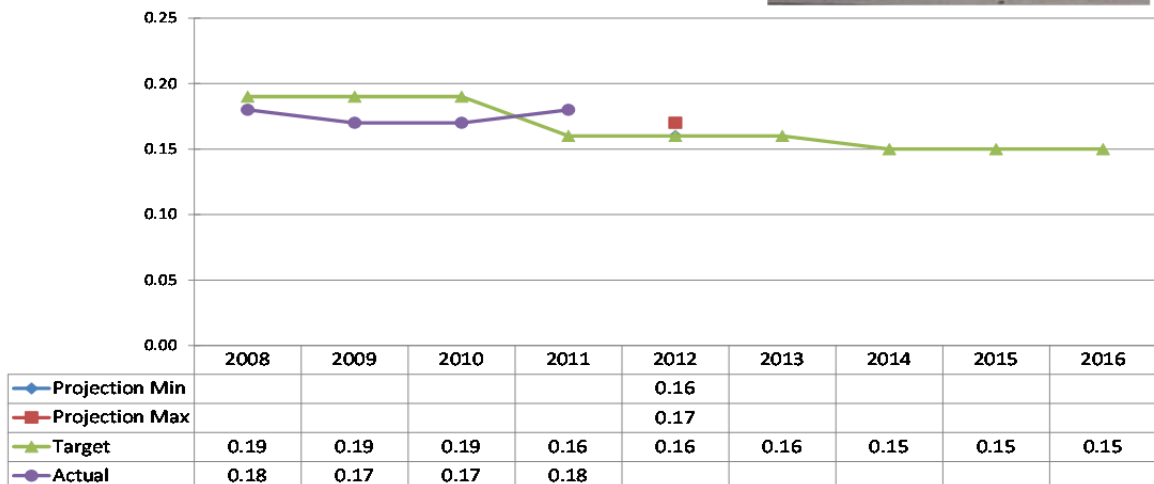
Motorcyclists

DOT Strategic Goal: Safety Motorcyclist Fatalities per 100,000 Motorcycle Registrations



Non-Occupants (Pedestrians & Bicyclists)

DOT Strategic Goal: Safety Non-Occupant Fatalities per 100 Million VMT



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

In FY 2014, the Safety Countermeasures Program will take critical steps in furthering safety and reducing 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.
- Supporting initiation of a state motorcycle graduated licensing program in pilot state(s).
- Conducting a demonstration project to promote helmet use among adults and increase observed helmet use in States without all-rider motorcycle helmet use laws.
- Completing evaluation of High Visibility Enforcement demonstration programs in selected sites to reduce impaired motorcycle operation.
- Promoting adoption of revised Motorcycle Operator Licensing Manual and updated motorcycle operator licensing knowledge test.
- Conducting state pedestrian and motorcycle safety program assessments.
- Releasing updated child pedestrian safety video for ages 7 to 12.
- Conducting demonstration programs supporting law enforcement agencies implementing the Pedestrian Crosswalk Enforcement Guidelines. Complete enforcement and educational activities in two focus city/focus state pedestrian safety demonstration sites.
- Continuing outreach to youth on pedestrian and bicycle safety programs.
- Developing a series of implementation guides to encourage use of agency older driver tools and materials to be distributed to social service agencies, law enforcement and Area Agencies on Aging.

HIGHWAY SAFETY PROGRAMS**National Occupant Protection**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
\$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?

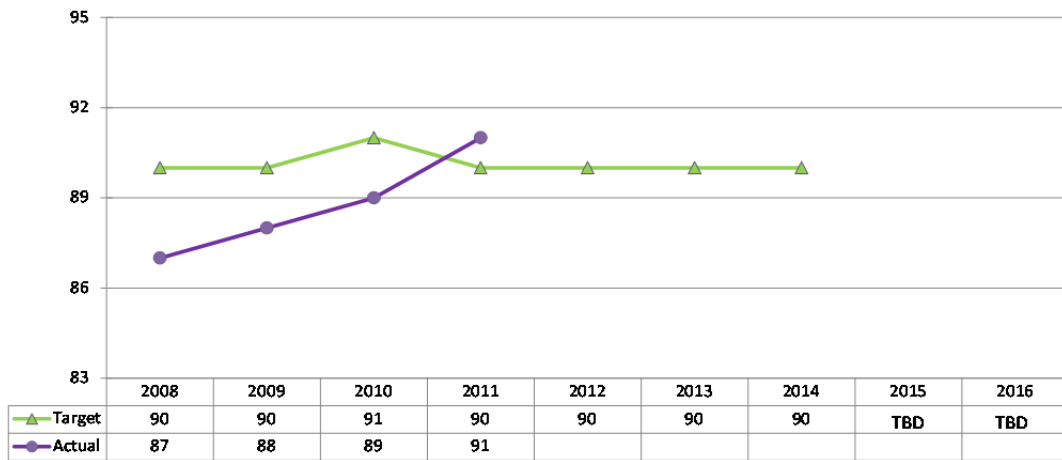
Proper use of vehicle occupant protection systems is the best protection in the event of a crash. Wearing a seat belt is the single most effective means of saving lives and reducing injuries in crashes. Occupant restraint use has risen gradually for the past several years; however, belt use in serious crashes remains relatively low. In 2010, 11,426 of those killed in crashes were unrestrained. An additional 3,341 lives would have been saved in 2010 if all unrestrained passenger vehicle occupants five and older involved in fatal crashes had worn their seat belts.

How Do You Know The Program Works?

Over the years, the national seat belt use rate has steadily increased, reaching 86 percent in 2012 and child restraint use has remained consistently high. 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 the annual increases in seat belt use across the country. Additionally, jurisdictions with stronger seat belt laws continue to exhibit higher use rates than those with weaker laws. A review of 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.

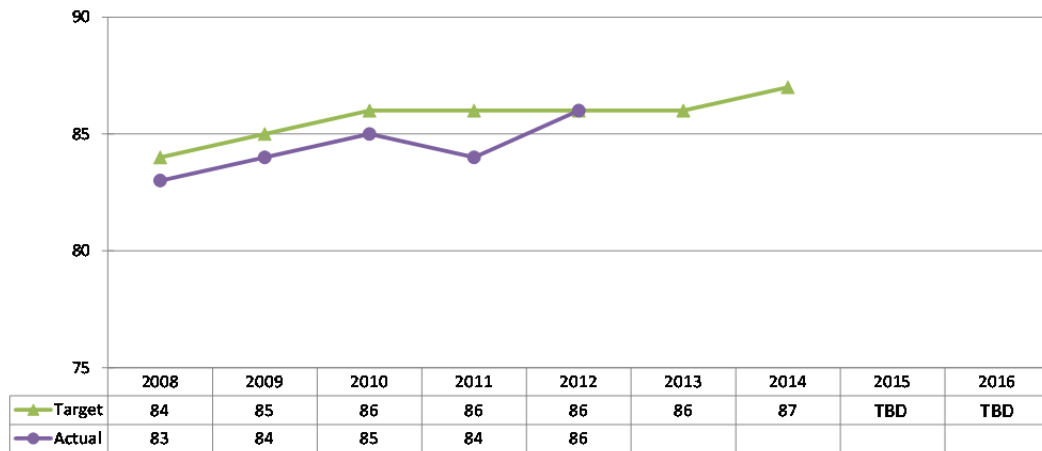
NHTSA Safety Intermediate Outcome Measure

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



NHTSA Safety Intermediate Outcome Measure

Percentage of Front Seat Occupants Using Shoulder Harness Seat Belts



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

If all unrestrained passenger vehicle occupants involved in fatal crashes had been properly restrained by either seat belt or child safety seat, an additional 3,341 lives could have been saved in 2010. 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 yearly *Click It or Ticket* (CIOT) campaign emphasizing media and enforcement.
- Promote the safety benefits of conducting nighttime seat belt enforcement and further integrate nighttime seatbelt enforcement in the national CIOT campaign.
- Initiate development of a targeted program during non-enforcement periods in low seat belt use states -- especially those comprised of large rural areas -- to persuade residents to use seat belts. The program will attempt to appeal to residents' common attitudes, experiences and values regarding the role of government and law enforcement in stimulating behavior change and the importance of personal responsibility.
- Focus efforts to increase seat belt and child restraint use toward states that have traditionally ranked low in occupant protection performance (i.e., low seat belt use; high unrestrained fatalities; challenges with rural, pickup truck, and nighttime drivers, etc.).
- Support for revisions to the National Occupant Protection Use Survey (NOPUS).
- Explore new and innovative enforcement techniques to reduce crashes within surrounding metropolitan areas where most motor vehicle crash-related fatalities occur.
- Address low seat belt use in secondary law states by working collaboratively with 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.
- Promote sustained enforcement of child passenger safety and occupant protection laws throughout the year.
- Build capacity and infrastructure to support child passenger safety efforts for economically disadvantaged populations.
- Identify community needs and test strategies to address disparities in child passenger safety in minority communities.
- As part of an overall youth program, develop and launch a National Education campaign directed at 8- to 12-year-olds and their parents to inform them on proper restraint use and seating position.

HIGHWAY SAFETY PROGRAMS**Enforcement and Justice Services**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
\$3,501,000*	\$3,001,000	\$3,001,000	\$0

Note: Includes \$500K for Section 2017(b) of SAFETEA-LU in FY 2012.

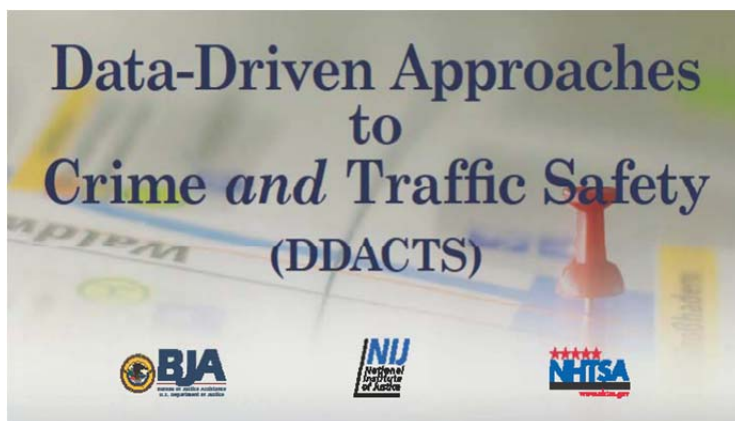
The Enforcement and Justice Services (EJS) Program reduces crashes, injuries and fatalities by enhancing the effectiveness of the criminal justice system in the detection, apprehension and punishment of violators of traffic safety laws and regulations. NHTSA collaborates with the Department of Justice 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 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 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 initiative will also mobilize a network of 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. Additionally, a refocused emphasis on speed will require updated tools 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.

HIGHWAY SAFETY PROGRAMS**Emergency Medical Services**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$2,144,000	\$2,144,000	\$2,144,000	\$0

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



Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

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

During FY 2014, 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 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 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.

HIGHWAY SAFETY PROGRAMS**National 9-1-1 Program**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$1,250,000	\$1,250,000	\$1,250,000	\$0

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

During FY 2014, 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.

- Coordinating two State 911 assessments to perform an independent analysis of the State's 911 system and make recommendations for its improvement.
- Continue monitoring the state implementation of Model 911 legislation and updating the report on its adoption.
- 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.

HIGHWAY SAFETY PROGRAMS**National Emergency
Medical Services
Information System**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$1,500,000	\$1,500,000	\$1,500,000	\$0

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

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

During FY 2014, the NHTSA Office of EMS will support nationwide standardization and acquisition of critical EMS patient care data through the NEMSIS by:

- Continuing operation of the NEMSIS Technical Assistance Center to expand the National EMS Database with EMS response and patient outcome records.
- Increasing to 45 the number of states that contribute data to the national NEMSIS database.
- Finalize efforts to achieve Health Level 7 (HL7) standard development and American National Standards Institute (ANSI) organization approval which will improve linkage with other health databases such as state trauma registries.
- Continuing the integration of NEMSIS with electronic health records to enhance patient care and EMS research capabilities to provide EMS with patient outcome information to aid with system improvements.
- Publishing a NEMSIS annual report providing descriptive national data for providers, policymakers, and the National EMS Advisory Council (NEMSAC).
- Ensure the sustainability of NEMSIS by providing database security monitoring, periodic testing and documentation.
- Provide technical assistance and support for local and state transition to NEMSIS Version 3.2 which will improve the system through the adoption of relevant, consistent and current data elements and will support improved performance measurement system-wide.

HIGHWAY SAFETY PROGRAMS**Driver Licensing**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$1,002,000	\$1,002,000	\$1,002,000	\$0

The Driver Licensing and Teen Safety Program improves highway safety performance by providing national leadership and assistance to states in implementing coordinated licensing systems and in ensuring that drivers are properly trained, periodically evaluated, and have a single valid license and driving record. As part of a comprehensive teen driver strategy, we assist states in developing licensing systems for novice drivers that include driver education meeting minimum national standards and Graduated Drivers Licensing (GDL) laws that lead young novice drivers through a 3-stage process for full licensure. Our resources can be found at www.nhtsa.gov/Driving+Safety/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 2014, the Driver Education and Teen Safety Program will focus resources on several key issues, including:

- Working with key partners to implement the strategic plan for the future of driver education.
- Utilizing the completed assessment process of state compliance with new national standards for driver education program designed to increase alignment within the States' administrative oversight of driver education.
- Continuing demonstration projects to develop promising methods to enforce licensing restrictions of GDL and suspended drivers.

HIGHWAY SAFETY PROGRAMS**Highway Safety Research**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$7,541,000	\$5,091,000	\$5,091,000	\$0

**Excludes \$4,967,000 in funding from Grant Administrative Expenses in FY 2012 – FY 2014. Also excludes \$1.2M for Section 2013 Drug Impaired Driving of SAFETEA-LU and \$1.25M for ACTS in FY's 2013 and 2014.*

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 impaired driving, speeding and non-use of seat belts, and to develop new solutions for emerging problems such as distracted driving. With the requested funds, NHTSA will continue to conduct a new roadside survey of drug use by drivers. In FY 2014, the Highway Safety Research Program will include:

Impaired Driving

- Continue to test and evaluate strategies for conducting high visibility law enforcement at different times of the day and throughout the year (as a routine part of traffic law enforcement rather than as special periodic programs), continue to investigate strategies for improving the implementation of ignition interlock programs, initiate research to design and test countermeasure programs targeting specific groups of drivers with high involvement in impaired driving crashes and support continuing research on in-vehicle alcohol detection technologies.

Drug Impaired Driving

- Complete follow-up roadside survey on prevalence of drug use by drivers, complete an evaluation of the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program and initiate a study to implement the recently developed protocol for assessing the potential of drugs to impair driving.

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

Motorcycles

- Complete and release findings from a study of riders on instrumented motorcycles and an evaluation of the use of high visibility enforcement in reducing alcohol-impaired motorcycle riding.

Speeding

- Continue effort to develop and pilot test innovative approaches to reduce speeding and speed-related crashes based on types of speeding and characteristics of speeders.

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 and complete and release results of an evaluation of a Statewide High Visibility Enforcement (HVE) program targeting hand-held cell phone use and two community level HVE programs targeting texting by drivers.

HIGHWAY SAFETY PROGRAMS**Behavioral International Program**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$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 Secretary LaHood's charge at the 2009 Moscow Ministerial Conference on Global Road Safety. With the cooperative mechanisms established by the program, the Department was able to turn the charge into action through a global technical assistance effort. Examples of institutional achievement include a redirection of United Nations Economic Commission for Europe (UNECE) Working Party1 (WP.1), to include increased focus on coordinating global traffic safety behavior approaches and increased emphasis on assisting emerging nations.

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

In FY 2014, 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.
- Complete development of a good practice manual on pedestrian safety, in collaboration with appropriate international organizations.
- Continue development of training modules to support the good practice manuals (e.g., impaired driving, occupant protection, speeding, helmet use) made available to mature and emerging nations.
- 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.

HIGHWAY SAFETY PROGRAMS**National Driver Register**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$2,500,000	\$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 requested amount in FY 2014 is consistent with MAP-21.

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 since 2002.

How Do You Know The Program Works?

The NDR processed an average of 100 million transactions from State and Federal users over the last two years. This is a 72 percent increase in use by State and Federal agencies compared with that in 2002. The NDR system identified an average of 9.2 million problem drivers over the last two years, a 68 percent increase over identifications made in 2002. Many of these problem drivers were convicted of driving under the influence of drugs or alcohol. The NDR is a mission critical system in NHTSA and currently contains 51 million pointer records in the system.

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

NHTSA is requesting \$3,500,000 in program funding to operate the NDR in FY 2014. NDR will:

- Maintain reliable operations in the hybrid cloud environment.
- 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.

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

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$0	\$0	\$2,500,000	\$2,500,000

Note: This program is a draw-down of the Section 402 Grant program, as noted in MAP-21.

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

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

Why Is This Particular Program Necessary?

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

How Do You Know The Program Works?

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

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

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

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

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

FY 2014 - NATIONAL CENTER FOR STATISTICS AND ANALYSIS \$31,966,063

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 -2013
Traffic Records	\$1,650,000	\$1,650,000	\$1,650,000	\$0
Crash Data Collection*	\$0	\$26,091,241	\$28,650,063	\$2,558,822
Fatality Analysis Reporting System (FARS/FastFARS)**	\$7,172,000	\$0	\$0	\$0
National Automotive Sampling System (NASS)**	\$12,230,000	\$0	\$0	\$0
State Data Systems	\$2,490,000	\$0	\$0	\$0
Special Crash Investigations	\$1,700,000	\$0	\$0	\$0
Data Analysis	\$1,666,000	\$1,666,000	\$1,666,000	\$0
Total	\$26,908,000	\$29,407,241	\$31,966,063	\$2,558,822

*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.

**In FY 2012, FARS/FastFARS received additional funding of \$1,297,400 from the Vehicle Safety account and NASS received additional funding of \$381,579, also from the Vehicle Safety account.

Note: NOPUS (\$1.656M in FY's 2012 and 2014 and \$1.666M in FY 2013) and Regulatory Analysis/Program Evaluation (\$579K in FY's 2012 and 2014 and \$583K in FY 2013) are not funded under NCSA (Highway Safety Research and Development) in FY's 2012 - 2014; These programs are funded from Administrative Expenses.

Note: The FY 2012 Enacted Budget includes \$25M provided from Grants Sec. 406 as no-year funds, to initiate the Data Modernization project.

In FY 2014, we are requesting \$31,966,063 for NCSA programs, which is \$2,558,822 greater than the FY 2013 MAP-21 funding level. Funding at this level will allow us to maintain our core programs and take on several new initiatives. Key initiatives include:

Traffic Records

- 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 60 crash research sites.

State Data Systems (SDS)

- A compilation of data programs based on existing State data files or State crash reports. These include:
 - State data crash files from 35 States’ files to provide a data set containing police accident report (PAR) information to support NHTSA’s rulemaking, research, and evaluation programs such as the New Car Assessment Program (NCAP), 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 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 2013 and 2014.
- 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.
- Examine and conduct feasibility study on web-based reporting technologies and methods to provide timely access to NCSA's vast crash resources.

Additional FTEs

To support these various initiatives, NCSA requires an additional four FTEs in FY 2014. 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.

What Is This Program?

NCSA		Traffic Records	
FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$1,650,000	\$1,650,000	\$1,650,000	\$0

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

Why Is This Particular Program Necessary?

Data from state traffic records systems are used by the states to develop their highway safety plans, to assess performance, and to quantify improvements from highway safety countermeasure programs. The quality of state traffic records systems is quite varied and is often hampered by lack of adequate technical and financial resources. The Traffic Records program works to fill this gap by providing technical assistance, training, objective system assessments, and robust programmatic tools like the traffic records performance measures. In addition, the program supports the Section 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. 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 2014, 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 in 10 States.
- Continue a gap analysis of completed traffic records assessments to identify and report on trends in State traffic records systems.
- 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.
- Support the update of ICDMAP software to help integrate crash data and crash outcomes. ICDMAP, which generates 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.
- Complete migration of the traffic records database (TRIPRS/STRAP) to a secure NHTSA website.
- Assist with the Agency review of Section 405 State data improvement grant applications.
- Promote the National Information Exchange Model (NIEM) for State traffic records data transfer in a unified format.

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$23,592,000	\$26,091,241	\$28,650,063	\$2,558,822

Note: In addition to the above, in FY 2012, 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 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.

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 to sustain our crash data collection efforts and to begin implementation of the data modernization project. An additional \$1,541,937 is provided from the Vehicle Safety account to sustain these efforts as well as to begin implementation. The data modernization initiative is described under the Research and Analysis program activity of Vehicle Safety Research. In addition to the \$1,500,000 request for Vehicle Safety account funding for the implementation of the data modernization project, the \$28,650,063 request from the Highway Safety account includes a \$1,500,000 request for the implementation of the data modernization project.

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.

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

National Automotive Sampling System

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

State Data Systems

The State Data Systems (SDS) 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 State data crash files vary considerably in coverage and variables and are essential to NHTSA's efforts to reduce deaths, injuries, and crashes, including defect investigations. The Not-in-Traffic Surveillance (NiTS)

program collects non-traffic data on a pilot basis in response to provisions in SAFETEA-LU and the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT) Safety Act. Further information on SDS is available on our website at

<http://www.nhtsa.gov/Data/State+Data+Program+&+CODES/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. Currently, the focus is: children in and around motor vehicles (back over), new and rapidly changing technologies in occupant protection (advanced air bag systems), crash avoidance technologies (lane departure, electronic stability control, adaptive cruise control), alternative fuel vehicle crashworthiness (hybrid, electric, etc.), rollover injury and ejection mitigation (side curtains), school bus occupant protection (safety belts, compartmentalization), motorcoach crashes, and the performance of child safety seats, especially in vehicles equipped with Lower Anchors and Tethers for Children (LATCH). In addition, SCI remains the rapid response team for crashes that the Office of Defects Investigations requires for immediate research supporting potential recalls and other agency enforcement efforts, such as unintended acceleration. Information on our SCI program is available on our website at www.nhtsa.gov/SCI.

Why is This Particular Program Necessary?

The 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 needs and data to support research in countermeasures for children in and around motor vehicles as well as data for the evaluation of State grant programs. FARS provides the necessary data for the Agency and Department strategic plans to create the metrics that are used to track performance of NHTSA's activities under the Department and performance targets.

The NASS CDS is the sole source for nationally representative in-depth data on crashes resulting in at least one towed, passenger 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.

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

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

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

- Identify, develop, and evaluate motor vehicle crashworthiness performance.
- Analyze data for NHTSA's light passenger vehicle rulemaking (rollover, side impact and ejection mitigation).
- Identify trends in highway safety problem areas (e.g. occupant ejection, roadway departures, and driver distractions).
- Provide the basis for regulatory and consumer information initiatives (e.g. tire pressure, 15-passenger van).
- Provide the basis for cost and benefit analyses of highway safety initiatives (e.g. detailed injury severity).
- Support for defect investigations (e.g., air bag non-deployments and component failures).

The state data crash files facilitate the development and evaluation of driver behavioral programs, evaluation of vehicle crashworthiness regulations, and analysis of crash avoidance issues. The state data crash files have been successfully used for a variety of studies by providing census data at the state levels. 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 (i.e., heat stroke, trunk entrapments, etc.). This program facilitates research methodologies and understanding motor vehicle non-impact incidents as well as crashes that occur on non-public roads, driveways, parking lots, and other private areas.

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

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 2014, 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 2013 file available to the public.
- Provide the FastFARS data to publish quarterly and annual projections of motor vehicle traffic fatalities.
- Continue to collect non-traffic crash data in support of the Not-in-Traffic Surveillance (NiTS) program.
- Continue to improve data collection methods, data quality and timeliness for dissemination to decision-makers.

In FY 2014, the operation of the NASS program requires coordination with the Data Modernization Project to sustain the basic operations in the data collection contracts and in the resulting timeliness and quality of data. The NASS program will continue to provide data for internal and external analysis to identify the source of injuries for the development and evaluation countermeasures including:

- Collect a representative sample of detailed data on crashes at 24 crash research sites.
- Continue to support the collection special study data.
- Create a file for analysis and make the data in the 2013 annual file available to the public.
- Collect a nationally representative sample of police accident report data from police-reported traffic crashes at 60 crash research sites.
- Continue to collect and code non-traffic crash data in support of the Not-in-Traffic Surveillance (NiTS) program.

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 SCI investigation teams. NHTSA will focus the investigations on:

- Vehicle electronics to support research.
- Vehicles powered by alternative fuel (e.g. hybrid, electric, etc.).
- Identifying unintended consequences, support potential recalls and other agency enforcement efforts and countermeasures research.
- Advanced occupant protection systems including, but not limited to, advanced frontal air bags, side air bags and side curtain air bags.
- Performance of occupant ejection mitigation systems (e.g. curtain) in rollover crashes.
- Crashes involving vehicles equipped with rollover mitigation (e.g. ESC, rollover stability control).
- Performance of child safety seats, especially in vehicles equipped with LATCH.

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$1,666,000	\$1,666,000	\$1,666,000	\$0

The Data Analysis program provides critical information and analytical and statistical services to all our program areas and to the overall traffic safety community. Additionally, this program disseminates traffic safety data to the public through a broad spectrum of media. The program's published reports are used by government agencies (Federal, State, 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. Data and analytical support are also provided to the states in tracking their highway safety performance targets.

Why Is This Particular Program Necessary?

We rely on data to develop, improve and measure the performance of our vehicle and behavioral safety programs. The Data Analysis program produces critical annual traffic safety publications, conducts research on specific highway safety topics and reports on those investigations, and provides data and statistical analysis to external customers and our own programs. The Data Analysis program also provides the analytical support in the agency for its strategic planning, rulemaking and defects investigation efforts and will expand its supporting activities in vehicle electronics analysis. The program provides data to the public by making it available, accessible and transparent in support of the administration's open government initiative through NHTSA's website and www.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 also provides the annual performance targets for DOT and NHTSA based on historical data analysis. Data and analytical expertise required for the States towards their new performance targets are also provided. Without the Data Analysis program, NHTSA, DOT, States and the larger highway safety community would not be able to effectively carry out their current programs or modify their programs based on data analysis. The support from the Data Analysis program enables the States to make inroads in highway safety to continue to see declines in fatalities, injuries and the economic toll from motor vehicle crashes.

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

In FY 2014, NHTSA is requesting a total of \$1,666,000 for the Data Analysis Program, which is the same as the FY 2013 MAP-21 funding level, to accomplish the following:

- Provide quarterly estimates of fatalities for CY 2013 and CY 2014.
- 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.
- 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.
- Provide statistical and survey data expertise towards NHTSA's Data Modernization effort.
- 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.

Highway Safety Research and Development Administrative Expenses

ADMINISTRATIVE EXPENSES

The FY 2014 budget request includes a total budget of \$118,500,000 and 189 FTE. Of this amount \$41,374,937 is for administrative expenses, which is an increase of \$5,754,937 above the FY 2013 MAP-21 funding level. The increase reflects resources needed to support 11 new FTEs and minimal increases in non-pay areas.

The new FTEs will be distributed between Highway Safety and NCSA. Highway Safety will receive 7 FTEs for the regions (4 FTEs), Occupant Protection (2 FTEs), and Highway Safety Research (1 FTE), and NCSA will receive 4 FTEs for Crash Data Collection (2.5 FTEs), and Regulatory Analysis & Evaluation (1.5 FTEs).

Continued in FY 2014, NHTSA distributes its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas which may generate an increase and decrease in some cases: Salaries and Benefits (\$1.7 million increase); Rent, Communications, and Utilities (\$1.9 million increase); Other Services (\$1.1 million increase); and Supplies and Materials (\$1.1 million increase). The increases to GSA Rent, Other Services, and Supplies and Materials are the result of re-aligning costs among the programs and therefore, are partially offset by decreases in Vehicle Safety, as well as planned administrative savings.

The increase in CIO Operations will fund the Federal Data Center Consolidation Initiative to complete transition and consolidation of NHTSA's multiple data processing locations into Federally-approved cloud providers. The funds will also contribute to upgrading all systems to be HSPD-12 compliant.

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	FY 2014 vs FY 2013 Change
Salaries and Benefits	\$25,773,000	\$24,722,939	\$26,397,917	\$1,674,978
Travel	505,515	505,515	505,515	-
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	7,305,476	5,399,625	7,305,476	1,905,851
Printing	-	-	-	-
Other Services	818,634	4,991,921	6,085,654	1,093,733
Supplies	1,080,375	-	1,080,375	1,080,375
Equipment	-	-	-	-
Total Administrative Expenses	\$35,483,000	\$35,620,000	\$41,374,937	\$5,754,937

FTE (includes indirect FTE)	174	178	189	11
Reimbursable FTE*	3	4	4	-

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

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: Starting in FY 2012, National Driver Register is moved into the Highway Safety Research and Development Account.

Note: In FY 2012, the Highway Safety Research and Development Account transferred 8 FTE to Highway Safety Grants.

*Reimbursed to NHTSA in FY 2012 - 2014 by RITA to support Intelligent Transportation Systems work.

This FY 2014 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 Trust Fund)

[Contingent upon enactment of multi-year surface transportation authorization legislation, \$556,100,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended, for payment of obligations incurred in carrying out the provisions of title 23, United States Code, and the provisions of Public Law 109-59, as amended by such authorization: Provided, That funds available for the planning or executing of highway traffic safety programs authorized under title 23, United States Code, shall not exceed total obligations of \$556,100,000 in fiscal year 2012, of which \$235,000,000 shall be for "Highway Safety Programs"; \$35,000,000 shall be for "Combined Occupant Protection Grants"; \$34,500,000 shall be for "State Traffic Safety Information System Improvements"; \$139,000,000 shall be for "Impaired Driving Countermeasures"; \$50,000,000 shall be for "Distracted Driving Grants"; \$18,600,000 shall be for "Administrative Expenses"; \$37,000,000 shall be for "High Visibility Enforcement Program"; and \$7,000,000 shall be for "Motorcyclist Safety": Provided further, That of the funds made available for grants to States that enact and enforce laws to prevent distracted driving, up to \$5,000,000 may be available for the development, and placement of broadcast media to support the enforcement of state distracted driving laws: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures]

For payment of obligations incurred in carrying out 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, to be derived from the Transportation Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2014, are in excess of \$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 \$235,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; \$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; \$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 remaining available to carry out any of the activities described in subsections (b) through (g) to increase the amount made available under section 402, shall include the obligational authority for such amounts.

Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

Administrative Provisions – National Highway Traffic Safety Administration

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

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

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

Sec. 143. [Notwithstanding section 402(g) of title 23, United States Code, an additional \$2,500,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of such title, to pay for a Cooperative Research and Evaluation Program to research and evaluate priority highway safety countermeasures.]

Sec. 144. [Notwithstanding section 402(g) of title 23, United States Code, an additional \$3,000,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of such title, until September 30, 2014, and shall be in addition to the amount of any obligation limitation imposed on obligations for such section for future fiscal years, to pay for training of State, local and Federal highway safety personnel, including travel, administrative, and related expenses.]

Note.--A full-year 2013 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 112-175). The amounts included for 2013 reflect the annualized level provided by the continuing resolution.

**HIGHWAY TRAFFIC SAFETY GRANTS
PROGRAM AND FINANCING SCHEDULE**

Description	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request
Obligations by Program Activity			
Section 402 Formula Grants	235,000,000	236,438,200	235,000,000
Section 405 Combined Occupant Protection Grants	24,999,999	25,153,000	-
Section 406 Safety Belt Performance (2-year limitation)	12,230	-	-
Section 406 Safety Belt Performance NASS Modernization (no-year)	1,792,159	-	-
Section 406 Safety Belt Performance (2-year limitation) 2011/2012	25,195	-	-
Section 408 State Traffic Info. System Improvements	32,774,891	-	-
Section 410 Impaired Driving Countermeasures	139,000,000	-	-
Section 2009 High Visibility Enforcement Program	29,000,000	29,177,480	29,000,000
Section 2010 Motorcyclist Safety	7,000,000	-	-
Section 2011 Child Safety and Booster Seat Grants	7,000,000	-	-
Section 405 Occupant Protection Grants	-	-	43,520,000
Section 405 State Traffic Safety Information Systems Grants	-	-	39,440,000
Section 405 Impaired Driving Countermeasures Grants	-	-	142,800,000
Section 405 Distracted Driving Grants	-	-	23,120,000
Section 405 Motorcyclist Safety Grants	-	-	4,080,000
Section 405 State Graduated Driver Licensing Laws	-	-	13,600,000
Section 403h In-Vehicle Alcohol Detection Device Research	-	-	5,440,000
Administrative Expenses - Chapter 4 of Title 23	25,084,559	25,483,007	25,500,000
Total Direct Obligations	501,689,033	316,251,687	561,500,000
Reimbursable Program	40,000	-	-
Total New Obligations	501,729,033	316,251,687	561,500,000
Budgetary Resources			
Unobligated balance available, start of year	134,913,518	185,653,099	433,097,419
<i>Adjustments to unobligated bal</i>			
Adjustments to unobligated balance, October 1	-	-	-
Recoveries of prior year unpaid obligations	2,140,614	9,346,371	-
Anticipated Recoveries of prior-year unpaid obligations (unobligated balances) (+ or -)	-	653,629	1,000,000
Unobligated balance available (total)	137,054,132	195,653,099	434,097,419
Budget Authority			
Appropriations (disc):			
Appropriation (trust fund)(disc.)	550,328,000	553,696,007	561,500,000
<i>Adjustments to appropriations (disc.)</i>			
Portion applied to liquidate contract authority (-)	(550,328,000)	(553,696,007)	(561,500,000)
Appropriation (disc.) (total)	-	-	-
Contract Authority (mand.)			
Contract Authority (mand.)	553,053,188	553,696,007	561,500,000
Transferred to other accounts	-	-	-
Transferred from other accounts	(4,466,572)	-	-
Unobligated balances permanently reduced	1,741,384	-	-
Contract authority (mand.) total	550,328,000	553,696,007	561,500,000
Total budgetary resources available	687,382,132	749,349,106	995,597,419
Change in Obligated Balance			
Obligated balance, brought forward, Oct 1: (gross)	728,185,864	712,958,311	591,460,998
Obligations incurred, unexpired accounts	501,729,033	316,251,687	561,500,000
Outlays (gross)	(514,815,972)	(427,749,000)	(460,800,444)
Recoveries of prior year unpaid obligations, unexpired	(2,140,614)	(10,000,000)	(1,000,000)
Unpaid obligated balance, end of year (gross)	712,958,311	591,460,998	691,160,554
Outlays (gross), detail			
Outlays from new discretionary authority	121,711,471	227,000,000	230,215,000
Outlays from discretionary balances	393,104,501	200,749,000	230,585,444
Total outlays (gross)	514,815,972	427,749,000	460,800,444

**HIGHWAY TRAFFIC SAFETY GRANTS
OBJECT CLASS SCHEDULE**

Description	FY 2012 Actual	FY 2013 Annualized CR	FY 2014 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	8,635,873	9,607,674	10,471,176
Other than full-time permanent	58,081	64,616	70,423
Other personnel compensation	154,715	172,126	187,595
Total personnel compensation	8,848,669	9,844,416	10,729,194
Civilian personnel benefits	2,167,370	2,411,264	2,627,978
Travel and Transportation of Persons	376,875	379,181	376,875
Transportation of things	-	-	-
Rental payments to GSA	183,892	185,017	427,544
Communications, utilities, and miscellaneous charges	895,693	-	-
Printing and reproduction	-	-	-
Other services	41,652,060	41,840,609	40,338,409
Research and development contracts	-	-	-
Supplies and materials	-	-	-
Equipment	-	-	-
Grants and subsidies	447,604,474	261,591,200	507,000,000
Total new obligations	501,729,033	316,251,687	561,500,000

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 2012 ACTUAL	FY 2013 MAP-21	FY 2014 REQUEST	FY 2014 - FY 2013 CHANGE
Section 402 Formula Grant Program	\$ 235,000	\$ 235,000	\$ 235,000	\$ -
Section 405 Combined Occupant Protection Grants*	25,000	-	-	-
Section 406 Safety Belt Performance Grant Program**	23,500	-	-	-
Section 406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)**	25,000	-	-	-
Section 408 State Traffic Safety Info. System Improvement Grants*	34,500	-	-	-
Section 410 Impaired Driving Countermeasures Grants*	139,000	-	-	-
Section 2009 High Visibility Enforcement	29,000	29,000	29,000	-
Section 2010 Motorcyclist Safety Grants*	7,000	-	-	-
Section 2011 Child Safety and Booster Seat Grants*	7,000	-	-	-
Section 405 National Priority Safety Programs*	-	265,000	272,000	7,000
<i>Section 405 Occupant Protection Grants</i>	-	42,400	43,520	1,120
<i>Section 405 State Traffic Safety Information System Grants</i>	-	38,425	39,440	1,015
<i>Section 405 Impaired Driving Countermeasures Grants</i>	-	139,125	142,800	3,675
<i>Section 405 Distracted Driving Grants</i>	-	22,525	23,120	595
<i>Section 405 Motorcyclist Safety Grants</i>	-	3,975	4,080	105
<i>Section 405 State Graduated Driver Licensing Laws</i>	-	13,250	13,600	350
<i>Section 403h In-Vehicle Alcohol Detection Device Research***</i>	-	5,300	5,440	140
Grant Administrative Expenses****	25,328	25,500	25,500	-
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	\$ 550,328	\$ 554,500	\$ 561,500	\$ 7,000

FTE's:

Direct Funded	87	88	95	7
Reimbursable, allocated, other	-	-	-	-

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

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2013, Public Law 112-141 (MAP-21) provides an additional \$4.2M in Highway Traffic Safety Grants and \$6M for Highway Safety Research and Development in contract authority that is not reflected under the above full year Continuing Resolution scenario.

*Highway Traffic Safety Grants reflect updated section numbers and titles consistent with MAP-21.

**The FY 2012 Enacted Budget includes \$25M provided from Grants Section 406 as no-year funds to initiate the Data Modernization project.

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

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

EXHIBIT III - 1a

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2013 TO FY 2014
Appropriations, Obligation Limitations, Contract Authority, and Exempt Obligations**

**HIGHWAY TRAFFIC SAFETY GRANTS
(\$000)**

ITEM	Change from FY 2013 to FY 2014	Change from FY 2013 to FY 2014 FTEs by Program
Highway Safety Grants Base	554,500	88
Adjustments to Base		
FY 2014 #FTE Per Program Change	948	7
Annualization of FY 2013 Pay Raise	-	
Annualization of FY 2013 FTE	-	
FY 2014 Pay Raise	91	
GSA Rent	-	
WCF	(1,760)	
Inflation	-	
Subtotal, Adjustment to Base	(721)	7
Program Increases/Decreases	7,721	-
Total Net Increases/Decreases	7,000	7
FY 2014 REVISED REQUEST	561,500	95

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

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance Statement

The Moving Ahead for Progress in the 21st Century Act (MAP-21) authorizes NHTSA's programs, through September 30, 2014. Several of the grant programs have been restructured to provide states with resources to improve highway traffic safety for all road users. 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 \$561,500,000 is proposed for NHTSA's Highway Traffic Safety Grants in FY 2014.

FY 2014 – Highway Traffic Safety Grants

\$561,500,000

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
Program Activity	\$525,000,000	\$529,000,000	536,000,000	\$7,000,000
Administrative Expenses	\$25,328,000	\$25,500,000	25,500,000	\$0
Total	\$550,328,000	\$554,500,000	\$561,500,000	\$7,000,000

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

The State and Community Highway Safety formula grant program is the backbone of State highway safety programs. These grants directly support the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; driver distraction; and other safety countermeasures to address problems documented in States' highway safety plan. In FY 2013, states would be required to develop a statewide traffic enforcement plan and provide funding to support it. The FY 2014 request continues funding for the new statewide traffic enforcement plan.

Section 405 National Priority Safety Programs: \$272,000,000 TOTAL

In FY 2013-2014, MAP-21 Section 405 is 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: \$43,520,000 (16%)

The grant consolidates and streamlines the former Section 405 (Occupant Protection Incentive Grants) and Section 2011 (Child Safety and Child Booster Seat Safety Incentive Grants) programs. It includes a number of revised eligibility criteria, including encouraging development of comprehensive statewide occupant protection strategic plans and of countermeasures focusing on rural and nighttime belt use, two particularly significant occupant protection issues. The program maintains the criteria of enacting and enforcing a primary seat belt law. Also, the performance based program provides states that have achieved high belt use rates significant flexibility on how to expend grant funds. With observed national seat belt usage now at 86%, States are turning to countermeasures focused on high-risk populations. In FY 2014, States will continue focusing on those most at risk of being killed or injured in a crash due to non-belt use.

Section 405 State Traffic Safety Information System Grants: \$39,440,000 (14.5%)

The State Traffic Safety Information System Grant program will provide funds to states to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data to identify priorities for State and local highway safety programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141, would continue the former Section 408 criteria and establish new reporting standards and requirements for a state Traffic Record Coordinating Committee (TRCC). This program directly supports the Road Safety Plan, which calls for improved highway safety data. The slight increase in funding in FY 2014 will assist States in expediting the launch of needed traffic records systems improvements.

Sec 405 Impaired Driving Countermeasures Grants: \$142,800,000 (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 will be eligible for grants, but the conditions that would be applied to the administration and expenditure of these grants would differ for each state based on its safety performance. The grant program will establish three state categories: 1) Low Range States; 2) Mid-Range States; and 3) High Range States, based on their impaired driving fatality rates. In addition, the program proposes that states that adopt a mandatory ignition interlock law for all offenders are eligible for additional incentive funds. In FY 2014, States will 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: \$23,120,000 (8.5%)

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

Sec 405 Motorcyclist Safety Grants: \$4,080,000 (1.5%)

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

Sec 405 State Graduated Driver Licensing Laws \$13,600,000 (5%)

This new 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 \$5,440,000 (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 2014 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 2014 will 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: \$25,500,000

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the Agency's Highway Safety Grant programs. Included are the costs associated with the salaries and benefits for NHTSA employees, including the 7 new FTEs in FY 2014, who directly work on and indirectly provide support to these programs together with other normal business expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. This amount includes a realignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development and Vehicle Safety programs. The Highway Safety Grant program supports the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; distracted driving; and other safety countermeasures to address problems documented in States' highway safety plans.

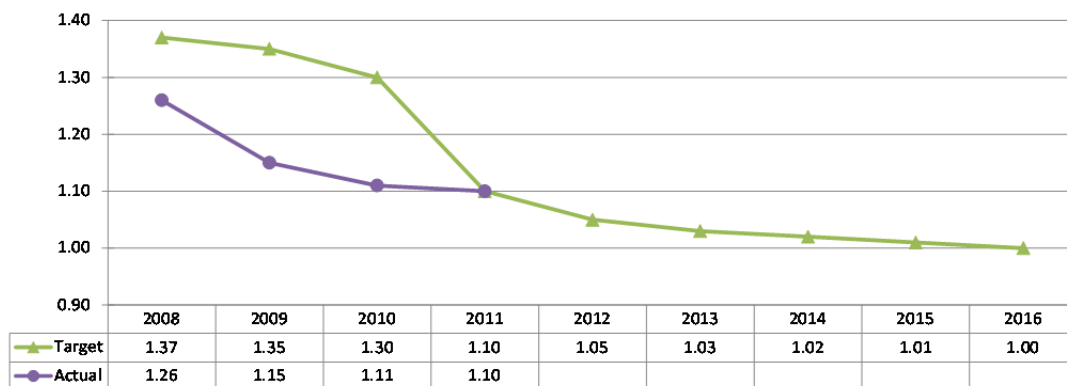
Detailed Justification for Highway Traffic Safety Grant Programs

What Do I Need To Know Before Reading This Justification?

NHTSA's FY 2014 budget request reflects MAP-21, P.L. 112-141, for a comprehensive reauthorization of State highway safety grant programs, including amending and combining existing programs. The 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 a request for a single application process for all the grant programs with one annual deadline and making grant eligibility criteria more performance-based and more objective for easier compliance and administration.
- Full accountability using problem identification and analysis to allocate resources and measuring outcomes using jointly established performance measures.
- Focus on building highway safety program partnerships and program capacity.

DOT High Priority Performance Goal: Safety Highway Fatality Rate per 100 Million VMT



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

FY 2014 – HIGHWAY TRAFFIC SAFETY GRANTS

\$536,000,000

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
Section 402 State and Community Formula Grants*	\$235,000,000	\$235,000,000	\$235,000,000	\$0
Section 405 Occupant Protection Incentive Grants**	\$25,000,000	\$0	\$0	\$0
Section 406 Seat Belt Performance Grants	\$23,500,000	\$0	\$0	\$0
Section 406 Repurposed Safety Belt Performance Grants - for Data Modernization (NASS)***	\$25,000,000	\$0	\$0	\$0
Section 408 State Traffic Safety Info. Sys. Improvement	\$34,500,000	\$0	\$0	\$0
Section 410 Impaired Driving Countermeasures Grants	\$139,000,000	\$0	\$0	\$0
Section 2009 High Visibility Enforcement	\$29,000,000	\$29,000,000	\$29,000,000	\$0
Section 2010 Motorcyclist Safety Grants	\$7,000,000	\$0	\$0	\$0
Section 2011 Child Safety and Child Booster Safety Incentive Grants**	\$7,000,000	\$0	\$0	\$0
Section 405 - National Priority Safety Programs	\$0	\$265,000,000	\$272,000,000	\$7,000,000
<i>Sec 405 - Occupant Protection Grants**</i>	<i>\$0</i>	<i>\$42,400,000</i>	<i>\$43,520,000</i>	<i>\$1,120,000</i>
<i>Sec 405 - State Traffic Safety Information System Grants</i>	<i>\$0</i>	<i>\$38,425,000</i>	<i>\$39,440,000</i>	<i>\$1,015,000</i>
<i>Sec 405 - Impaired Driving Countermeasures Grants</i>	<i>\$0</i>	<i>\$139,125,000</i>	<i>\$142,800,000</i>	<i>\$3,675,000</i>
<i>Sec 405 - Distracted Driving Grants</i>	<i>\$0</i>	<i>\$22,525,000</i>	<i>\$23,120,000</i>	<i>\$595,000</i>
<i>Sec 405 - Motorcyclist Safety Grants</i>	<i>\$0</i>	<i>\$3,975,000</i>	<i>\$4,080,000</i>	<i>\$105,000</i>
<i>Sec 405 - State Graduated Driver Licensing Laws</i>	<i>\$0</i>	<i>\$13,250,000</i>	<i>\$13,600,000</i>	<i>\$350,000</i>
<i>Sec 403h - In-Vehicle Alcohol Detection Device Research</i>	<i>\$0</i>	<i>\$5,300,000</i>	<i>\$5,440,000</i>	<i>\$140,000</i>
Total	\$525,000,000	\$529,000,000	\$536,000,000	\$7,000,000

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

**Combines former Section 405 and Section 2011 grants in Public Law 112-141, MAP-21.

***The FY 2012 Enacted Budget includes \$25M provided from Grants Section 406 as no-year funds, to initiate the Data Modernization project.

What Is This Program?

HIGHWAY TRAFFIC SAFETY GRANTS	Section 402 State and Community Formula Grants
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FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$235,000,000	\$235,000,000	\$235,000,000	\$0

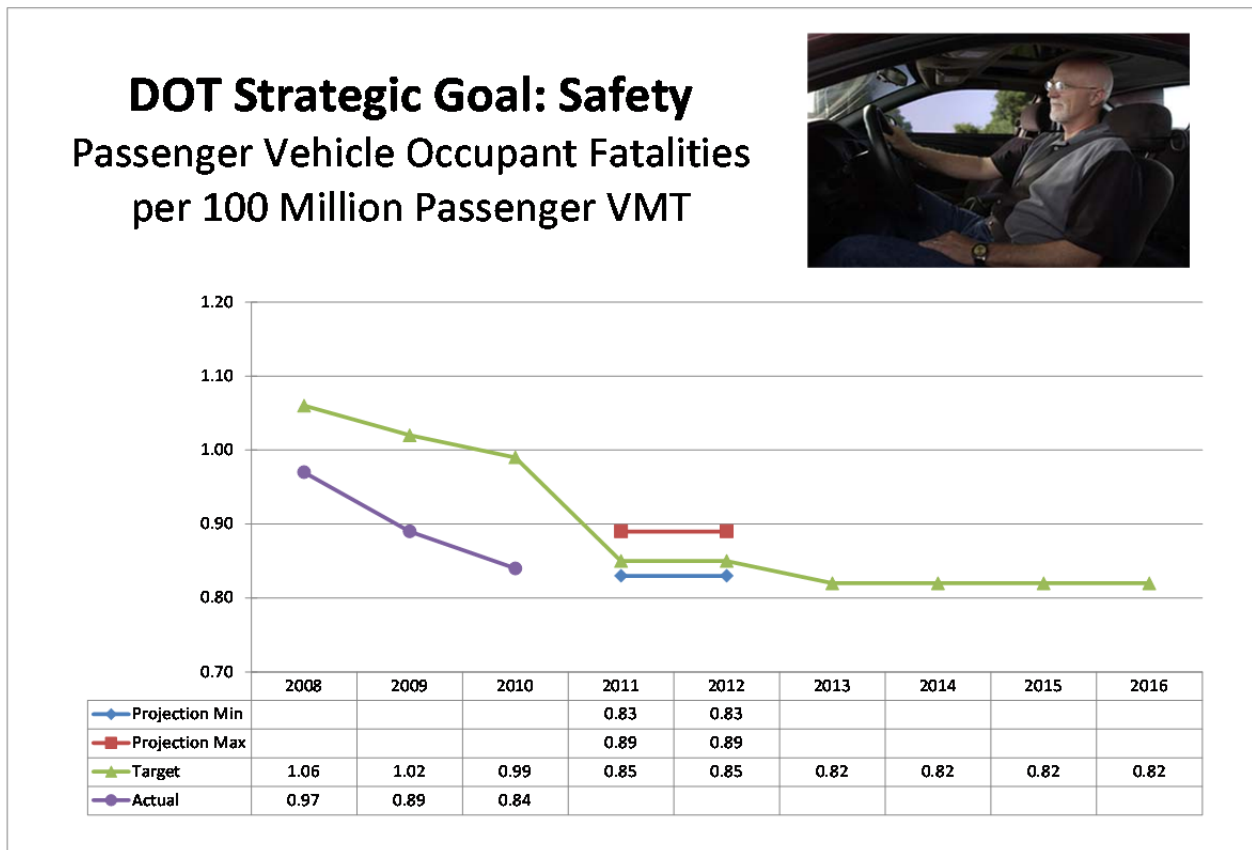
The State and Community Highway Safety formula grant program is the backbone of State highway safety programs. These grants directly support the Department's safety goals by providing flexibility to states to address highway safety problems. States can use these grants for the following activities: alcohol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



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 \$235 million in FY 2014, the same as the FY 2013 MAP-21 funding level. Maintaining the Section 402 grant program is critical to allow individual states and territories to address their specific highway safety problems that may not be addressed through national efforts and/or are best addressed at the state level. In addition to funding critical highway safety initiatives in the states, the 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).

HIGHWAY TRAFFIC SAFETY GRANTS**Section 405 Occupant Protection Grants**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$25,000,000	\$42,400,000	\$43,520,000	\$1,120,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, Occupant Protection Grants are funded, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. Occupant Protection Grants are allocated 16 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

Note: Also starting in FY 2013, former Section 2011 will be combined under Section 405, Occupant Protection Grants. In FY 2012, enacted funding totaled \$32.0M together (Section 405 - \$25.0M and Section 2011 - \$7.0M).

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

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

Why Is This Particular Program Necessary?

When used properly, occupant protection devices including seat belts and child passenger safety seats can be 45 to 60 percent effective in reducing the risk of fatal injury in a crash. We estimate that among vehicle occupants age 5 and older in 2009, seat belts saved an estimated 12,713 lives. If all passenger vehicle occupants age 5 and older had worn seat belts in 2010, an estimated 3,341 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-one States, DC, Puerto Rico and the 4 Territories all have primary seat belt laws; and all 50 States have child restraint laws.

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

The Department is requesting \$43.52 million in FY 2014, an increase of \$1.1 million, consistent with MAP-21. 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 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$34,500,000	\$38,425,000	\$39,440,000	\$1,015,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, State Traffic Safety Information System Improvement Grants are funded, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. State Traffic Safety Information System Improvement Grants are allocated 14.5 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

The State Traffic Safety Information System Grants provide funds to states to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data to identify priorities for state and local highway safety programs. Without accurate, timely data, state governments cannot properly identify safety trends, or emerging safety problems. States also sometimes struggle to accurately assess whether their countermeasure programs are effective in achieving stated project goals. This request would continue the previous Section 408 criteria, as a subsection under the new Section 405 and modify the existing program by establishing new reporting standards and requirements for a state Traffic Record Coordinating Committee (TRCC).

Why Is This Particular Program Necessary?

The new Sec. 405 subsection (formerly Sec. 408) program supports improvements in highway and traffic safety records information systems, allowing states to identify, document and evaluate their most pressing safety problems. The program brings together different stakeholders – such as law enforcement, emergency medical personnel, courts, etc. – to ‘communicate’ and link files in their data systems. These areas can include any of the following components: crash, driver licensing, vehicle registration, injury surveillance, emergency medical services, citation, adjudication and roadway issues. Improved data is critical to allow states to determine crash trends and correctly identify traffic safety problems, then determine which traffic safety program activities are the most effective in reducing crashes. In addition, improved state data will enhance NHTSA’s ability to observe and analyze national trends in crash occurrences, rates, outcomes and circumstances.

How Do You Know The Program Works?

Since the 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 \$39.44 million in FY 2014, an increase of \$1.0 million above FY 2013, consistent with MAP-21. Highway safety grant programs are data-driven, requiring states to document safety problems to be addressed using Federal and State funds. Without accurate, timely data, State and Federal governments cannot properly identify safety trends, or emerging safety problems. National expenditures to support state data collection and analysis, and system costs, had formerly been flat-funded throughout the duration of SAFETEA-LU.

HIGHWAY TRAFFIC SAFETY GRANTS**Section 405 Impaired Driving Countermeasures Grants**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$139,000,000	\$139,125,000	\$142,800,000	\$3,675,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, Impaired Driving Countermeasures Grants are funded, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. Impaired Driving Countermeasures Grants are allocated 52.5 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

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

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

Why Is This Particular Program Necessary?

In 2011, alcohol-impaired driving fatalities accounted for 9,878 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 \$142.8 million in FY 2014, an increase of \$3,675,000, consistent with MAP-21. 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 9,878 people were killed in these crashes in 2011. 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 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$0	\$22,525,000	\$23,120,000	\$595,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, Distracted Driving Prevention Grants are funded, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. Distracted Driving Prevention Grants are allocated 8.5 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

The Distracted Driving Prevention Grant program will provide incentives to states to enact and enforce complying laws to prevent distracted driving with a focus on texting bans. States would be able to expend grant funds on any behavioral highway safety activity. 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.



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. Currently, NHTSA is working with New York and Connecticut to demonstrate the effectiveness of high visibility enforcement of laws

banning handheld cell phone use and texting while driving. According to *Countermeasures That Work*, an evaluation of the DC law banning handheld cell phone use while driving showed a 50 percent reduction in handheld use after one year; this was largely attributed to strong enforcement of the law.

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

The Department is requesting funding of this program at \$23.12 million in FY 2014, an increase of \$595 thousand, consistent with MAP-21. Ownership and use of cell phones, personal digital assistants, geographic information systems and other potentially distracting devices in motor vehicles has increased dramatically the last few years, and is expected to continue to grow. Unless the Nation acts soon to discourage use of these devices while driving, more people will be killed or injured by distracted drivers. This funding level should provide adequate incentive to encourage states to pass and enforce laws to prevent distracted driving and, in particular, to ban texting while driving.

HIGHWAY TRAFFIC SAFETY GRANTS**Section 405 Motorcyclist Safety Grants**

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$7,000,000	\$3,975,000	\$4,080,000	\$105,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, Motorcyclist Safety Grants are funded, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. Motorcyclist Safety Grants are allocated 1.5 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

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, and a 2.1 percent increase between 2010 and 2011. 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 \$4.08 million in FY 2014, an increase of \$105 thousand, consistent with MAP-21. 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 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$0	\$13,250,000	\$13,600,000	\$350,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, State Graduated Driver Licensing Laws program is authorized, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. State Graduated Driver Licensing Laws are allocated 5 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

The new 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 \$13.6 million in FY 2014, an increase of \$350 thousand, consistent with MAP-21. 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 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$0	\$5,300,000	\$5,440,000	\$140,000

Note: Starting in FY 2013, under P.L. 112-141, MAP-21, In-Vehicle Alcohol Detection Device Research is authorized, in combination with other grant programs, under Sec 405 - National Priority Safety Programs. In-Vehicle Alcohol Detection Device Research is allocated 2 percent of total Sec 405 funding, \$265M in FY 2013 and \$272M in FY 2014.

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 2011, 9,878 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 \$5.44 million in FY 2014, an increase of \$140 thousand, consistent with MAP-21. 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.

FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	Change FY 2014 - 2013
\$29,000,000	\$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 2014, which is the same as the FY 2013 MAP-21 funding level. The funding in this area will support continued national and state efforts to increase safety belt use through media buys for CIOT. The FY 2014 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 2014 budget request includes a total budget of \$561,500,000 and 95 FTE. Of this amount \$25,500,000 is for administrative expenses, the same as the FY 2013 MAP-21 funding level.

Continued in FY 2014, NHTSA distributes its administrative expenses using a methodology based primarily on the Direct FTE allocation for many of its category areas: Salaries and Benefits; Rent, Communications and Utilities; and Other Services. Administrative Expenses are increasing in Salaries and Benefits by \$1.0 million to cover new FTEs (7) and offset by net decreases of \$1.0 million in Other Services attributed to the reallocation of non-pay administrative costs.

Program Activity	FY 2012 Actual	FY 2013 MAP-21	FY 2014 Request	FY 2014 vs FY 2013 Change
Salaries and Benefits	\$11,016,040	\$12,188,009	\$13,226,569	\$1,038,560
Travel	376,875	376,875	376,875	-
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	1,079,585	427,544	427,544	-
Printing	-	-	-	-
Other Services	12,855,500	12,507,572	11,469,012	(1,038,560)
Supplies	-	-	-	-
Equipment	-	-	-	-
Total Administrative Expenses	\$25,328,000	\$25,500,000	\$25,500,000	\$0

FTE (includes indirect FTE)	87	88	95	7
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Note: Travel funding does not include TSI Travel, which is funded through program funds.

Note: The Consolidated and Further Continuing Appropriations Act, 2013 (PL 113-6) was not enacted prior to budget finalization.

Note: In FY 2012, the Highway Safety Research and Development Account transferred 8 FTE to Highway Safety Grants.

The FY 2014 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 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 2014 NOPUS survey and report overall seat belt use and motorcycle helmet use.

- Report on the results of 2013 State Seat Belt Use Surveys and child restraint use from the 2013 NOPUS
- Initiate re-design of the NOPUS and the National Survey of the Use of Booster Seats.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH GENERAL FUND - APPROPRIATIONS

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$139,300,000	2005**	\$0
2006*	\$0	2006**	\$0
2007*	\$0	2007**	\$0
2008*	\$0	2008	\$126,572,000
2009*	\$0	2009	\$127,000,000
2010	\$129,774,000	2010	\$140,427,000
2011	\$132,837,000	2011	\$140,146,146
2012	\$170,708,723	2012	\$140,146,000
2013***	\$0	2013****	\$141,003,693
2014	\$148,343,000	2014	\$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 reflects estimated funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c). Full year budget not enacted at time of printing.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH TRUST FUND - CONTRACT AUTHORITY

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$0	2005**	\$0
2006	\$135,367,000	2006***	\$0
2007	\$122,000,000	2007***	\$0
2008	\$122,000,000	2008****	\$0
2009	\$127,000,000	2009****	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013*	\$188,000,000	2013	\$0
2014	\$0	2014	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$0	2005**	\$0
2006	\$135,367,000	2006***	\$0
2007	\$122,000,000	2007***	\$0
2008	\$122,000,000	2008****	\$0
2009	\$127,000,000	2009****	\$0
2010	\$0	2010	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013*	\$188,000,000	2013	\$0
2014	\$0	2014	\$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.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

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

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005*	\$0	2005	\$157,386,000
2006	\$0	2006	\$0
2007	\$0	2007	\$0
2008	\$0	2008	\$0
2009	\$0	2009	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013	\$0	2013	\$0
2014	\$0	2014	\$0

* Requested as contract authority from the Trust Fund.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

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

Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$90,000,000	2005	\$72,000,000
2006	\$92,000,000	2006	\$108,900,000
2007	\$105,250,000	2007	\$107,750,000
2008	\$107,750,000	2008	\$107,750,000
2009	\$105,500,000	2009	\$105,500,000
2010	\$107,329,000	2010	\$105,500,000
2011	\$117,376,000	2011	\$105,500,000
2012*	\$133,191,276	2012*	\$109,500,000
2013**	\$150,000,000	2013**	\$110,170,140
2014*	\$118,500,000	2014*	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$90,000,000	2005	\$72,000,000
2006	\$92,000,000	2006	\$108,900,000
2007	\$105,250,000	2007	\$107,750,000
2008	\$107,750,000	2008	\$107,750,000
2009	\$105,500,000	2009	\$105,500,000
2010	\$107,329,000	2010	\$105,500,000
2011	\$117,376,000	2011	\$105,500,000
2012*	\$133,191,276	2012*	\$109,500,000
2013**	\$150,000,000	2013**	\$115,500,000
2014*	\$118,500,000	2014*	\$0

* For FY's 2012-2014, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

**FY 2013 reflects funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c). Full year budget not enacted at the time of printing.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$4,000,000	2005	\$3,600,000
2006	\$4,000,000	2006	\$3,960,000
2007	\$4,000,000	2007	\$4,000,000
2008	\$4,000,000	2008	\$4,000,000
2009	\$4,000,000	2009	\$4,000,000
2010	\$4,078,000	2010	\$4,000,000
2011	\$4,170,000	2011	\$4,000,000
2012*	\$0	2012*	\$0
2013*	\$0	2013*	\$0
2014*	\$0	2014*	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$4,000,000	2005	\$3,600,000
2006	\$4,000,000	2006	\$3,960,000
2007	\$4,000,000	2007	\$4,000,000
2008	\$4,000,000	2008	\$4,000,000
2009	\$4,000,000	2009	\$4,000,000
2010	\$4,078,000	2010	\$4,000,000
2011	\$4,170,000	2011	\$4,000,000
2012*	\$0	2012*	\$0
2013*	\$0	2013*	\$0
2014*	\$0	2014*	\$0

* For FY's 2012-2014, 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

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$0	2005	\$0
2006	\$0	2006	\$0
2007	\$0	2007	\$0
2008	\$0	2008	\$0
2009	\$0	2009	\$0
2010	\$0	2010	\$3,350,000
2011	\$2,530,000	2011	\$3,350,000
2012	\$0	2012	\$0
2013	\$0	2013	\$0
2014	\$0	2014	\$0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$456,000,000	2005	\$225,000,000
2006	\$465,000,000	2006	\$572,394,240
2007	\$583,750,000	2007	\$587,750,000
2008	\$599,250,000	2008	\$599,250,000
2009	\$619,500,000	2009	\$619,500,000
2010	\$626,047,000	2010	\$619,500,000
2011	\$620,697,000	2011	\$619,500,000
2012	\$556,100,000	2012	\$550,328,000
2013	\$643,000,000	2013*	\$553,696,007
2014	\$561,500,000	2014	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2005	\$456,000,000	2005	\$225,000,000
2006	\$465,000,000	2006	\$572,394,240
2007	\$583,750,000	2007	\$587,750,000
2008	\$599,250,000	2008	\$599,250,000
2009	\$619,500,000	2009	\$619,500,000
2010	\$626,047,000	2009	\$619,500,000
2011	\$620,697,000	2011	\$619,500,000
2012	\$556,100,000	2012	\$550,328,000
2013	\$643,000,000	2013*	\$554,500,000
2014	\$561,500,000	2014	\$0

*FY 2013 reflects estimated funding based on FY 2012 levels increased by 0.612% in accordance with PL 112-175, Continuing Appropriations Act, 2013 section 101(c). Full year budget not enacted at time of printing.

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EXHIBIT IV-1
RESEARCH, DEVELOPMENT & TECHNOLOGY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
(In thousands of dollars)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION		FY 2013			
		FY 2012 Actual	Annualized CR	FY 2014 Request	FY 2014 Applied
A. Research and Analysis		57,741	61,357	68,634	-
	Vehicle Safety (VS)	30,887	34,339	36,776	-
	Data Collection (T)	26,854	27,018	31,858	-
	1. Crashworthiness	19,188	22,569	19,188	-
VS	a. Safety Systems	8,210	8,260	8,210	-
VS	b. Biomechanics	10,978	14,309	10,978	-
	2. Crash Avoidance	10,199	10,261	10,088	-
VS	a. Crash Avoidance	8,088	8,137	8,088	-
VS	b. Heavy Vehicles	2,111	2,124	2,000	-
	3. Data Collections & Analyses (T)	26,854	27,018	31,858	-
VS	a1. Crash Data Collection (T)*	-	-	1,542	
HS	a2. Crash Data Collection (T)*	-	-	28,650	
VS	b1. Fatality Analysis Reporting System (T)	-	1,305	-	
HS	b2. Fatality Analysis Reporting System (T)	8,469	7,216	-	N/A
VS	c1. National Automotive Sampling System (NASS)(T)	-	301	-	N/A
HS	c2. National Automotive Sampling System (NASS)(T)	12,529	12,305	-	N/A
HS	d. State Data Systems (T)	2,490	2,505	-	N/A
HS	e. Special Crash Investigations (T)	1,700	1,710	-	N/A
HS	f. Data Analysis Program (T)	1,666	1,676	1,666	N/A
VS	4. Alternative Fuels Vehicle Safety	1,500	1,509	3,000	-
VS	5. Vehicle Electronics and Emerging Technology	-	-	2,000	-
VS	6. Vehicle Test Center - Ohio	-	-	2,500	-
B. Highway Safety Research		7,541	5,122	5,091	-
Subtotal		65,282	66,480	73,725	-
C. Administrative Expenses **		43,195	47,593	49,043	-
	Vehicle Safety (VS)	26,706	29,691	28,839	-
	Highway Safety (HS)	3,615	2,770	2,731	-
	Data Collection Technology	12,874	15,132	17,473	-
Total R&D = VS+HS Research and Analysis, VS+ HS Admin		68,749	71,922	73,437	-
Subtotal, Technology Investment (T)		39,728	42,151	49,331	-
Total NHTSA		108,477	114,074	122,768	-
Memo: Percentage Administrative to Total		39.8%	41.7%	39.9%	0.0%

Note: Totals may not add due to rounding.

Note: In FY 2013, Biomechanics includes \$3.264M in discretionary NVS program funds.

*FARS/FastFARS, NASS, State Data Systems, Special Crash Investigation are realigned to the Crash Data Collection. In FY 2014, 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.

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SUPPLEMENTAL ATTACHMENT

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2014 REQUEST- NHTSA HIRING PRIORITIES
TOTAL FULL-TIME EQUIVALENTS / POSITIONS**

	Office	FTEs	FTPs	Positions
Rulemaking	Safety Standards Support	2	4	General Safety Engineers
		2	4	Mechanical Engineers
		4.5	9	Electrical/Electronics Engineers
	New Car Assessment Program	1.5	3	General Safety Engineers
		1	2	Electrical/Electronics Engineers
	CAFE	1	2	General Safety Engineers
		<u>0.5</u>	<u>1</u>	Program Analysts
	12.5	25		
Enforcement	Vehicle Safety Compliance	3	6	Electrical/Electronics Engineers
		1	2	Importation Program Specialists
		1.5	3	Program Managers
		1	2	General Safety Engineers
	Defects Investigation	0.5	1	Electrical Engineer
		<u>1.5</u>	<u>3</u>	Mechanical Engineers
		8.5	17	
Research & Analysis	Safety System	1	2	Program Analysts
	Biomechanics	0.5	1	Biomechanical Engineers
	Heavy Vehicles	1	2	General Safety/Human Factors Engineers
	Crash Avoidance	1	2	General Safety Engineers
	Alternative Fuel Vehicle Safety	1.5	3	Electrical Engineers
	Vehicle Electronics & Emerging Technology	2.5	5	Electrical/Electronics Engineers
	Vehicle Research and Test Facility	<u>0.5</u>	<u>1</u>	Electrical Engineer
	8	16		
NCSA	Crash Data Collection	0.5	1	Program Analysts
		1	2	Mathematical Statisticians
		1	2	General Safety Engineers
	Regulatory Analysis & Evaluation	1	2	Economists for Electronics Analysis
		<u>0.5</u>	<u>1</u>	Economists for CAFE Support
	4	8		
Highway Safety R&D	Regions All Programs	4	8	Highway Safety Specialists
	Occupant Protection	2	4	Social Scientists
	Highway Safety Research	<u>1</u>	<u>2</u>	Research Psychologists
		7	14	
Highway Safety Grants		7	14	Highway Safety Specialists (regional program managers)
Total 2014 FTEs/FTPs		47	94	

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Congressional Reporting/Follow-Up to Action Plans

Task	Date Due
Highway Safety Plans	
<p>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.</p>	FY 2014 & Beyond
<p>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.</p>	FY 2014 & Beyond
Teen Traffic Safety Program	
<p>1 The Secretary shall submit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that contains - (1) an evaluation of each State's performance with respect to the State's highway safety plan under subsection (k) and performance targets set by the States in such plans; and (2) such recommendations as the Secretary may have for improvements to activities carried out under subsection (k).</p>	NLT Oct 1, 2015 & Biennially thereafter
Cooperative Research and Evaluation	
<p>1 If the Administrator conducts the research authorized under paragraph (1), the Administrator shall submit an annual report to the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, and Committee on Science, Space, and Technology of the House of Representatives 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.</p>	Annual Requirement
Distracted Driving Study	
<p>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.</p>	7/2013
High Visibility Enforcement Program	
<p>1 OCCI should do print media advertising and Internet-based outreach.</p>	7/2013

Task	Date Due
Emergency Medical Services	
<p>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.</p>	N/A
<p>2 The Advisory Council shall prepare an annual report to the Secretary of Transportation regarding the Advisory Council's actions and recommendations.</p>	Annual Requirement
Promotion of Vehicle Defect Reporting	
<p>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.</p>	TBD
Protection of employees providing motor vehicle safety info	
<p>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.</p>	7/2014
<p>2 Submit to Congress a report of the results of the study.</p>	7/2014
Anti-Revolving Door	
<p>1 Conduct a study of the Department's policies relating to post-employment restrictions on employees who perform functions related to transportation safety.</p>	7/2013
<p>2 Submit to Congress a report of the results of the study.</p>	7/2013
Study of Crash Data Collection	
<p>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.</p>	N/A
<p>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.</p>	N/A

Task	Date Due
National Highway Traffic Safety Administration Electronics, Software, and Engineering Expertise	
<p>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.</p>	N/A
Honors Recruitment Program	
<p>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.</p>	N/A
Electronic Systems Performance	
<p>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.</p>	FY 2014 and Beyond
Child Restraint Anchorage Systems	
<p>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.</p>	FY 2015 & Beyond
Rear Seat Belt Reminders	
<p>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.</p>	7/2014
<p>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.</p>	FY 2014 and Beyond

Task	Date Due
Unattended Passenger Reminders	
<p>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.</p>	<p>FY 2014 and Beyond</p>
<p>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.</p>	<p>FY 2014 and Beyond</p>

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