

U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2010

**NATIONAL HIGHWAY
TRAFFIC SAFETY
ADMINISTRATION**

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

**DEPARTMENT OF TRANSPORTATION
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 FY 2010 PRESIDENTS BUDGET
 CONGRESSIONAL SUBMISSION**

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Overview

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA's programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA. Instead, the Budget conservatively displays baseline funding levels for all surface programs.

The National Highway Traffic Safety Administration (NHTSA) continues to make transportation safety its highest priority. The President's Budget includes \$867.2 million for our planned activities in 2010. This represents an \$11.2 million increase above the 2009 Enacted level, a nominal increase of 1.3 percent.

Within the Department of Transportation, NHTSA has the principal responsibility for promulgating regulations and administering programs in conjunction with the safety groups, States, and other partners to reduce fatalities and serious injuries resulting from crashes that occur on our nation's highways. This responsibility covers all aspects of highway driving, including passenger cars, trucks, buses, and motorcycles, as well as pedestrians and bicyclists.

In order to support our mission, additional resources are needed to reach NHTSA's full FTE compliment, as well as additional funding for activities in the following areas.

- NHTSA has need of \$8.9 million to meet the April 2010 directive to issue the next Corporate Average Fuel Economy (CAFE) rule impacting Model Years (MY) 2012-2016 vehicles. Our efforts in this area are unprecedented in terms of the need to align our planned rule with the regulatory activities of the EPA and the White House regarding carbon emissions and environmental impacts and include a significant research effort to evaluate potential new standards for commercial medium and heavy-duty highway vehicles.
- NHTSA has need of \$6.7 million dollars for the National Driver Register (NDR) to allow us to continue the modernization of the Problem Driver Pointer System (PDPS). Without modernization, disruption of service to State driver licensing agencies will increase thereby hampering States issuance of driver licenses and commercial driver licenses. Additionally, the NDR will not be able to meet the needs of new users at the Federal level that query the system as part of security and background checks for safety sensitive transportation and other positions.
- NHTSA has need of \$1million to develop test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and other alternative fuel vehicles. NHTSA's activities in this area include research into the safety of emerging battery technologies used in hybrid fuel cell and Internal-Combustion Engine (ICE) vehicles.

NHTSA's FY 2010 Budget and highlights of some of the activities planned in each account follows.

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EXHIBIT II - 1

**COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Budget Authority
(\$000)**

<u>ACCOUNT NAME</u>	<u>FY 2008 ACTUAL</u>	<u>FY 2009 ENACTED</u>	<u>FY 2010 REQUEST</u> ^{1/}
Operations and Research	\$ 234,322	\$ 232,500	\$ 237,103
Vehicle Safety Research (General Fund - Appropriation)	126,572	127,000	129,774
Highway Safety Research & Development (HTF Ob. Lim.)	107,750	105,500	107,329
National Driver Register (HTF - Ob. Lim.)	4,000	4,000	4,078
Highway Traffic Safety Grants (HTF - Ob. Lim.)	<u>599,250</u>	<u>619,500</u>	<u>626,047</u>
TOTAL	<u><u>\$ 837,572</u></u>	<u><u>\$ 856,000</u></u>	<u><u>\$ 867,228</u></u>

1/ NHTSA requires reauthorization for all programs in FY 2010 due to the expiration of current authorization found in P.L. 109-59 (SAFETEA-LU).

*Totals may not add due to rounding.

EXHIBIT II-2

**FY 2010 BUDGET REQUEST BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation and Limitations, and Exempt Obligations
(\$000)**

<u>ACCOUNT NAME</u>	<u>FY 2008*</u> <u>ACTUAL</u>	<u>FY 2009</u> <u>ENACTED</u>	<u>FY 2010</u> <u>REQUEST</u>
VEHICLE SAFETY RESEARCH (General Fund Appropriation)	\$ 126,572	\$ 127,000	\$ 129,774
Safety Performance (Rulemaking)	16,068	16,968	
Safety Assurance (Enforcement)	16,677	18,077	
Highway Safety Programs	1,249	1,600	
Research and Analysis	33,193	31,670	
Administrative Expenses	59,385	58,685	
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (HTF)	\$ 107,750	\$ 105,500	\$ 107,329
Highway Safety Programs	42,559	42,009	
Research and Analysis	32,608	26,908	
Administrative Expenses	32,583	36,583	
TOTAL OPERATIONS AND RESEARCH	\$ 234,322	\$ 232,500	\$ 237,103
NATIONAL DRIVER REGISTER			
Program Expenses	2,870	2,500	
Administrative Expenses	1,130	1,500	
TOTAL NATIONAL DRIVER REGISTER	\$ 4,000	\$ 4,000	\$ 4,078
HIGHWAY TRAFFIC SAFETY GRANTS			
Section 402 Formula Grants	225,000	235,000	
Section 405 Occupant Protection Incentive Grants	25,000	25,000	
Section 406 Safety Belt Performance Grant Program	124,500	124,500	
Section 408 State Traffic Safety Info. System Improvements	34,500	34,500	
Section 410 Alcohol Incentive Formula Grants	131,000	139,000	
Section 2010 Motorcyclist Safety Grants	6,000	7,000	
Section 2011 Child Safety and Booster Seat Grants	6,000	7,000	
Section 2009 High Visibility Enforcement	29,000	29,000	
Administrative Expenses **	18,250	18,500	
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS	\$ 599,250	\$ 619,500	\$ 626,047
GRAND TOTAL	\$ 837,572	\$ 856,000	\$ 867,228

(*) Congress approved on 7/24/2008 a request to reprogram \$3,300,000 to Safety Performance (Rulemaking) from \$12,768,000 to \$16,068,000 to meet the expanded requirements of Corporate Average Fuel Economy (CAFE). Reprogrammed \$1,600,000 in Safety Assurance (Enforcement) from \$18,277,000 to \$16,677,000 and \$1,700,000 in Research and Analysis from \$34,893,000 to \$33,193,000.

(**) Includes \$4,967,000 for Highway Safety Research and Development and \$1,656,000 for National Occupant Protection Use Survey (NOPUS) in all years.

EXHIBIT II-3

FY 2010 BUDGET REQUEST BY ACCOUNT
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Budget Authority
 (\$000)

<u>ACCOUNT NAME</u>	<u>Mandatory/ Discretionary</u>	<u>FY 2008 ACTUAL</u>	<u>FY 2009 ENACTED</u>	<u>FY 2010 REQUEST</u>
Operations and Research				
Vehicle Safety Research (GF-Appropriation)	D	\$ 126,572	\$ 127,000	\$ 129,774
Hwy. Safety Research & Develop. (HTF. Ob Lim.)	M	\$ 95,553	\$ 94,600	\$ 107,329
Hwy. Safety Research & Develop. (HTF. Ob Lim.)		107,750	105,500	107,329
Rescission/cancellation of unobligated balances		(12,197)	(10,900) *	-
National Driver Register (HTF Ob. Lim.)	M	\$ 3,880	\$ 3,456	\$ 4,078
National Driver Register		4,000	4,000	4,078
Rescission/cancellation of unobligated balances		(120)	(544)	-
Highway Traffic Safety Grants (HTF Ob. Lim.)	M	\$ 588,721	\$ 559,300	\$ 626,047
Highway Traffic Safety Grants		599,250	619,500	626,047
Rescission/cancellation of unobligated balances		(10,529)	(60,200)	-
TOTAL:		\$ 814,726	\$ 784,356	\$ 867,228
[Mandatory]	M	688,154	657,356	737,454
[Discretionary]	D	126,572	127,000	129,774

*In the P.L. 111-8, the Rescission for Highway Safety Research & Development in 2009 is \$10,900,000 however, the Rescission is actually \$10,300,000 due to the unobligated balance amount available .

EXHIBIT II - 4

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

SUMMARY TABLE
 Baseline Changes

Program Category	FY 2009 Enacted	Non-Add Columns				Annualization of 2009 Pay Raises	FY 2010 Pay Raises**	FY 2010 WIG	GSA Rent	WCF Increase/Decrease	Inflation/Deflation	Program Increases/Decreases	FY 2010 PC&B Program Change	FY 2010 # FTE Per Program Change	Contract Expense Program Increases	FY 2010 Request
		2009 PC&B By Program	2009 # FTE Per Program	2009 Contract Expenses	FY 2010 Adjusted Base											
PERSONNEL RESOURCES (FTE)																
Direct FTE*	607				607									28	635	
Reimbursable FTE																
FINANCIAL RESOURCES																
ADMINISTRATIVE EXPENSES																
Salaries and Benefits (11)	81,110	81,110	607			649	981			149			3,784		86,673	
Travel (21)	1,414										5	2			1,421	
Transportation of Things (22)	163											-93			70	
GSA Rent	7,905							39							7,944	
Communications, Rent & Utilities (23)	3,819								106	48	90				4,063	
Printing (24)	333										25				358	
Other Services (25)	18,427			9,069						39	268				18,734	
Supplies (26)	1,075									5					1,080	
Equipment- (31)	1,022									6					1,028	
Administrative Expenses Total	115,268	81,110	607	9,069		649	981	39	255	103	292	3,784			121,367	
VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS																
Safety Performance (Rulemaking)	16,968			16,968												
Safety Assurance (Enforcement)	18,077			18,077												
Highway Safety Program	43,609			43,609												
Research and Analysis	58,578			58,578												
NATIONAL DRIVER REGISTER	2,500			2,500												
HIGHWAY TRAFFIC SAFETY GRANTS																
1. Sec.402 Formula Grants	235,000															
2. Sec. 405 Occupant Protection Inc.Grants	25,000															
3. Sec. 406 Saf. Belt Perf. Grants	124,500															
4. Sec.408 State Traf. Saf. Info. Sys.Impr.	34,500															
5. Sec.410 Alcohol Incentive Grants	139,000															
6. Sec. 2010 Motorcyclist Safety	7,000															
7. Sec.2011 Child Saf. and Booster Seat	7,000															
8. Sec.2009 High Visibility Enforcement	29,000															
Programs Total	740,732			139,732							5,095			34	745,861	
GRAND TOTAL	856,000	81,110	607	148,801		649	981	39	255	103	5,386	3,784		34	867,228	

NOTE: Total may not add due to rounding.

*Amounts provide in FY 2008-2009 did not allow for actual funding of FTE's at the authorized levels due to general pay raises higher than requested/included in funding.

**Total represents a 2% pay raise.

EXHIBIT II - 4 (a)

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

Appropriations, Obligation Limitations, and Exempt Obligations

VEHICLE SAFETY RESEARCH
(\$000)

Baseline Changes

Program Category	FY 2009 Enacted	Non-Add Columns				Annualization of 2009 Pay Raises	FY 2010 Pay Raises***	FY 2010 WIG	GSA Rent	WCF Increase/Decrease****	Inflation/Deflation	Program Increases/Decreases****	FY 2010 PC&B Program Increases	FY 2010 # FTE Per Program Change	Contract Expense Program Increases	FY 2010 Request
		2009 PC&B By Program	2009 # FTE Per Program	2009 Contract Expenses	2010 Adjusted Base											
PERSONNEL RESOURCES (FTE)																
Direct FTE*	326				326									26	352	
Reimbursable FTE																
FINANCIAL RESOURCES																
ADMINISTRATIVE EXPENSES																
Salaries and Benefits (11)* / **	45,196	45,196	326			347	562			149			3,508		49,762	
Travel (21)	536										3				539	
Transportation of Things (22)	163										-93				70	
GSA Rent	1,700							-175							1,525	
Communications, Rent & Utilities (23)	2,855											-2,755			100	
Printing (24)	333											-333			0	
Other Services (25)	6,880			2,037							17	-3,556			3,341	
Supplies (26)																
Equipment- (31)	1,022										6				1,028	
Administrative Expenses Total	58,685	45,196	326	2,037		347	562	-175	149	26	-6,737	3,508			56,365	
PROGRAMS																
Safety Performance (Rulemaking)	16,968			16,968												
Safety Assurance (Enforcement)	18,077			18,077												
Research and Analysis	31,670			31,670												
Highway Safety Programs	1,600			1,600												
Programs Total	68,315			68,315								5,095			73,410	
TOTAL, HIGHWAY TRAFFIC SAFETY	127,000	45,196	326	70,352		347	562	-175	149	26	-1,642	3,508			129,774	

NOTE: Total may not add due to rounding.

*Amounts provided in FY 2008-2009 did not allow for actual funding of FTE's at the authorized levels due to general pay raises higher than requested/included in funding.

** Transit Benefits is included in Salaries and Benefits, however it is funded through WCF.

***Total represents a 2% pay raise.

**** Realignment of expenses to Grants account to remain within the Vehicle Safety account allocation.

EXHIBIT II - 4 (b)

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

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

HIGHWAY SAFETY RESEARCH & DEVELOPMENT
Baseline Changes

Program Category	FY 2009 Enacted	Non-Add Columns				Annualization of 2009 Pay Raises	FY 2010 Pay Raises**	FY 2010 WIG	GSA Rent	WCF Increase/Decrease	Inflation/Deflation	Program Increases/Decreases	FY 2010 PC&B Program Increases	FY 2010 # FTE Per Program Change	Contract Expense Program Increases	FY 2010 Request
		2009 PC&B By Program	2009 # FTE Per Program	2009 Contract Expenses	FY 2010 Adjusted Base											
PERSONNEL RESOURCES (FTE)																
Direct FTE*	183				183									7	190	
Reimbursable FTE																
FINANCIAL RESOURCES																
ADMINISTRATIVE EXPENSES																
Salaries and Benefits (11)*	24,157	24,157	183			183	287					625			25,252	
Travel (21)	482										2				484	
Transportation of Things (22)																
GSA Rent	5,881							77							5,958	
Communications, Rent & Utilities (23)	964								106	48	474				1,592	
Printing (24)																
Other Services (25)	4,024			949						22					4,046	
Supplies (26)	1,075									5					1,080	
Equipment- (31)																
Administrative Expenses Total	36,583	24,157	183	949		183	287	77	106	77	474	625			38,412	
PROGRAMS																
Highway Safety Programs	42,009			42,009												
Research and Analysis	26,908			26,908												
Programs Total	68,917			68,917											68,917	
TOTAL, HIGHWAY TRAFFIC SAFETY	105,500	24,157	183	69,866		183	287	77	106	77	474	625			107,329	

NOTE: Total may not add due to rounding.

*Amounts provided in FY 2008-2009 did not allow for actual funding of FTE's at the authorized levels due to general pay raises higher than requested/included in funding.

**Total represents a 2% pay raise.

EXHIBIT II - 4 (c)

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

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

NATIONAL DRIVER REGISTER
Baseline Changes

Program Category	FY 2009 Enacted	Non-Add Columns				Annualization of 2009 Pay Raises	FY 2010 Pay Raises**	FY 2010 WIG	GSA Rent	WCF Increase/Decrease	Inflation/Deflation	Program Increases/Decreases	FY 2010 PC&B Program Change	FY 2010 # FTE Per Program Increase	Contract Expense Program Increases	FY 2010 Request
		2009 PC&B By Program	2009 # FTE Per Program	2009 Contract Expenses	FY 2010 Adjusted Base											
PERSONNEL RESOURCES (FTE)																
Direct FTE*	11				11											11
Reimbursable FTE																
FINANCIAL RESOURCES																
ADMINISTRATIVE EXPENSES																
Salaries and Benefits (11)*	1,155	1,155	11			12	14					66				1,247
Travel (21)	21															21
Transportation of Things (22)																
GSA Rent	324							-47								277
Communications, Rent & Utilities (23)																
Printing (24)																
Other Services (25)																
Supplies (26)																
Equipment- (31)																
Administrative Expenses Total	1,500	1,155	11			12	14	-47				66				1,544
PROGRAMS																
National Driver Register	2,500			2,500												2,534
																0
																0
																0
																0
																0
																0
																0
Programs Total	2,500			2,500											34	2,534
TOTAL, HIGHWAY TRAFFIC SAFETY	4,000	1,155	11	2,500		12	14	-47				66		34	4,078	

NOTE: Total may not add due to rounding.

*Amounts provided in FY 2008-2009 did not allow for actual funding of FTE's at the authorized levels due to general pay raises higher than requested/included in funding.

**Total represents a 2% pay raise.

EXHIBIT II - 4 (d)

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

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

HIGHWAY TRAFFIC SAFETY GRANTS
Baseline Changes

Program Category	FY 2009 Enacted	Non-Add Columns				Annualization of 2009 Pay Raises	FY 2010 Pay Raises**	FY 2010 WIG	GSA Rent	WCF Increase/Decrease	Inflation/Deflation	Program Increases/Decreases***	FY 2010 PC&B Program Increases	FY 2010 # FTE Per Program Change	Contract Expense Program Increases	FY 2010 Request
		2009 PC&B By Program	2009 # FTE Per Program	2009 Contract Expenses	FY 2010 Adjusted Base											
PERSONNEL RESOURCES (FTE)																
Direct FTE*	87				87									-5	82	
Reimbursable FTE																
FINANCIAL RESOURCES																
ADMINISTRATIVE EXPENSES																
Salaries and Benefits (11)*	10,602	10,602	87			107	118					-415			10,412	
Travel (21)	375										2				377	
Transportation of Things (22)																
GSA Rent								184							184	
Communications, Rent & Utilities (23)											2,371				2,371	
Printing (24)											358				358	
Other Services (25)	7,523			6,623							3,824				11,347	
Supplies (26)																
Equipment- (31)																
Administrative Expenses Total	18,500	10,602	87	6,623		107	118	184			6,555	-415			25,047	
PROGRAMS																
Highway Traffic Safety Grants																
Section 402 Highway Traffic Safety	235,000															
Section 405 Occupant Protection Inc.	25,000															
Section 406 Safety Belt Performance	124,500															
Section 408 State Traffic Safety Info.	34,500															
Section 410 Alcohol Incentive Grant	139,000															
Section 2010 Motorcyclist Safety	7,000															
Section 2011 Child Safety and Booster	7,000															
Section 2009 High Visibility	29,000															
Programs Total	601,000														601,000	
TOTAL, HIGHWAY TRAFFIC SAFETY	619,500	10,602	87	6,623		107	118	184			6,555	-415			626,047	

NOTE: Total may not add due to rounding.

*Amounts provided in FY 2008-2009 did not allow for actual funding of FTE's at the authorized levels due to general pay raises higher than requested/included in funding.

**Adjusted due to pay raises higher than requested/funded.

***Reflects realignment between Vehicle Safety and Grants.

EXHIBIT II-4A

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

	<u>FY 2009 ENACTED</u>	<u>FY 2010 REQUEST</u>	<u>CHANGE</u>
DIRECT:			
Operations & Research	\$ 10,344	\$ 10,926	\$ 582
SUBTOTAL	<u>10,344</u>	<u>10,926</u>	<u>582</u>
TOTAL	<u>\$ 10,344</u>	<u>\$ 10,926</u>	<u>\$ 582</u>

EXHIBIT II-5

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY**

Total Full-Time Equivalents

	<u>FY 2008 ACTUAL</u>	<u>FY 2009 ENACTED*</u>	<u>FY 2010 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
<u>Operations and Research</u>	<u>542</u>	<u>509</u>	<u>542</u>
Vehicle Safety Research (GF - Appropriation)	352	326	352
Highway Safety Research and Development (HTF Ob. Lim.)	190	183	190
National Driver Register (HTF - Ob. Lim.)	11	11	11
Highway Traffic Safety Grants (HTF - Ob. Lim.)	<u>82</u>	<u>87</u>	<u>82</u>
TOTAL FTEs*	<u><u>635</u></u>	<u><u>607</u></u>	<u><u>635</u></u>

*Amounts provided in FY 2008-2009 did not allow for actual funding of FTE's at the authorized levels due to general pay raises higher than requested/included in funding.

**EXHIBIT II-6
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
RESOURCE SUMMARY - STAFFING
Total Full-Time Positions**

	<u>FY 2008 ACTUAL</u>	<u>FY 2009 ENACTED*</u>	<u>FY 2010 REQUEST</u>
<u>DIRECT FUNDED BY APPROPRIATION</u>			
<u>Operations and Research</u>	<u>553</u>	<u>553</u>	<u>553</u>
Vehicle Safety Research (GF - Appropriation)	355	355	355
Highway Safety Research and Development (HTF Ob. Lim.)	198	198	198
National Driver Register (HTF - Ob. Lim.)	11	11	11
Highway Traffic Safety Grants (HTF - Ob. Lim.)	<u>86</u>	<u>86</u>	<u>86</u>
TOTAL POSITIONS*	<u><u>650</u></u>	<u><u>650</u></u>	<u><u>650</u></u>

*Amounts provided in FY 2008-2009 did not allow for actual funding of FTP's at the authorized levels due to general pay raises higher than requested/included in funding.

EXHIBIT II-7

FY 2010 BUDGET REQUEST RECAP BY ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OUTLAYS
(\$000)

<u>ACCOUNTS</u>	<u>FY 2008 ACTUAL</u>	<u>FY 2009 ENACTED</u>	<u>FY 2010 REQUEST</u>
Vehicle Safety Research (General Fund - Appropriation)	78,219	112,267	122,000
Operations and Research			
Highway Safety Research & Development (HTF Ob. Lim.)	167,848	157,412	127,027
National Driver Register (HTF Ob. Lim.)	5,267	4,020	4,023
Highway Traffic Safety Grants (HTF Ob. Lim.)	485,721	661,270	688,123
TOTAL	\$ 737,055	\$ 934,969	\$ 941,173

OPERATIONS AND RESEARCH

*Unless other legislation is enacted that authorizes a change that results in a positive cash balance in the Highway Trust Fund, projected through the end of fiscal year 2010, an appropriation is provided as follows: For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under [subtitle C of title X of Public Law 109-59 and] chapter 301 and part C of subtitle VI of title 49, United States Code, [\$127,000,000, of which \$31,670,000 shall remain available until September 30, 2010: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect] \$129,774,000. (Department of Transportation Appropriations Act, 2009.)*

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH - General Fund

PROGRAM AND FINANCING SCHEDULE

Line No.	Description	(\$000)		
		FY 2008 Actual	FY 2009 Enacted	FY 2010 Requested
	Obligations by program activity:			
0001	Highway Safety Programs	1,249	1,600	
0002	Research and Analysis	33,193	31,670	
0005	Rulemaking	16,068	16,968	
0006	Enforcement	16,677	18,077	
0007	National Driver Register			
0008	Administrative Expenses	59,385	58,685	
0009	Adjustments to be distributed			
0010	Total Direct Obligations	126,572	127,000	129,774
0910	Reimbursable Program			
10.00	Total new obligations	126,572	127,000	129,774
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year		2,586	3,106
22.00	New budget authority (gross)	126,572	127,000	129,774
22.10	Resources available from recoveries of prior year obligations	-359	360	360
23.90	Total budgetary resources available for obligation	127,013	130,106	133,240
23.95	Total new obligations (-)	-124,426	-127,000	-129,775
23.98	Unobligated balance expiring or withdrawn (-)			
24.40	Unobligated balance available, end of year	2,586	3,106	3,465
	New budget authority (gross), detail			
	Discretionary			
40.00	Appropriation			
40.26	Appropriation	126,572	127,000	129,774
40.49	Portion applied to liquidate contract authority (-)			
42.00	Transferred from other accounts			
43.00	Appropriation (total)	126,572	127,000	129,774
	Mandatory			
66.10	Contract Authority			
66.35	Contract Authority Permanently Reduced			
66.62	Transferred from Other Accounts			
66.90	Contract Authority (total mandatory)			
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)			
68.10	Change in uncollected cust paymts fm Fed sources (unexp)			
68.90	Spending authority from offsetting collections (total)			
70.00	Total new budget authority (gross)	126,935	127,359	129,774
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	15,735	57,387	72,120
72.45	Adjustment to obligated balance carried forward, start of year			
73.10	Total New obligations	124,426	127,000	129,775
73.20	Total outlays (gross)	-78,219	-112,267	-122,000
73.32	Unobligated balance transferred from other accounts			
73.40	Adjustments in expired accounts (net)	-4,914		
73.45	Recoveries of prior year obligations (-)	359		
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)			
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)			
74.40	Obligated balance, end of year	57,387	72,120	79,895
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	73,412	73,412	73,412
86.93	Outlays from discretionary balances	4,807	38,855	48,588
86.97	Outlays from new mandatory authority			
86.97	Outlays from mandatory balances			
87.00	Total outlays (gross)	78,219	112,267	122,000
	Offsets:			
	<i>Against gross budget authority and outlays</i>			
	Offsetting collections (cash) from:			
88.00	Federal sources		359	
88.95	Portion of offsetting collection credited to unexpired accounts			
88.96	Portion of offsetting collection credited to expired accounts			
	Net budget authority and outlays			
89.00	Budget authority (net)	126,572	127,000	129,774
90.00	Outlays (net)	78,219	112,267	122,000

VEHICLE SAFETY

Program and Performance

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA's programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA's Vehicle Safety program. Instead, the Budget conservatively displays baseline funding levels for all surface programs.

The FY 2010 Budget includes \$129,774,000 in General Funds for Vehicle Safety activities, an increase of \$2,774,000 above the FY 2009 Enacted level. NHTSA's Vehicle Safety activities reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll through research, regulation and enforcement of Federal motor vehicle safety standards.

NHTSA is responsible for establishing Federal motor vehicle safety standards (FMVSS) for vehicles and related safety equipment, and participates in the international harmonization of vehicle safety standards with other countries. NHTSA's rulemaking activities also include testing of the vehicle fleet for the development of consumer information, as part of the agency's 5-Star Safety Ratings, and providing child passenger safety ratings to consumers for child seat ease-of-use. As required by the Energy Policy and Conservation Act, the agency will also promulgate automotive fuel economy standards.

NHTSA is also responsible for 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 ensuring that manufacturers conduct recalls to remove unsafe motor vehicles and equipment from the highways.

In support of vehicle safety activities, NHTSA conducts motor vehicle safety research and development. Research activities include advanced vehicle safety technology, improving vehicle crashworthiness and crash avoidance, advanced alcohol detection systems, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH - General Fund

OBJECT CLASSIFICATION

Line No.	Description	(\$000)		
		FY 2008 Actual	FY 2009 Enacted	FY 2010 Requested
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	34,054	34,458	38,025
1112 01	Other than full-time permanent	251	258	185
1115 01	Other personnel compensation	1,238	1,252	1,078
1119	Total personnel compensation	35,543	35,967	39,287
1121 01	Civilian personnel benefits	9,030	9,229	10,476
1210 01	Travel and Transportation of Persons	536	536	539
1220 01	Transportation of things	163	163	70
1231 01	Rental payments to GSA	3,282	1,700	1,525
1233 01	Communications, utilities, and miscellaneous charges	2,855	2,855	100
1240 01	Printing and reproduction	333	333	
1252 01	Other services	38,430	40,500	42,350
1255 01	Research and development contracts	35,400	34,695	34,401
1260 01	Supplies and materials			
1310 01	Equipment	1,000	1,022	1,027
1410 01	Grants and subsidies			
9999	Total new obligations	126,572	127,000	129,774

Detailed Justification for Vehicle Safety Programs

Vehicle Safety	FY 2010 Budget: \$129,774,000
Overview:	
<p>The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA’s programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA’s Vehicle Safety program. Instead, the Budget conservatively displays baseline funding levels for all surface programs.</p> <p>NHTSA’s Vehicle Safety activities reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll through research, regulation and enforcement of Federal motor vehicle safety standards. These activities are governed by the National Traffic and Motor Vehicle Safety Act of 1966, the Motor Vehicle Information and Cost Savings, the Energy Policy and Conservation Act of 1975, and the Energy Independence and Security Act of 2007. NHTSA is also required by 49 U.S.C. 33104(b) (4) to periodically obtain and publish accurate and reliable theft data, which is done on an annual basis.</p> <ul style="list-style-type: none"> • In FY 2010, the President’s Budget includes \$129,774,000 for its Vehicle Safety programs; an increase of \$2,774,000 above the FY 2009 enacted level. In FY 2010 NHTSA will provide funds to fulfill the obligations incurred by the Energy Independence and Security Act of 2007. Specifically, NHTSA has been mandated to establish fuel economy standards for passenger cars and light trucks for Model Years 2011-2020; collaborate with National Academy of Sciences to develop a report updating the 2002 report “Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards”, expanding the report to include medium- and heavy-duty truck fuel economy standards; implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; and implement a new tire efficiency rating system, including information dissemination and a consumer education program. Additionally, NHTSA will continue current efforts to support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and other alternative fuel vehicles. NHTSA will also initiate research into the safety of emerging battery technologies used in hybrid fuel cell and Internal-Combustion Engine (ICE) vehicles. 	
FY 2009 Base: \$127,000,000	
<p>In FY 2009, NHTSA’s vehicle safety programs will reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll through research, regulation and enforcement of Federal motor vehicle safety standards (FMVSS), and</p>	

vehicle safety issues regarding fuel efficiency and alternative fuels, as well as publish theft data.

Also included in the FY 2009 base are funds to fulfill the obligations incurred by the Energy Independence and Security Act of 2007. Specifically, this funding will be used to provide fuel economy modeling; support for the required rulemakings establishing fuel economy standards for passenger cars and light trucks for Model Years 2011-2016; prepare an environmental impact statement for the 2012-2016 rulemaking; fund the National Academy of Sciences to develop a report evaluating medium-duty and heavy-duty truck fuel economy standards; establish a tire efficiency rating system, information dissemination methods, and implement consumer labeling and education programs.

Anticipated FY 2009 Accomplishments:

Highlights of anticipated accomplishments include:

- Participation in international policy & harmonization activities, including the Global Agreement Program of Work at the UN World Forum for the Harmonization of Vehicle Regulation (WP.29).
- Developing and updating regulations for vehicles and equipment.
- Enforcing compliance with FMVSS.
- Conducting the New Car Assessment Program and providing consumer safety information through www.safercar.gov.
- Investigating possible safety defects and ensuring recall of defective vehicles and equipment.
- Focused enforcement with regard to imported motor vehicle equipment.
- Investigating odometer fraud.
- Final rule implementing the first phase of the mandated CAFE increases covering model years (MYs) 2011-2016 for passenger cars and light trucks.
- Collecting CAFE penalties.
- Developing and conducting research programs to advance understanding of safety issues and support development of enforceable regulations and consumer information.
- Conducting studies on vehicles and components to understand safety implications and countermeasure strategies.
- Researching advanced technologies for potential to address safety problems and adoption into regulatory or consumer information programs.
- Studying human-vehicle interactions to identify risk and mitigation strategies of new and existing technologies.
- Studying human injury mechanisms to assess, prevent and mitigate injuries and enhance biomechanical fidelity of test devices.

FY 2010 Budget: \$129,774,000

The FY 2010 President's Budget includes \$129,774,000 million in General Funds to maintain and continue Vehicle Safety activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll through research, regulation and enforcement of Federal motor vehicle safety standards.

- In FY 2010 NHTSA will fulfill its obligations under the Energy Independence and Security Act of 2007. Specifically, NHTSA has been mandated to establish fuel economy standards for passenger cars and light trucks for Model Years 2011-2020; collaborate with National Academy of Sciences to develop a report updating the 2002 report "Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards", expanding the report to include medium- and heavy-duty truck fuel economy standards; implement a rule that requires manufacturers to label additional fuel economy information on new vehicles; and implement a new tire efficiency rating system, including information dissemination and a consumer education program. NHTSA will continue current efforts to support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and other alternative fuel vehicles. NHTSA will also initiate research into the safety of emerging battery technologies used in hybrid fuel cell and ICE vehicles.

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

	<u>FY 2008</u> <u>ACTUAL*</u>	<u>FY 2009</u> <u>ENACTED</u>	<u>FY 2010</u> <u>REQUEST</u>	<u>CHANGE</u> <u>FY 2009-2010</u>
Safety Performance (Rulemaking)	\$ 16,068	\$ 16,968		
Safety Assurance (Enforcement)	16,677	18,077		
Highway Safety Programs	1,249	1,600		
Research and Analysis	33,193	31,670		
Administrative Expenses	59,385	58,685		
TOTAL, VEHICLE SAFETY	\$ 126,572	\$ 127,000	\$ 129,774	\$ 2,774

FTE's:

Direct Funded	352	326	352	26
Reimbursable, allocated, other	-	-	-	-

(*) Congress approved on 7/24/2008 a request to reprogram \$3,300,000 to Safety Performance (Rulemaking) from \$12,768,000 to \$16,068,000 to meet the expanded requirements of Corporate Average Fuel Economy (CAFE). Reprogrammed \$1,600,000 in Safety Assurance (Enforcement) from \$18,277,000 to \$16,677,000 and \$1,700,000 in Research and Analysis from \$34,893,000 to \$33,193,000.

Note: All funds for Vehicle Safety Research are from General Funds.

EXHIBIT III - 2 (a)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2009 TO FY 2010
Appropriations, Obligation Limitations, and Exempt Obligations
OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
(\$000)

ITEM	Change from FY 2009 to 2010	FY2010 PC&B by Program	FY2010 FTEs by Program	FY2010 Contract Expenses	Total
FY 2009 Omnibus		Note Columns are Non-Add			
Vehicle Safety (General Fund - Appn.)					127,000
Adjustments to Base					
Annualization of FY 2009 Pay Raise	347	347			347
FY 2010 Pay Raise	562	562			562
GSA Rent	(175)				(175)
WCF	149				149
Inflation	26				26
Program Increases/Decreases	(6,737)				(6,737)
FY 2010 PC&B Program Increases/Decreases	3,508	3,508	26		3,508
Subtotal, Adjustment to Base*	(2,320)	909			(2,320)
Program Increases/Decreases	5,095				5,095
Total FY 2010 Request	2,774	909			129,774

*Adjustment to Base is negative due to realignment from Vehicle Safety to Grants to remain with account allocation.

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

Unless other legislation is enacted that authorizes a change that results in a positive cash balance in the Highway Trust Fund, projected through the end of fiscal year 2010, an appropriation is provided as follows: For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, [~~\$105,500,000~~]~~\$82,000,000~~ to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2009]2010, are in excess of [~~\$105,500,000~~]~~\$107,329,000~~ for programs authorized under 23 U.S.C. 403[: Provided further, That within the ~~\$105,500,000~~ obligation limitation for operations and research, ~~\$26,908,000~~ shall remain available until September 30, 2010 and shall be in addition to the amount of any limitation imposed on obligations for future years]. (Department of Transportation Appropriations Act, 2009.)

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH SUMMARY
(INCLUDES NATIONAL DRIVER REGISTER)**

PROGRAM AND FINANCING SCHEDULE

Line No.		(\$000)		
		FY 2008 Actual	FY 2009 Enacted	FY2010 Requested
	Obligations by program activity:			
0001	Highway Safety Programs	45,414	41,592	
0002	Research and Analysis	37,508	26,908	
0005	Rulemaking			
0006	Enforcement			
0007	National Driver Register		4,000	
0008	Administrative Expenses	38,085	37,000	
0009				
0010	Total Direct Obligations	121,007	109,500	111,407
0910	Reimbursable Program	10,071	25,000	25,000
10.00	Total new obligations	131,078	134,500	136,407
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	17,312	12,340	1,456
22.00	New budget authority (gross)	109,570	123,616	136,407
22.10	Resources available from recoveries of prior year obligations	16,537		
22.22	Unobligated balance transferred from other accounts			
23.90	Total budgetary resources available for obligation	143,419	135,956	137,413
23.95	Total new obligations (-)	-131,078	-134,500	-136,407
24.40	Unobligated balance available, end of year	12,340	1,456	1,006
24.51	Expired unobligated balance carried forward, start of year	12,340		
24.52	Expired unobligated balance carried forward, end of year	1,127		
	New budget authority (gross), detail			
	Discretionary			
40.26	Appropriation (trust fund)	111,750	109,500	111,407
40.49	Portion applied to liquidate contract authority (-)	-111,750	-109,500	-111,407
42.00	Transferred from other accounts			
43.00	Appropriation (total)			
	Discretionary spending authority from offsetting collections:			
49.36	Unobligated balance permanently reduced			
58.00	Offsetting collections (cash) (unexpired only)	9,775	25,000	25,000
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	362		
58.90	Spending authority from offsetting collections (total)	10,137	25,000	25,000
	Mandatory			
66.10	Contract Authority (Line 3C)	111,750	109,500	111,407
66.35	Contract Authority Permanently Reduced	-12,317	-10,934	
66.61	Transferred to Other Accounts	-5,000		
66.62	Transferred from Other Accounts	5,000		
66.90	Contract Authority (total mandatory)	99,433	98,566	111,407
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)			
68.10	Change in uncollected cust paymts fm Fed sources (unexp)			
68.90	Spending authority from offsetting collections (total)		-500	
70.00	Total new budget authority (gross)	109,570	123,066	136,407
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	217,066	141,000	80,000
72.45	Adjustment to obligated balance carried forward, start of year	-8,420	-9,000	
73.10	Total New obligations	131,078	134,500	136,407
73.20	Total outlays (gross)	-182,000	-186,500	-156,000
73.32	Unobligated balance transferred from other accounts			
73.40	Adjustments in expired accounts (net)	-47		
73.45	Recoveries of prior year obligations (-)			
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-362		
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)			
74.40	Obligated balance, end of year	140,779	80,000	60,407
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	64,690	89,410	88,616
86.93	Outlays from discretionary balances	117,810	98,010	67,383
86.97	Outlays from new mandatory authority			
86.97	Outlays from mandatory balances			
87.00	Total outlays (gross)	182,500	187,420	155,999
	Offsets:			
	Against gross budget authority and outlays			
	Offsetting collections (cash) from:			
88.00	Federal sources	9,775	25,000	25,000
88.40	Non-Federal Sources			
88.95	Portion of offsetting collection credited to unexpired accounts	362		
88.96	Portion of offsetting collection credited to expired accounts	35		
	Net budget authority and outlays			
89.00	Budget authority (net)	99,398	98,066	111,407
90.00	Outlays (net)	173,115	161,432	131,050

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA's programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA's Highway Safety Research and Development program. Instead, the Budget conservatively displays baseline funding levels for all surface programs.

The FY 2010 President's Budget includes \$107,329,000 for Highway Safety Research and Development activities, an increase of \$1,829,000 above the FY 2009 Enacted level, to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll by research into, and the development and analysis of, the effectiveness of programs focused on driving issues. This program addresses road user behavioral issues such as: alcohol and drug impaired driving; occupant protection and safety; pedestrian, bicycle and motorcycle safety; older drivers; licensing; emergency medical services; and continued maintenance/improvement of the efficiency of vehicle crash data bases.

NHTSA's highway safety programs support the Department's safety goals through behavioral research, demonstrations, technical assistance, and national leadership activities emphasizing alcohol and drug countermeasures, occupant protection, traffic law enforcement, emergency medical and trauma care systems, licensing, State and community evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, and young and older driver safety programs. NHTSA coordinates with numerous Federal partners, State and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and achieve optimal delivery of safety messages.

Research and analysis activities funded through the Highway Safety Research appropriation support the Department of Transportation's Safety goals through the collection and analysis of crash data to identify safety trends, development of alternative solutions, and the assessment of costs, benefits, and effectiveness. In addition, funding is required for conducting research and development, as well as statistical analysis to identify where best to provide safety countermeasures to save lives and reduce injuries. The programs funded through the Highway Safety Research and Development program assist NHTSA in the identification of safety trends; development of alternative solutions; and the assessment of costs, benefits, and effectiveness. Research activities will continue to concentrate on advanced vehicle safety technologies, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and resulting in improved data systems.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH SUMMARY
(INCLUDES NATIONAL DRIVER REGISTER)**

PROGRAM AND FINANCING SCHEDULE

Line No.		(\$000)		
		FY 2008 Actual	FY 2009 Enacted	FY2010 Requested
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	17,811	18,416	19,348
1112 01	Other than full-time permanent	847	819	473
1115 01	Other personnel compensation	291	591	621
1119	Total personnel compensation	18,949	19,825	20,443
1121 01	Civilian personnel benefits	4,846	5,087	5,043
1210 01	Travel and Transportation of Persons	470	503	506
1220 01	Transportation of things	79		
1231 01	Rental payments to GSA	4,225	5,631	6,235
1233 01	Communications, utilities, and miscellaneous charges		964	992
1240 01	Printing and reproduction	1,606		
1252 01	Other services	43,247	36,000	35,575
1255 01	Research and development contracts	46,062	40,615	41,532
1260 01	Supplies and materials	595	875	1,080
1310 01	Equipment	1,000		
1410 01	Grants and subsidies			
1990	Subtotal, Direct Obligations	121,079	109,500	111,407
	Reimbursable Obligations:			
2250 01	Other Services	9,999	25,000	25,000
2990	Subtotal, Reimbursable Obligations	9,999	25,000	25,000
9999	Total new obligations	131,078	134,500	136,407

Justification for the Highway Safety Research and Development Program

Highway Safety Research & Development Program	FY 2010 Budget: \$107,329,000
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Overview:

The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization, including the Highway Safety Program. Instead, the Budget conservatively displays baseline funding levels for all surface programs.

NHTSA provides national leadership and technical assistance to the States to encourage them to adopt and implement comprehensive highway safety programs and laws to reduce traffic fatalities and injuries. The funding base will allow the Highway Safety Program to focus on the areas most likely to result in reduction of crashes and fatalities. Broad program areas include highway safety research, alcohol and drug impaired driving, pedestrian, bicycle and pupil transportation safety, older driver safety, motorcycle safety, occupant protection, enforcement and justice services, law enforcement training, emergency medical services (EMS) and related national 9-1-1 programs, EMS information and database systems, emerging traffic safety issues and international behavioral safety programs.

Additionally, NHTSA's Highway Safety Research and Development funding supports numerous data collection and analysis programs that serve as the basis for traffic safety program and policy decisions at the Federal, State and local levels. NHTSA's data collection activities provides the principal source of nationwide data on motor vehicle fatalities to support the development of policy, the setting of priorities, and the evaluation of the Agency's traffic and highway safety countermeasures. NHTSA also compiles State data crash files from a program that consists of data files collected from 32 individual State data systems and processes these into standard formats to complement the crash data collected through the agency's fatality data and crash investigation analyses. NHTSA also provides technical assistance to States to improve their highway safety information systems, in efforts to improve the timeliness, accuracy, completeness, and accessibility of such data.

Through detailed crash investigations, including documenting the data from crash scene evidence, detailing the vehicle damage, and coding all crash-related injuries from medical records, NHTSA's data center provides data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. NHTSA employs highly trained crash reconstructionists to perform in-depth investigations on specific motor vehicle crashes, which serves as an early warning system and provide details on crashes of special interest to the Agency. These special crash investigators also serve as rapid response team for crashes that the Office of Defects Investigations requires for immediate

research supporting potential recalls and other agency enforcement efforts.

Lastly, NHTSA conduct program evaluations and regulatory analysis through these programs. These efforts ensure that sufficient analytical and evaluative resources and services are available to provide timely and pertinent vehicle and behavioral research and analyses, as well as to inform the public about highway safety problems and progress.

- In 2010, the President's Budget includes \$107,329,000 for the agency's Highway Safety Research and Development, an increase of \$1,829,000 above the FY 2009 Enacted level, reflecting increases in the administrative expenses for these programs.

FY 2009 Base: \$105,500,000

Research efforts to identify and develop effective countermeasures will focus on drug impaired driving, alcohol interlock initiatives, rural traffic safety programs, and teen driver outreach. NHTSA's impaired driving priorities include strengthening high visibility enforcement (HVE) efforts and the prosecution and judicial components of the Driving While Impaired (DWI) system; identifying high risk populations and proven strategies to reduce impaired driving among those populations; and advancing comprehensive Statewide impaired driving programs. Occupant protection efforts will concentrate on increasing seat belt use among high-risk and low belt use populations: nighttime, rural, pick-up truck, and young adult motor vehicle occupants.

NHTSA will engage in a variety of efforts to reduce motorcycle crashes, including promoting the use of helmets and proper personal protective equipment, working with States to increase proper licensing of motorcycle operators, increasing rider skills through training, and promoting motorist awareness of motorcyclists on the road. Safety programs will focus on protecting more vulnerable road users: pedestrians, bicyclists and older drivers. If Congress extended SAFETEA-LU, NHTSA would develop new training resources and enforcement initiatives to help equip law enforcement officers, judges, prosecutors to effectively address traffic offenders. Young novice drivers are among the highest-risk drivers, so NHTSA will continue our multi-pronged effort to enhance their safety, including extensive evaluation of graduated driver licensing (GDL) and driver education, and continued technical assistance to jurisdictions to promote best practices and harmonization of GDL and driver education delivery. NHTSA will also support efforts to reduce fraudulent procurement and use of drivers' licenses.

A wide spectrum of emergency medical services (EMS) programs will include efforts to enhance the care provided to crash patients and support EMS system development by improving Federal EMS coordination. NHTSA will continue to improve the consistency of education of EMS personnel responding to motor vehicle crashes, improve the discovery of crashes through improved Automatic Crash Notification, and enhance EMS data collection and medical direction.

To support and inform these and other NHTSA programs, as well as the public, the agency would continue data collection and analysis efforts in FY 2009, if Congress

extended SAFETEA-LU. Data collected and analyzed by the Fatality Analysis Reporting System (FARS), and the FastFARS provides the preeminent source of highway safety data nationwide, and is used to develop policy and program directions at the Federal, State and local levels. Through this program, NHTSA will also conduct program evaluations and regulatory impact analyses, detailed special crash investigations, and compile data on police-reported traffic crashes. NHTSA will continue researching methodologies and collecting 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. Additionally, NHTSA will continue to sustain State level linked data analytical research in support of State-specific applications used to identify traffic safety problems, support traffic safety decision makers, develop and support safety legislation, and educate the public.

Anticipated FY 2009 Accomplishments:

Highlights of anticipated accomplishments include:

- Develop & promote programs for safety of pedestrians, motorcyclists, bicyclists, school bus occupants and older road users.
- Develop & coordinate programs related to traffic law enforcement, prosecution and adjudication and drivers licensing.
- Conduct problem identification (in collaboration with outside interests) to develop and demonstrate promising countermeasure initiatives.
- Identify behavioral causes of crashes.
- Develop & test countermeasure programs to reduce unsafe behavior
- Evaluate effectiveness of safety programs, laws, and sanctions.
- Focus on major areas: impaired driving, occupant protection, speeding, motorcycle safety, older drivers, young drivers, and drowsy driving.
- Coordinate federal pre-hospital EMS activities, including the Federal Interagency Committee on Emergency Medical Services, National 9-1-1 activities, National EMS Information System, State EMS Assessments & National EMS Workforce Assessment.
- Track trends overall and with specific populations.
- Identify hazard areas to focus strategic efforts.
- Develop publications for consumer information.
- Collect and analyze data for use at national, state and local levels.
- Provide critical technical assistance to States who are engaged in efforts to improve the timeliness, accuracy, completeness, and accessibility of their Transportation Safety Information System data.
- Fully integrate the FastFARS data collection and reporting system with the core

FARS program system in FY 2010.

- Collect and process data annually from State data crash files program to provide the Agency with a data set containing generous amounts of Police Accident (PAR) based crash information.
- Perform in-depth special crash investigations on approximately 180 cases nationwide.
- Conduct regulatory impact analyses of proposed safety and fuel economy standards.
- Conduct reviews of State motorcycle safety programs, the study of current vehicles' crashworthiness for older occupants and the survey of the frequency of unreported crashes.

FY 2010 Budget: \$107,329,000

In FY 2010, NHTSA's Highway Safety Research and Development Programs will continue to provide resources to conduct behavioral research, demonstrations, technical assistance and national leadership in support of identification and development of effective highway safety countermeasures programs. Such efforts will continue to be focused on: reducing alcohol and drug impaired driving; increasing occupant protection use; improving motorcycle rider, pedestrian, bicycle, and pupil transportation safety; coordinating highway safety issues with traffic law enforcement; improving emergency medical and trauma care systems; coordinating driver licensing issues; conducting State and community evaluations; and coordinating young and older driver safety programs. NHTSA coordinates with numerous Federal partners, State and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and achieve optimal delivery of safety messages.

Additionally, this program will support maintenance of NHTSA's numerous data collection, analysis and reporting activities, compilation of National and State data, detailed special crash investigations, program evaluations, and regulatory impact analysis in support of NHTSA highway safety efforts. The agency will continue to provide technical assistance to States to support timely and accurate traffic data information.

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

	<u>FY 2008</u> <u>ACTUAL</u>	<u>FY 2009</u> <u>ENACTED</u>	<u>FY 2010</u> <u>REQUEST</u>	<u>CHANGE</u> <u>FY 2009-2010</u>
Highway Safety Programs	\$ 42,559	\$ 42,009		
Research and Analysis	32,608	26,908		
Administrative Expenses	32,583	36,583		
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (HTF)	\$ 107,750	\$ 105,500	\$ 107,329	\$ 1,829

FTE's:

Direct Funded	190	183	190	7
Reimbursable, allocated, other	-	-	-	-

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

EXHIBIT III - 2 (b)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2009 TO FY 2010
Appropriations, Obligation Limitations, and Exempt Obligations
OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH & DEVELOPMENT
(\$000)

ITEM	Change from FY 2009 to 2010	FY2010 PC&B by Program	FY2010 FTEs by Program	FY2010 Contract Expenses	Total
FY 2009 Omnibus		Note Columns are Non-Add			
Highway Safety Research & Development (HTF Ob.Lim.)					105,500
Adjustments to Base					
Annualization of FY 2009 Pay Raise	183	183			183
FY 2010 Pay Raise	287	287			287
GSA - Rent	77				77
WCF	106				106
Inflation	77				77
Program Increases/Decreases	474				474
FY 2010 PC&B Program Increases/Decreases	625	625	7		625
Subtotal, Adjustment to Base	1,829	1,095	7	-	1,829
Program Increases/Decreases					
Total FY 2010 Request	1,829	1,095	7	-	107,329

National Driver Register
(Liquidation of contract authorization)
(Limitation on obligations)
(Highway trust fund)

Unless other legislation is enacted that authorizes a change that results in a positive cash balance in the Highway Trust Fund, projected through the end of fiscal year 2010, an appropriation is provided as follows: For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, [~~\$4,000,000~~]~~\$4,078,000~~, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the implementation or execution of programs the total obligations for which, in fiscal year [~~2009~~]~~2010~~, are in excess of [~~\$4,000,000~~]~~\$4,078,000~~ for the National Driver Register authorized under such chapter. (Department of Transportation Appropriations Act, 2009.)

**PROGRAM AND FINANCING SCHEDULE IS COMBINED IN THE
OPERATIONS & RESEARCH TABLES TAB III**

NATIONAL DRIVER REGISTER

Program and Performance

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA’s programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA’s National Driver Register program. Instead, the Budget conservatively displays baseline funding levels for all surface programs.

A total of \$4,078,000 is requested for NHTSA’s National Driver Register (NDR) in FY 2010, an increase of \$78,000 above the FY 2009 Enacted level. Included in this total is the allocation of salaries and benefits, travel, and operating expenses for this program area. The FY 2009 Budget for NDR will attempt to provide an efficient and timely database to identify problem drivers in order to prevent licensing on new applications, moving from state to state or from obtaining licenses to operate private and commercial vehicles and that also aids in the decision-making for other transportation modes’ certification procedures.

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

**OBJECT CLASS SCHEDULE IS COMBINED IN THE OPERATIONS &
RESEARCH TABLES TAB III**

Justification for the National Driver Register

National Driver Register	FY 2010 Budget: \$4,078,000
<p>Overview:</p> <p>The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA’s programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA’s National Driver Register (NDR) program. Instead, the Budget conservatively displays baseline funding levels for all surface programs.</p> <p>The NDR supports NHTSA’s mission of reducing the economic and personal toll to society from crashes on our nation’s roads by maintaining a national database of revoked, suspended and denied drivers for the States to use when making a determination on whether to license an applicant for a driver’s license. State motor vehicle agencies maintain driver records and authorize driver’s licenses for nearly 220 million drivers. State motor vehicle agencies use the NDR as an effective means for identifying problem drivers to prevent issuing driver’s licenses to suspended drivers. The identification of problem drivers through the NDR is a vital tool for States to employ in their efforts to reduce deaths from motor vehicle crashes. NDR provides support to federal agencies in transportation-related fields; for example, operators of commercial vehicles, airline pilots, Coast Guard personnel and other modes’ certification procedures. The NDR can now be used by the Office of Personnel Management (OPM) as a resource in determining eligibility for Federal employment for those individuals who have access to sensitive or secret information.</p> <ul style="list-style-type: none"> • In FY 2010, the President’s Budget includes \$4,078,000 for the NDR, which is \$78,000 above the FY 2009 Enacted level. However, NHTSA has concrete need for \$6,700,000 for this program to continue much-needed modernization of this system. The NDR provides a critical service to the States in the process of determining whether to issue a driver license to applicants. There is no other national database that provides this information as the result of a single inquiry. While the NDR has been functioning on a legacy mainframe computer using an outdated computer language since 1990, use of the NDR has continually increased each year, e.g., from about 48 million inquiries in calendar year 2003 to 90 million in 2008. Consequently, the system has experienced several disruptions in service over the past year as State usage exceeded the system’s processing capacity. NHTSA expects use by States to continue increasing (exceeding 100 million inquiries in 2009), as more States become compliant with the Motor Carrier Safety Implementation Act (MCSIA) and as they implement the Real ID Act requirements. To address this increased use, NHTSA initiated a “modernization” of the Problem Driver Pointer System (PDPS) that will utilize up-to-date hardware, database structures and programming languages and provide more efficient access to the data on file. However, NHTSA has found that the cost of these efforts exceeds original projections. Funding at the current level would not allow NHTSA to continue the modernization, while keeping the 	

system running. Without modernization, disruption of service to State driver licensing agencies would increase thereby hampering States issuance of driver licenses and commercial driver licenses. At the baseline funding level, the NDR would be unable to meet the needs of new users at the Federal level that query the system as part of security and background checks for safety sensitive transportation and other positions.

FY 2009 Budget: \$4,000,000

Funding will be used to provide service to the States and federal agencies in transportation-related fields preventing problem drivers from obtaining a private driver license, commercial driver license (CDL), or certifications for public transportation-related operator licenses. The NDR will strive to operate within budgetary constraints in the face of increasing demands within the highway safety and public safety communities. The effects on the States in complying with the requirements of the MCSIA will continue to require a high level of effort by the NDR to ensure timely and accurate responses from the PDPS database. An additional challenge for the NDR will be to continue to provide expert customer service to individuals and states in resolving complex driver licensing issues. NDR will continue to function as the nation's only real-time national database used to identify problem drivers.

Anticipated FY 2009 Accomplishments: In order for NDR to enable States to take measures to protect public safety by identifying problem drivers before licenses are issued NDR will:

- Respond to more nearly 100 million queries from State drivers licensing bureaus and other agencies authorized to access the NDR. This will require increasing the capacity of the current computer system to process the increasing number of inquiries.
- Respond to 95% of interactive inquiries within seven seconds.
- Be available for operation 99 percent of scheduled operational hours.
- Provide customer service to Federal Agencies which are granted access, like OPM, for use in security investigations.
- Continue development of a modernized PDPS, which utilizes up-to-date database structures and programming languages and provides more efficient access to the data on the file.
- Extend contract of existing service provider to ensure continued operation of existing system and a seamless transition to modernized PDPS.

FY 2010 Budget: \$4,078,000

Under the expiring authorization, the FY 2010 Budget for the NDR program would provide funds to allow the NDR to function as a real-time national database to assist the States in identifying problem drivers, handling more than an expected 120 million

interactive inquiries (up from 90 million in 2008) as more States increase transaction volume as they comply with the Motor Carrier Safety Improvement Act.

- While the FY 2010 President's Budget includes \$4,078,000 for NDR, \$6,700,000 is necessary to continue modernization efforts, while keeping this system accessible to its increasing body of users. Increasing demands on the system would increase disruptions of service to State driver licensing agencies, thereby hampering States issuance of driver licenses and commercial driver licenses. Specifically, NDR will not be able to meet the needs of new users at the Federal level that query the system as part of security and background checks for safety sensitive transportation and other positions.

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

	<u>FY 2008</u> <u>ACTUAL</u>	<u>FY 2009</u> <u>ENACTED</u>	<u>FY 2010</u> <u>REQUEST</u>	<u>CHANGE</u> <u>FY 2009-2010</u>
National Driver Register Program	\$ 2,870	\$ 2,500		
Administrative Expenses	1,130	1,500		
TOTAL NATIONAL DRIVER REGISTER (HTF)	\$ 4,000	\$ 4,000	\$ 4,078	\$ 78
<u>FTE's:</u>				
Direct Funded	11	11	11	-
Reimbursable, allocated, other	-	-	-	-

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

EXHIBIT III - 2 (c)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 SUMMARY ANALYSIS OF CHANGE FROM FY 2009 TO FY 2010
 Appropriations, Obligation Limitations, and Exempt Obligations
 NATIONAL DRIVER REGISTER
 (\$000)

ITEM	Change from FY 2009 to 2010	FY2010 PC&B by Program	FY2010 FTEs by Program	FY2010 Contract Expenses	Total
FY 2009 Omnibus		Note Cols are Non-Add			
National Driver Register (HTF Ob.Lim.)					4,000
Adjustments to Base					
Annualization of FY 2009 Pay Raise	12	12			12
FY 2010 Pay Raise	14	14			14
GSA - Rent	(47)				(47)
FY 2010 PC&B Program Increases/Decrease	66	64			66
Subtotal, Adjustment to Base	44	90	-	-	44
Program Increases/Decreases	34				34
Total FY 2010 Request	78	90	-	-	4,078

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Highway Traffic Safety Grants
(liquidation of contract authorization)
limitation on obligations)
(highway trust fund)

Unless other legislation is enacted that authorizes a change that results in a positive cash balance in the Highway Trust Fund, projected through the end of fiscal year 2010, an appropriation is provided as follows: For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, to remain available until expended, [\$619,500,000] \$626,047,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2009] 2010, are in excess of [\$619,500,000] \$626,047,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59[, of which \$235,000,000 shall be for ``Highway Safety Programs" under 23 U.S.C. 402; \$25,000,000 shall be for ``Occupant Protection Incentive Grants" under 23 U.S.C. 405; \$124,500,000 shall be for ``Safety Belt Performance Grants" under 23 U.S.C. 406, and such obligation limitation shall remain available until September 30, 2010 in accordance with subsection (f) of such section 406 and shall be in addition to the amount of any limitation imposed on obligations for such grants for future fiscal years; \$34,500,000 shall be for ``State Traffic Safety Information System Improvements" under 23 U.S.C. 408; \$139,000,000 shall be for ``Alcohol-Impaired Driving Countermeasures Incentive Grant Program" under 23 U.S.C. 410; \$18,500,000 shall be for ``Administrative Expenses" under section 2001(a)(11) of Public Law 109-59; \$29,000,000 shall be for ``High Visibility Enforcement Program" under section 2009 of Public Law 109-59; \$7,000,000 shall be for ``Motorcyclist Safety" under section 2010 of Public Law 109-59; and \$7,000,000 shall be for ``Child Safety and Child Booster Seat Safety Incentive Grants" under section 2011 of Public Law 109-59]: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures[: Provided further, That not to exceed \$500,000 of the funds made available for section 410 ``Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States: Provided further, That not to exceed \$750,000 of the funds made available for the ``High Visibility Enforcement Program" shall be available for the evaluation required under section 2009(f) of Public Law 109-59]. (Department of Transportation Appropriations Act, 2009.)

Administrative Provisions_National Highway Traffic Safety Administration

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

[Sec. 141. Of the amounts made available under the heading ``Operations and Research (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)" in prior appropriations Acts, \$10,900,000 in unobligated balances are permanently rescinded.]

[Sec. 142. Of the amounts made available under the heading ``National Driver Register (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)" in prior appropriations Acts, \$544,000 in unobligated balances are permanently rescinded.]

[Sec. 143. Of the amounts made available under the heading ``Highway Traffic Safety Grants (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)" in prior appropriations Acts, \$60,200,000 in unobligated balances are permanently rescinded.](Department of Transportation Appropriations Act, 2009.)

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS**

PROGRAM AND FINANCING SCHEDULE

Line No.		(\$000)		
		FY 2008 Actual	FY 2009 Enacted	FY 2010 Requested
	Obligations by program activity: (From Line 8 of SF-133)			
0001	Section 402 Formula Grants	225,000	235,000	
0002	Section 405 Occupant Protection Incentive Grants	25,000	25,000	
0003	Section 406 Safety Belt Performance	124,500	124,500	
0004	Section 408 State Traffic Info. Systems Improvements	34,500	34,500	
0005	Section 410 Alcohol Incentive Grants	131,000	139,000	
0006	Section 2009 High Visibility Enforcement	29,000	29,000	
0007	Section 2010 Motorcyclist Safety	6,000	7,000	
0008	Section 2011 Child Safety and Booster Seat Grants	6,000	7,000	
0009	Section 2001 Administrative Expenses	18,250	18,500	
0010	Total Direct Obligations	599,250	619,500	626,047
0901	Reimbursable Program		43,000	
10.00	Total new obligations	599,250	662,500	626,047
	Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	15,607	117,340	14,340
22.00	New budget authority (gross)	632,031	559,500	626,047
22.10	Resources available from recoveries of prior year obligations	183		
22.21	Unobligated balance transferred to other accounts (-)			
22.22	Unobligated balance transferred from other accounts (+)			
23.90	Total budgetary resources available for obligation	647,821	676,840	640,387
23.95	Total new obligations (-)	-530,482	-662,500	-626,047
24.40	Unobligated balance available, end of year	117,340	14,340	14,340
	New budget authority (gross), detail			
	Discretionary			
40.26	Appropriation (trust fund)	599,250	619,500	626,047
40.49	Portion applied to liquidate contract authority (-)	-599,250	-619,500	-626,047
41.00	Transferred to other accounts (appropriations) (-)			
42.00	Transferred from other accounts (appropriations (+))			
43.00	Appropriation (total)			
49.36	Unobligated balance permanently reduced			
	Discretionary spending authority from offsetting collections:			
58.00	Offsetting collections (cash) (unexpired only)			
58.10	Change in uncollected cust paymts fm Fed sources (unexp)	43,000		
58.90	Spending authority from offsetting collections (total)	43,000		
	Mandatory			
66.10	Contract Authority	599,250	619,500	626,047
66.36	Unobligated balances permanently reduced	-10,529	-60,000	
66.61	Transferred to other accounts			
66.62	Transferred from Other Accounts			
66.90	Contract Authority (total mandatory)	588,721	559,500	626,047
	Mandatory spending authority from offsetting collections:			
68.00	Offsetting collections (cash) (unexpired only)			
68.10	Change in uncollected cust paymts fm Fed sources (unexp)			
68.90	Spending authority from offsetting collections (total)			
70.00	Total new budget authority (gross)	631,721	559,500	626,047
	Change in unpaid obligations			
72.40	Obligated balance, start of year:	713,407	714,673	715,903
73.10	Total New obligations	530,482	662,500	626,047
73.20	Total outlays (gross)	-485,721	-661,270	-688,000
73.32	Unobligated balance transferred from other accounts			
73.40	Adjustments in expired accounts (net)			
73.45	Recoveries of prior year obligations (-)	-183		
74.00	Chg in Uncollected cust orders fm Fed Sources (unexpired)	-43,000		
74.10	Chg in Uncollected cust orders fm Fed Sources (expired)			
74.40	Obligated balance, end of year	714,984	715,903	653,950
	Outlays (gross), detail			
86.90	Outlays from new discretionary authority	99,391	271,625	256,679
86.93	Outlays from discretionary balances	386,330	389,645	431,321
86.97	Outlays from new mandatory authority			
86.97	Outlays from mandatory balances			
87.00	Total outlays (gross)	485,721	661,270	688,000
	Offsets:			
	<i>Against gross budget authority and outlays</i>			
	Offsetting collections (cash) from:			
88.00	Federal sources			
88.95	Portion of offsetting collection credited to unexpired accounts			
88.96	Portion of offsetting collection credited to expired accounts			
	Net budget authority and outlays			
89.00	Budget authority (net)	588,000	559,500	626,047
90.00	Outlays (net)	485,721	661,270	688,123

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which authorized NHTSA's programs, expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorizations including NHTSA's Highway Traffic Safety Grant program.

Instead, the Budget conservatively displays baseline funding levels for all surface programs. The President's Budget for FY 2010 includes a baseline amount of \$626,047,000, an increase of \$6,547,000 above the FY 2009 Enacted level for Highway Traffic Safety Grants and related administrative expenses. NHTSA's eight current highway traffic safety grants programs help reduce motor vehicle crashes, deaths and injuries by supporting implementation of proven and innovative countermeasures aimed at a wide range of crash and injury risk factors.

Under the expiring SAFETEA-LU, NHTSA provides formula grants that support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions (i.e. communities) within the State.

NHTSA also provides several grants designed to help States increase occupant protection use rates. Occupant protection incentive grants are aimed at encouraging States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. To encourage State efforts to increase seat belt usage, NHTSA also administers seat belt performance grants, based on a State's passage of a primary seat belt use law, and/or seat belt usage rate. A State may use these grant funds for any safety purpose under Title 23, or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least \$1 million of amounts received by States must be obligated for behavioral highway safety activities. Lastly, NHTSA provides grants to encourage states to enact and enforce a child restraint law for children too large to be restrained in a child safety seat. To qualify, States must be enforcing a child restraint law covering children up through age 7, unless the child is 4'9" tall or weighs 65 pounds. These grant funds may be used only for child safety seat and child restraint programs.

NHTSA provides alcohol impaired driving countermeasures incentive grants to encourage States to adopt incentive grants to states for the implementation of effective programs to reduce impaired driving and its tragic consequences. States can qualify for these grants as either a high alcohol fatality rate State, a low alcohol fatality State or as a programmatic State by meeting several eligibility criteria.

NHTSA encourages States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Accurate and timely State highway traffic data is vital to NHTSA's ability to formulate effective safety programs Nationwide. NHTSA encourages States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data needed to identify priorities for National, State, and local highway and traffic safety programs. NHTSA's traffic safety information system grants are intended to improve the ability of highway safety practitioners at the State and local level to collect, analyze and evaluate data to make resource allocation decisions. A State may use these grant funds only to implement such data improvement programs.

Lastly, NHTSA administers grants aimed to support States' seat belt and impaired driving enforcement programs through the continued provision of National paid media during mobilization and crackdown efforts.

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS (69X8020)**

OBJECT CLASSIFICATION

Line No.		(\$000)		
		FY 2008 Actual	FY2009 Enacted	FY 2010 Requested
	Direct Obligations:			
	Personnel Compensation:			
1111 01	Full-time permanent	7,941	8,663	7,994
1112 01	Other than full-time permanent	73	59	32
1115 01	Other personnel compensation	44	279	239
1119	Total personnel compensation	8,058	9,001	8,265
1121 01	Civilian personnel benefits	2,017	2,101	2,147
1210 01	Travel and Transportation of Persons	370	375	377
1220 01	Transportation of things	12		
1231 01	Rental payments to GSA	179		184
1233 01	Communications, utilities, and miscellaneous charges			2,380
1240 01	Printing and reproduction			
1252 01	Other services	7,555	9,000	8,000
1255 01	Research and development contracts	29,000	29,000	29,000
1260 01	Supplies and materials			
1310 01	Equipment			
1410 01	Grants and subsidies	552,060	613,023	575,694
9999	Total new obligations	599,250	662,500	626,047

Detailed Justification for Highway Traffic Safety Grants

Highway Traffic Safety Grants	FY 2010 Budget: \$626,047,000
<p>Overview:</p> <p>The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization including NHTSA’s Highway Safety Grant programs. Instead, the Budget conservatively displays baseline funding levels for all surface programs.</p> <p>Highway safety is a major National public health problem: motor vehicle crashes are responsible for 95 percent of deaths and 99 percent of injuries on the Nation’s transportation systems. NHTSA’s mission is to, “<i>Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.</i>” The Highway Safety Grant programs provide resources to support data-driven, State highway safety programs, and are a critical asset in meeting the Administration's goal of reducing fatalities and injuries.</p>	
<p>FY 2009 Base: \$619,500,000</p> <p>In FY 2009, Highway Safety Grant programs will provide funds for the production and purchase of National media in support of high visibility enforcement (HVE) seat belt mobilizations and impaired driving crackdowns, to implement projects at the state and local level based on an analysis of the crash data, and focus resources on the areas with the greatest likelihood of reducing traffic injuries and fatalities. These projects will focus on impaired driving, occupant protection, child passenger safety, motorcycle safety, state traffic information systems, speed management and enforcement.</p> <p>States are implementing increased activities in support of both the occupant protection (Click It or Ticket) and the impaired driving (<i>Drunk Driving. Over the Limit. Under Arrest</i>) national campaigns. We will continue to emphasize at-risk populations including nighttime, rural, pick-up truck occupants and young adult vehicle occupants, and move toward sustained enforcement.</p>	
<p>Anticipated FY 2009 Accomplishments:</p> <p>Highlights of anticipated accomplishments include:</p> <ul style="list-style-type: none"> • Placement of a National media buy to support the following HVE periods: Click It or Ticket It (May/June 2009), and two <i>Drunk Driving. Over the Limit. Under Arrest.</i> crackdowns (August/September 2009 and December 2009) • Participate by all States, the District of Columbia and Puerto Rico in the National “<i>Click It or Ticket</i>” mobilization in 2009 and the “<i>Drunk Driving. Over the Limit. Under Arrest.</i>” crackdown in August and September 2009. • Award incentive grants to all States and territories that meet the criteria in 	

<p>occupant protection, child passenger safety, impaired driving, state traffic information systems, and motorcycle safety.</p> <ul style="list-style-type: none">• Improvements in the timeliness of entering data in the traffic records systems and improvements in the accuracy of the data entered.• Expanded delivery of motorcyclist safety training in over 30 States.• Operation of more than 500 DWI courts in the U.S.
<p>FY 2010 Budget: \$626,047,000</p> <p>The Highway Safety Grant Programs will continue to provide resources to support data-driven programs focusing on the States' most pressing highway safety problems and will continue to fund national media buys in support of HVE seat belt mobilizations and impaired driving crackdowns.</p> <ul style="list-style-type: none">• States will identify consensus performance measures in their highway safety plans and report on their progress in their annual reports.

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

	<u>FY 2008</u> <u>ACTUAL</u>	<u>FY 2009</u> <u>ENACTED</u>	<u>FY 2010</u> <u>REQUEST</u>	<u>CHANGE</u> <u>FY 2009 - 2010</u>
Section 402 Formula Grant Program	\$ 225,000	\$ 235,000		
Section 405 Occupant Protection Incentive Grants	25,000	25,000		
Section 406 Safety Belt Performance Grant Program	124,500	124,500		
Section 408 State Traffic Safety Info. System Improve	34,500	34,500		
Section 410 Alcohol Incentive Grant Program	131,000	139,000		
Section 2010 Motorcyclist Safety Grants	6,000	7,000		
Section 2011 Child Safety and Booster Seat Grants	6,000	7,000		
High Visibility Enforcement	29,000	29,000		
Grant Administrative Expenses	18,250	18,500		
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (HTF)	\$ 599,250	\$ 619,500	\$ 626,047	\$ 6,547
<u>FTE's:</u>				
Direct Funded	82	87	82	(5)
Reimbursable, allocated, other	-	-	-	-

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

EXHIBIT III - 2 (d)

**SUMMARY ANALYSIS OF CHANGE FROM FY 2009 TO FY 2010
Appropriations, Obligation Limitations, and Exempt Obligations
HIGHWAY TRAFFIC SAFETY GRANTS
(\$000)**

ITEM	Change from FY 2009 to 2010	FY2010 PC&B by Program	FY2010 FTEs by Program	FY2010 Contract Expenses	Total
FY 2009 Omnibus		Note Columns are Non-Add			
Highway Traffic Safety Grants (HTF Ob.Lim.)					619,500
Adjustments to Base					
Annualization of FY 2009 Pay Raise	107	107			107
FY 2010 Pay Raise	118	118			118
GSA - Rent	184				184
Program Increases/Decreases	6,555				6,555
FY 2010 PC&B Program Increases/Decrease	(415)		(5)		(415)
	-				-
	-				-
Subtotal, Adjustment to Base	6,547	225	-	-	6,547
Program Increases/Decreases					-
Total FY 2010 Request	6,547	225	-	-	626,047

Note: Program Increases reflect realignment from Vehicle Safety to Grants. Program decrease reflects realignment of staff from Grants.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH GENERAL FUND - APPROPRIATIONS

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY TRUST FUND - APPROPRIATIONS

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY TRUST FUNDS - TRANSFERS FROM FHWA

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

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

Fiscal Year	Estimates		Fiscal Year	Limitations
2000	\$197,450,000	1/	2000	\$72,000,000
2001	\$142,000,000		2001	\$72,000,000
2002	\$72,000,000		2002	\$72,000,000
2003	\$72,000,000		2003	\$72,000,000
2004	\$88,452,000		2004	\$72,000,000
2005	\$90,000,000		2005	\$72,000,000
2006	\$227,367,000		2006	\$108,900,000
2007	\$227,250,000		2007	\$107,750,000
2008	\$229,750,000		2008	\$107,750,000
2009	\$232,500,000		2009	\$105,500,000

Liquidation of Contract Authorization

Fiscal Year	Estimates		Fiscal Year	Appropriations
2000	\$197,450,000		2000	\$72,000,000
2001	\$142,000,000		2001	\$72,000,000
2002	\$72,000,000		2002	\$72,000,000
2003	\$72,000,000		2003	\$72,000,000
2004	\$88,452,000		2004	\$72,000,000
2005	\$90,000,000		2005	\$72,000,000
2006	\$227,367,000		2006	\$108,900,000
2007	\$227,250,000		2007	\$107,750,000
2008	\$229,750,000		2008	\$107,750,000
2009	\$232,500,000		2009	\$105,500,000

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

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

Liquidation of Contract Authorization

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

TEN YEAR APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS HIGHWAY TRUST FUNDS - CONTRACT AUTHORITY

Limitation on Obligations

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

Liquidation of Contract Authorization

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

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PERFORMANCE OVERVIEW

Annual Performance Results and Targets

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

Strategic Objective: Safety

Highway Fatality Rate (per 100 million passenger vehicle VMT)	2005	2006	2007	2008	2009	2010
Target	1.38	1.38	1.38	1.37	1.35	#
Actual	1.46	1.41	1.36	1.28*	-	-

Passenger Vehicle Fatality Rate (per 100 million VMT)	2005	2006	2007	2008	2009	2010
Target	1.15	1.12	1.10	1.06	1.02	.99
Actual	1.15	1.10	1.04	1.03*	-	-

Non-Occupant Fatalities (per 100 million VMT)	2005	2006	2007	2008	2009	2010
Target	0.16	0.16	0.15	0.19	0.19	0.18
Actual	0.20	0.19	0.18	0.19*	-	-

Motorcycle rider highway Fatalities (per 100,000 registrations)	2005	2006	2007	2008	2009	2010
Target	NA	75	76	76	77	78
Actual	73.48	71.94	72.20	71.3*	-	-

Large Truck and Bus Fatalities (per 100 million VMT)	2005	2006	2007	2008	2009	2010
Target	NA	0.179	0.175	0.171	0.167	0.164
Actual	0.185	0.177	0.168*	0.168*	-	-

* = based on preliminary data

= To be Determined

SAFETY

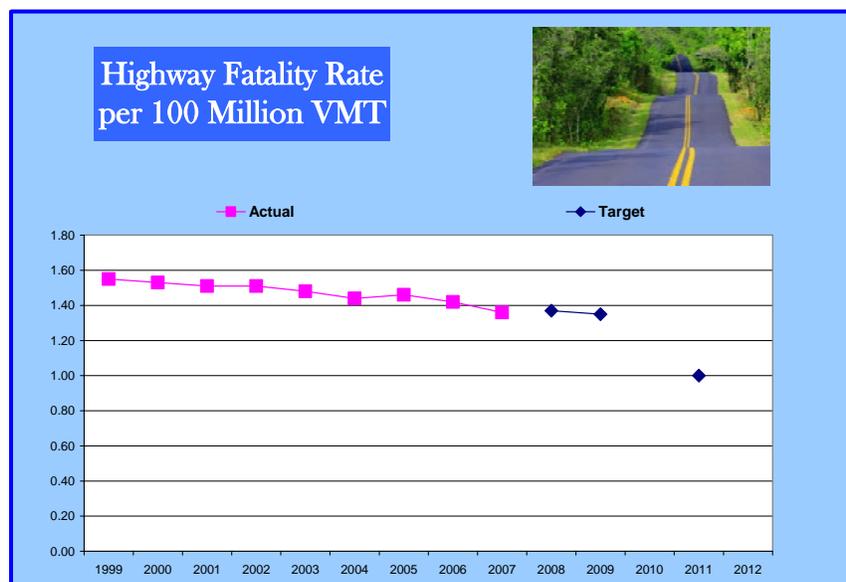
DOT PERFORMANCE GOAL: Reduction in transportation-related deaths and injuries.

The Department's highest priority is transportation safety. Early estimates for 2008 indicate that motor vehicle crashes have dropped to 37,313 – a 9.1 percent reduction from the 41,059 fatalities reported in 2007. Preliminary data reported by the Federal Highway Administration indicates a 3.6 percent reduction in vehicle miles traveled (VMT) in 2008, to 2,922 billion miles. Therefore, the fatality rate, computed per 100 million VMT, dropped from 1.36 in 2007 to 1.28 in 2008. If these projections are realized, highway fatalities and the fatality rate will be the lowest in recorded history (since 1961).

The national seat belt usage rate continued to increase, reaching 83 percent in 2008, marking a historic high. Restraint use among children ages 0-7 was 89 percent in 2007 (most recent data available), with restraint use of 98 percent for infants (birth-12 months), and 96 percent for children ages 1-3.

Alcohol-related highway fatalities in 2007 declined almost 4 percent from 2006, to 17,036. This reflects a fatality rate per 100 million VMT of .56 percent, a decline of 5 percent from 2006. Motorcycle fatalities continue to climb, reaching 5,154 in 2007, a 144 percent increase from 1997 and the 10th year in a row that these fatalities have increased. These areas represent the Department's greatest current challenges in reducing traffic fatalities.

Within the Department of Transportation, the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) implement specific programs and countermeasures to address the DOT Safety strategic objective. The latest Safety target expressed in the Department's 2006-2011 Strategic Plan, is to reduce highway fatalities to 1.0 per 100 million VMT by 2011.



To further align individual operating administration programs and activities with the Department’s Safety strategic goal and to increase their individual accountability toward this target, in 2008 the Department established four fatality sub-measures—passenger vehicles, motorcyclists, large-trucks and buses, and non-occupants (pedestrians, pedalcyclists, etc.)—which represent the breadth of all highway users. The purpose of this approach was to delineate the fatality rates for the different segments of highway users, and devote greater Departmental resources and strategies to improve the sub-measure trends that contribute most toward reaching the overall 1.0 goal. NHTSA, FHWA, and FMCSA programs and activities that directly address these sub-metrics are described in more detail later in this chapter.

DOT ACCOUNTABILITY MEASURES IN SUPPORT OF 1.0 FATALITY RATE

Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Target:	NA	NA	NA	1.15	1.12	1.10	1.06	1.02	0.99	0.96	0.93	0.90	0.87
Actual:	1.25	1.21	1.17	1.15	1.10	1.04	1.03#						

Reduce the rate of motorcyclist highway fatalities per 100,000 motorcycle registrations

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Target:	NA	NA	NA	NA	75	76	76	77	78	79	79	80	82
Actual:	65.35	69.16	69.83	73.48	72.42	72.20	71.3*						

Reduce the rate of large-truck and bus fatalities per 100 million VMT

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Target:	NA	NA	NA	NA	0.179	0.175	0.171	0.167	0.164	0.160	0.157	0.154	
Actual:	0.18	0.19	0.186	0.185	0.176	0.170*	0.168*						

Reduce the rate of non-occupant highway fatalities per 100 million VMT

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Target:	NA	NA	NA	0.16	0.16	0.15	0.19	0.19	0.19	0.18	0.18	0.18	0.18
Actual:	0.20	0.19	0.19	0.20	0.19	0.18	0.19*						

* = Estimate based on preliminary data, # = Projection based on preliminary data.

In addition to the four fatality sub-measures identified above, each operating administration will maintain specific intermediate outcome measures, which also support the Department’s accountability measures. Each operating administration includes a discussion of their specific outcome measures in their FY 2010 budget submissions. Motor vehicle traffic crashes account for 99 percent of all transportation-related fatalities and injuries. In 2005 (latest data available), they were the leading cause of death for

Americans for every age 3 through 6 and 8 through 34. Alcohol is the single biggest contributing factor in fatal crashes. Motor vehicle crashes place a considerable burden on the nation's health care system and have significant economic effects, costing our economy approximately \$230.6 billion annually (in 2000 dollars), or 2.3 percent of the U.S. Gross Domestic Product. This figure includes \$61 billion in lost productivity, \$33 billion in medical expenses, and \$59 billion in property damage. This translates to an annual average of \$820 for every person living in the United States. The average cost for a critically injured survivor of a motor vehicle crash is estimated at \$1.1 million over a lifetime. DOT seeks to attenuate this major public health problem and avoid the pain, suffering, and economic loss to our Nation by attempting to prevent fatal highway crashes from occurring in the first place, and mitigating the effects when crashes ultimately do occur.

Early estimates for 2008 indicate that motor vehicle crashes have dropped to 37,313 – a 9.1 percent reduction from the 41,059 fatalities reported in 2007. Preliminary data reported by the Federal Highway Administration indicates a 3.6 percent reduction in vehicle miles traveled (VMT) in 2008, to 2,922 billion miles. Therefore, the fatality rate, computed per 100 million VMT, dropped from 1.36 in 2007 to 1.28 in 2008. If these projections are realized, highway fatalities and the fatality rate will be the lowest in recorded history (since 1961). This projected decline will represent the third-largest decline, both in number and rate on record. The largest decline since 1961 was 16.4 percent in 1974, followed by a 10.9 percent decline in 1982.

In 2007 (most recent data available), fatalities of occupants of passenger vehicles—cars, SUVs, vans, and pickup trucks—continued a steady decline to 28,933, the lowest recorded annual total. This is a 6 percent reduction in passenger vehicle occupant fatalities. There was also a 4 percent reduction among non-occupant (pedestrians, pedalcyclists, etc.) fatalities (to 5,504). The number of pedestrian fatalities decreased from 4,795 in 2006 to 4,654 in 2007, a 3 percent decrease, and the number of cyclists killed decreased by 10 percent from 772 in 2006 to 698 in 2007. Fatalities among large-truck occupants were essentially stagnant, with a decrease of three fatalities to 802 in 2007, a 0.4 percent decrease from 2006. Alcohol-related fatalities for impaired driving (.08+BAC) decreased by 4 percent from 2006 to 2007 to a total of 14,575. However, as previously mentioned, we continue to experience a rise in the number of motorcycle fatalities. Motorcycles continue to be of particular concern, offsetting in large part the fatality reductions seen in other areas. Motorcycle fatalities in 2007 reached a total of 5,154, an increase of 7 percent over 2006, and an increase of 144 percent since 1997.

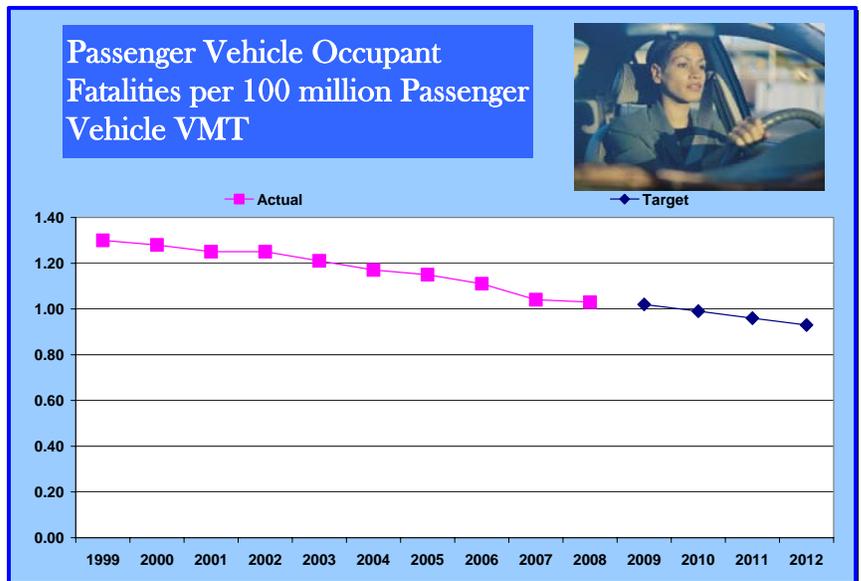
While traffic fatalities receive the most public attention, the societal toll in hospitalization, medical costs, lost productivity, and pain and suffering from traffic injuries represent a significant burden on individuals and on our society. Like fatalities, injury trends are dominated by highway crashes, which account for 99 percent of all transportation-related injuries. In 2007, the number of people injured in motor vehicle crashes decreased to under 2.5 million compared to nearly 2.6 million in 2006. The data show that the number of people injured declined the most for passenger car occupants (-6.5%), stayed static for large-truck occupants, but increased for motorcyclists (+17%), pedestrians (+15%) and bus occupants (+20%).

Speed continues to be a significant factor in traffic crashes, reducing a driver’s ability to steer safely, extending the necessary stopping distance, and increasing the vehicle traveling distance when the driver reacts to a dangerous situation. The increased energy resulting from higher speed crashes also contributes to the severity of the injuries whenever a crash occurs. The economic cost to society of speed-related crashes is estimated to be \$40.4 billion per year. In 2007, speed was a contributing factor in 31 percent of all fatal crashes, and 13,040 lives were lost in speed-related crashes. Motorcycle riders accounted for 36% of all speed-related fatalities, compared to 24 percent for passenger car drivers, 19 percent for light-truck drivers and 8 percent for large-truck drivers. Additionally, alcohol and speed provide a more deadly combination, as alcohol involvement is more prevalent for drivers involved in speed-related crashes. In 2007, 40 percent of drivers with a BAC of .08+ or higher involved in fatal crashes were speeding, as compared with only 15 percent of drivers with a 0.00 BAC involved in fatal crashes.

Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.

Year	Target	Actual
2001	Baseline	1.25
2002	NA	1.25
2003	NA	1.21
2004	NA	1.17
2005	1.15	1.15
2006	1.12	1.11
2007	1.10	1.04
2008	1.06	1.03#
2009	1.02	
2010	0.99	
2011	0.96	
2012	0.93	
2013	0.90	
2014	0.87	

= Projection based on preliminary data.



The passenger vehicle occupant fatality rate continues to decline sharply, reaching a historic low of 1.04 in 2007. The number of passenger vehicle occupant fatalities (includes passenger cars and light trucks) decreased to 28,933 from 30,686 in 2006, a reduction of 6 percent. Passenger car occupant fatalities fell for the fourth year in a row, while the drop in light-truck occupant fatalities was the first since 1992. The FY 2010 target for passenger vehicles is 0.99.

FY 2009 Passenger Vehicle Program Activities

- Start to develop communication tools and the roll out plan to educate consumers about the enhancements being made to the New Car Assessment Program (NCAP) crash test program and the new crash avoidance program that will be applied beginning with Model Year (MY) 2011 vehicles.
- Continue Advanced Crash Avoidance Technology Research developing Safety Benefit Estimates and Objective test procedures for newly emerging technologies including: Back-up Warning, Lane Departure/Keeping Systems, and Pre-Crash Imminent Braking Systems.
- Complete the driver distraction research plan and begin its implementation. Continue research to develop driver distraction metrics.
- Develop performance tests for crash imminent braking systems and advanced restraint systems that utilize pre-crash warnings.
- Develop enhanced frontal test requirements for child seats and develop a test procedure for side impact crashes.
- Enhance occupant safety in rollover crashes by updating requirements for roof strength and issuing preliminary performance recommendations for ejection mitigations.
- Demonstrate a new model of targeted law enforcement that relies more extensively on local crime and traffic statistics.
- Conduct a demonstration project to increase the use of ignition interlock devices in rural areas.
- Increase the number of States (from 7 to 15) contributing data to the National EMS Information System (NEMSIS) Technical Assistance Center.
- Address low seat belt use in minority populations by partnering with leaders and policy makers in the African American, Hispanic and other communities to develop and implement programs to increase seat belt use. Demonstration programs to increase seat belt use in Hispanic communities will also be developed as well as multi-cultural community tool-kits.
- Work with community-based programs to use the English for Speakers of Other Languages (ESOL) pedestrian and bicycle safety curriculum.

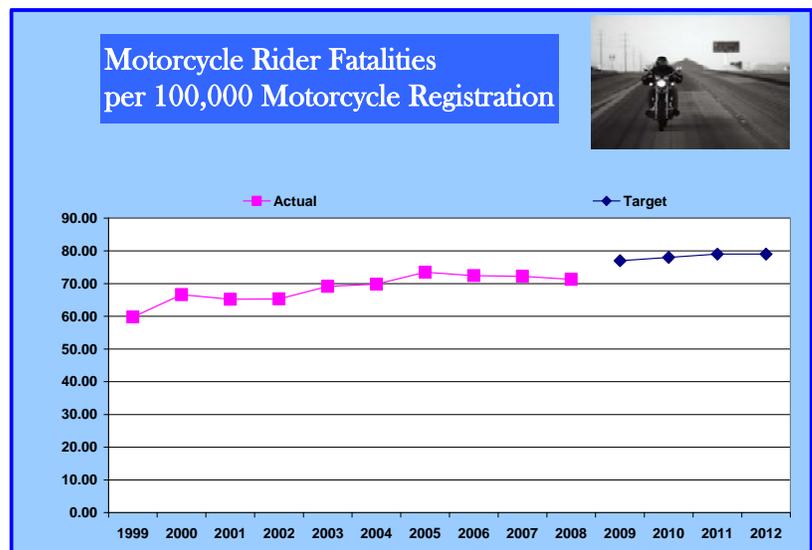
FY 2010 Passenger Vehicle Program Activities

- Complete the data collection for a field operational test of Integrated Vehicle-Based Safety Systems, which is a field test of light and heavy vehicles that have integrated safety systems that address rear-end, road departure and lane change crashes.
- Provide consumers with easy to use comparative vehicle safety and child seat ratings under a new NCAP rating system for MY 2011 vehicles.
- Develop estimates for safety benefits of vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications. Examine role for Government to achieve deployment of this technology.

- Continue driver distraction research. Relate previously developed driver distraction metrics to crash risk.
- Complete advanced technology crash avoidance research on newly emerging technologies and determine appropriate next steps with respect to consumer information or regulation.
- Work with judges, treatment professionals, industry leaders, researchers, and others to develop institutional strategies to expand use of ignition interlocks for impaired driving offenders.
- Initiate demonstrations in two States based on the findings from the comprehensive impaired driving program conducted in New Mexico.
- Continue an E9-1-1 Technical Assistance Center to provide technical assistance and support to State E9-1-1 Offices and Public Safety Answering Points (PSAPs) and disseminate information concerning E9-1-1 practices, procedures, and technology to State 9-1-1 Offices and local PSAPs.
- Demonstrate strategies for increasing seat belt use and reducing unrestrained fatalities among high-risk populations as identified by crash analysis and observed seat belt use. Disseminate findings through States and Regions to promote replication of evidence-based programs.
- Release and market a training program for physicians based on the revised *Physician's Guide to Assessing and Counseling Older Drivers*.
- Design, in cooperation with other Federal agencies, a national process for prehospital EMS evidence-based practice guidelines and for incorporating the guidelines into the National EMS Scope of Practice Model and the National EMS Education Standards.

Reduce the rate of motorcyclist highway fatalities per 100,000 motorcycle registrations.

Year	Target	Actual
2001	Baseline	65.20
2002	NA	65.35
2003	NA	69.16
2004	NA	69.83
2005	NA	73.48
2006	75	72.42
2007	76	72.20
2008	76	71.3*
2009	77	
2010	78	
2011	79	
2012	79	
2013	80	
2014	82	



* = Estimate based on preliminary data.

Motorcyclist highway fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. In 2007, motorcyclist fatalities increased to 5,154 from 4,837 in

2006. This is a 7 percent increase in just one year and fatalities among motorcyclists (i.e. motorcycle riders (operators) and passengers) now account for 13 percent of the 41,059 total fatalities in motor vehicle crashes in 2007. The rate of increase in motorcyclist fatalities over this ten-year period is higher than the rate of increase in motorcycle registrations.

Data from 2007 (latest data available) show that motorcyclist fatalities increased for every age group. A 10-year trend of motorcyclist fatalities by age group shows that there has been a 71 percent increase in fatalities in the under-30 age group, a 70 percent increase in the 30-39 age group, and a 234 percent increase in the 40+ age group (of which there was a 380 percent increase in the 50+ age group). An analysis of engine-size over the past 10 years also shows a marked increase in the number of larger engine size motorcycles, with a 9 percent increase in the under-500 cc engines, a 188 percent increase in the 501-1,000 cc engines, and a 134 percent increase in the 1,001-1,500 cc engines. Since 1997, of the 1,045 fatality increase attributed to larger motorcycles, 932 (89%) were among riders in the 40+ age group. Additionally, of the 1,777 fatality increase among riders in the 40+ age group, 932 (52%) were using larger motorcycles. Also, we continue to see that speed is a major contributing factor in motorcycle crashes. The increased energy resulting from higher speed crashes also contributes to the severity of the injuries whenever a crash occurs. Additionally, the percentage of motorcycle riders involved in fatal crashes in 2007 who had .08+ BAC levels (28%) was higher than for any other type of motor vehicle driver.

As of June 2008, 20 States, the District of Columbia, and Puerto Rico require helmet use for all motorcycle operators and passengers. Other States either required only a subset of motorcyclists to use helmets (such as those under age 18) or had no helmet requirements. Three States do not have laws requiring helmet use. Almost two-thirds of motorcyclists killed in States without universal helmet laws were not wearing helmets, as compared to 15 percent in States with universal helmet laws.

According to the Motorcycle Industry Council (MIC), new unit motorcycle sales rose through 2006 and fell slightly in 2007. The 2006 sales were the highest for which MIC reports data, reaching levels not seen since the 1970s. In 2007, 885,000 new-on-highway motorcycle units were sold. As a result, State operator training programs continue to have difficulty meeting the increased demand for their services.

Motorcyclists must also take additional responsibility for ensuring they have done everything possible to make the ride safe by taking operator training, wearing protective gear including helmets, riding sober, and obeying traffic rules, such as observing posted speed limits.

Fatality data is collected through FARS and represents a complete census of all fatal crashes in the United States. Registration data is collected by the States and provided to FHWA which is responsible for the collection and publication of all exposure data (e.g. registration, VMT, and licensed drivers). Motorcycle ridership (i.e., State registration) is dependent on high oil prices and successful marketing. Therefore, motorcyclist registration data appears to be the most representative factor for measuring fatalities.

Motorcycle Fatality Rate per 100,000 Motorcycle Registrations Compared to 100 Million Motorcycle VMT

YEAR	Per 100,000 Motorcycle Registrations	Per 100M Motorcycle VMT
1995	57.14	22.73
1996	55.82	21.78
1997	55.3	20.99
1998	59.13	22.31
1999	59.8	23.46
2000	66.66	27.67
2001	65.2	33.17
2002	65.35	34.23
2003	69.16	38.78
2004	69.83	39.79
2005	73.48	42.27
2006	72.42	38.79
2007	72.20	37.86

The Department has set its motorcyclist fatality rate goal for FY 2010 at 78 per 100,000 motorcycle registrations.

FY 2009 Motorcycle Program Activities

- Analyze and report the results of the 2009 National Occupant Protection Use Survey (NOPUS) for motorcycle helmet use.
- Initiate an evaluation of the usability and crash avoidance features of motorcycle helmets, which includes an assessment of field of view and hearing levels.
- Complete a study of motorcycle conspicuity to determine if there is an effective lighting treatment and if daytime running lights on passenger vehicles might impede motorcycle noticeability.
- Develop a Final Rule implementing the Global Technical Regulation (GTR) on motorcycle brakes.
- Issue a final rule to improve motorcycle helmet requirements (FMVSS No. 218).
- As part of the agency’s research program of anti-lock braking (ABS) and combined braking systems (CBS), complete research to determine how motorcycle riders use their brakes in various emergency stopping and maneuvering situations.
- Continue development of national standards for motorcycle rider training.
- Exhibit an interactive CD-ROM that teaches motorcyclists intervention techniques they can use to stop a fellow rider from riding impaired at motorcycle shows and rallies.
- Revise the *Motorcycle Operators Manual* and motorcycle license exam questions.

- Release communication materials to reach older motorcyclists with safe riding messages.
- Initiate an update to the *National Agenda for Motorcycle Safety*.
- Develop materials to assist law enforcement in identifying non-compliant motorcycle helmets.

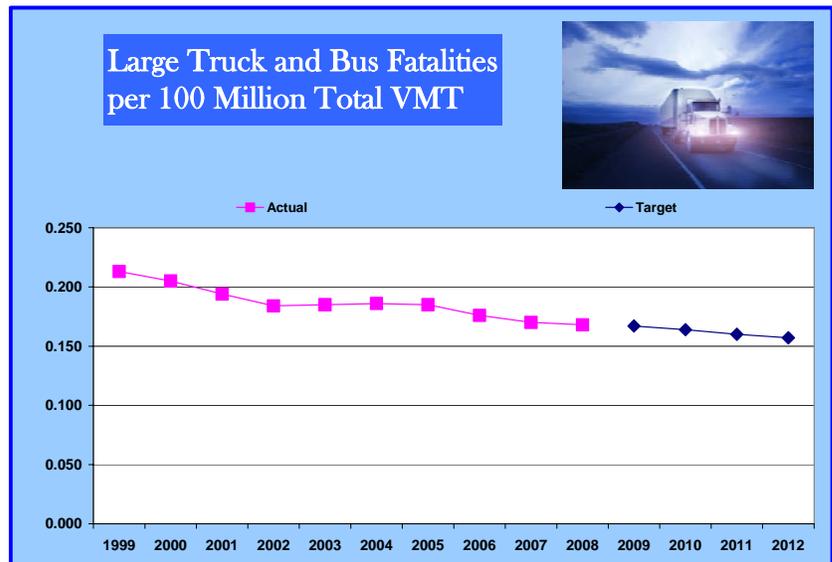
FY 2010 Motorcycle Program Activities

- Analyze and report the results of the 2010 NOPUS for motorcycle helmet use.
- Complete an evaluation of the usability and crash avoidance features of motorcycle helmets, in order to document best practices in helmet design that improve visibility, control noise levels and encourage helmet use.
- Complete development of objective tests for motorcycle combined braking systems.
- Complete research to determine the potential of enhanced lighting to improve motorcycle daytime conspicuity.
- Develop a motorcycle safety education package for use by motorcycle clubs and rider organizations.
- Share with States and the motorcycling community promising practices and programs to reduce impaired riding.
- Develop prosecutor and judicial training/education programs designed for each on the efforts they can undertake to reduce motorcycle crashes.
- Complete the development of national standards for motorcycle rider training and assist States in adoption of the standards.

Reduce the rate of large-truck and bus fatalities per 100 million total VMT.

Year	Target	Actual
2004	NA	0.186
2005	NA	0.185
2006	NA	0.176
2007	0.175	0.170*
2008	0.171	0.168*
2009	0.167	
2010	0.164	
2011	0.160	
2012	0.157	
2013	0.154	

* = Estimate based on preliminary data.



In 2007, fatalities involving large-truck and bus occupants decreased 5 percent, from 5,347 in 2006 to 5,099. This metric includes fatalities involving both occupants and non-occupants in crashes involving a truck with a gross vehicle weight rating of 10,000 pounds or more and/or a motor coach. Total VMT captures the traffic volumes of all vehicles, which is important

given that approximately three-fourths of fatal large-truck crashes in recent years have involved passenger vehicles. The FY 2010 target for large-truck and bus fatalities is 0.164.

FY 2009 Large-truck and Bus Modal Activities

- Finalize a Final Rule for truck tractor stopping distance.
- Continue research to determine safety benefits and develop requirements for heavy vehicle (tractor semi-trailer and single unit truck and bus) stability systems.
- Develop requirements for improved motorcoach occupant protection.
- Continue a field test of an electronic vision enhancement system to reduce truck blind spots to quantify safety improvement.
- Initiate research to understand the benefits and performance capabilities of automatic braking systems for heavy vehicles.
- Continue Intelligent Transportation System (ITS) research field testing integrated crash avoidance systems consisting of forward crash warning, lane departure warning and side object detection components.

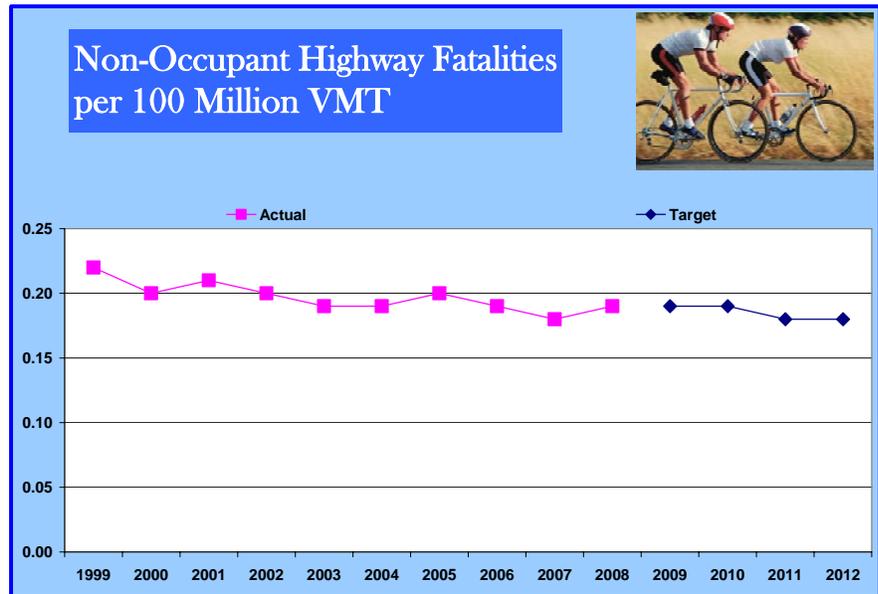
FY 2010 Large-truck and Bus Modal Activities

- The data collection for a field operational test of Integrated Vehicle-Based Safety Systems will be completed, which is a field test of light and heavy vehicles that have integrated safety systems that address rear-end, road departure and lane change crashes.
- Initiate development of Notice of Proposed Rulemaking (NPRM) to upgrade emergency evacuation requirements for motorcoaches and buses.
- Continue research to understand the benefits and performance capabilities of automatic braking systems for heavy vehicles.
- Complete heavy vehicle stability control research.
- Complete a field test of an electronic vision enhancement system to reduce truck blind spots to quantify safety improvement.
- Complete ITS research field testing of integrated crash avoidance systems consisting of forward crash warning, lane departure warning and side object detection components.

Reduce the rate of non-occupant highway fatalities per 100 million VMT.

Year	Target	Actual
2001	Baseline	0.21
2002	NA	0.20
2003	NA	0.19
2004	NA	0.19
2005	0.16	0.20
2006	0.16	0.19
2007	0.15	0.18
2008	0.19	0.19*
2009	0.19	
2010	0.19	
2011	0.18	
2012	0.18	
2013	0.18	
2014	0.18	

* = Estimate based on preliminary data.



The number of non-occupants (pedestrians, pedalcyclists, and occupants of motor vehicles not in transport and of non-motor vehicle transport devices) killed in motor vehicle crashes decreased by 4 percent, from 5,752 fatalities in 2006 to 5,504 in 2007. The number of pedestrian fatalities decreased from 4,795 in 2006 to 4,654 in 2007, a 3 percent decrease, and the number of cyclists killed decreased by 10 percent from 772 in 2006 to 698 in 2007. The FY 2010 target for non-occupant fatalities is 0.19. The non-occupant fatality rate uses overall VMT because pedestrian, pedalcyclist, and other non-occupant miles traveled are not available.

FY 2009 Non-occupant Program Activities

- Issue an Advanced Notice of Proposed Rulemaking (ANPRM) for increasing the rear visibility of light vehicles (Kids Transportation (KT) Safety Act), and initiate development of the NPRM.
- Develop an NPRM implementing the GTR on pedestrian safety.
- Initiate research to assess the potential problem associated with the inability of pedestrians to detect quieter cars, and emerging area with new hybrid and electric car technologies.
- Engage State Injury Prevention Offices in activities to promote pedestrian safety and Safe Routes to School (SRTS) programs.
- Release and promote the law enforcement training program and updated pedestrian law enforcement guide.
- Initiate demonstration projects in States and cities with high pedestrian crashes to support implementation of enforcement and educational components of plans to reduce pedestrian fatalities.
- Promote an education program to enhance older-pedestrian safety.

- Release and promote a bicycle safety marketing campaign for adults.
- Work with the American Association for Physical Activity and Recreation to develop a bicycle safety curriculum for middle and high school students.
- Assess hit-and-run crashes to identify common variables and develop countermeasures specific to that crash type.
- Release and market English for Speakers of Other Languages (ESOL) pedestrian and bicycle safety curriculum.
- Develop a program to increase law enforcement participation in SRTS programs.

FY 2010 Non-occupant Program Activities

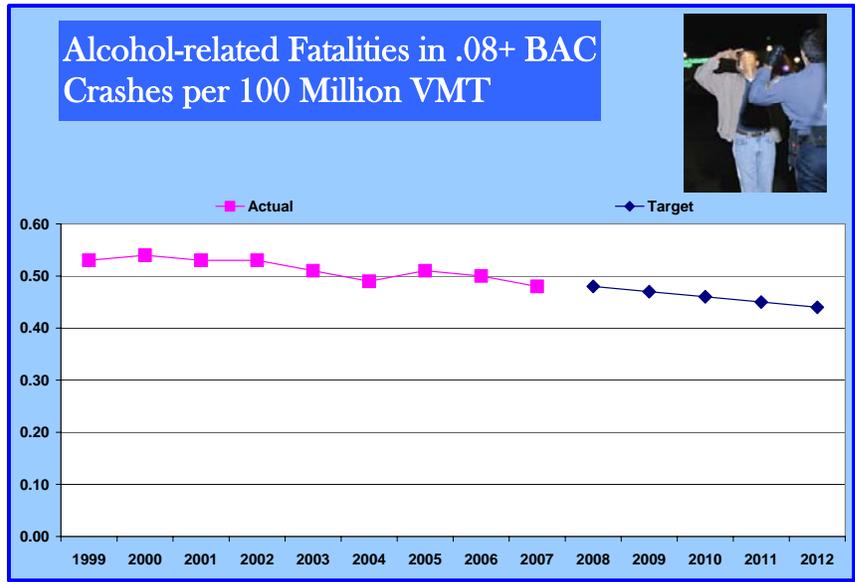
- Develop an NPRM for increasing the rear visibility of light vehicles (KT Safety Act).
- Initiate demonstration projects designed to support implementation of the education and enforcement components of pedestrian safety action plans being executed in States and cities with high fatality rates.
- Develop and test education and enforcement-based programs to reduce the incidence of crashes involving impaired pedestrians.
- Market the education program developed to enhance older pedestrian safety at the community level.
- Expand partnerships to include organizations that interact with the Hispanic community to increase use of ESOL pedestrian and bicycle safety programs.
- Implement and evaluate demonstration program to teach non-English speaking people safety pedestrian behaviors through use of an ESOL training program.
- Share with States the results of the demonstration projects supporting implementation of the *A Resident's Guide for Creating Safe and Walkable Communities*.
- Promote State pedestrian safety program assessments.
- Promote law enforcement training programs on pedestrian and bicycle safety.
- Market the bicycle safety education campaign for adults.

NHTSA Intermediate Outcome Measures

NHTSA’s intermediate performance measures support both the overall DOT safety goal and the new key focus area performance targets. NHTSA’s intermediate performance measures for 2010 include: (1) reducing the fatality rate in crashes where blood alcohol concentration (BAC) was .08+; (2) increasing seat belt use; (3) reducing the percentage of improperly licensed motorcyclists killed in crashes; and (4) increasing restraint use for children 0 through 7 years of age.

Reduce the rate of alcohol-related fatalities in .08+ BAC crashes per 100 million VMT.

Year	Target	Actual
2001	NA	0.53
2002	NA	0.53
2003	Baseline	0.51
2004	0.53	0.49
2005	0.53	0.51
2006	0.51	0.50
2007	0.49	0.48
2008	0.48	
2009	0.47	
2010	0.46	
2011	0.45	
2012	0.44	



Fatalities in alcohol-related crashes decreased by 702 (4 percent) in 2007, claiming 17,036 lives. In 2007, 14,575 fatalities involved a driver or motorcycle operator, pedestrian, or pedalcyclist who had a BAC of .08+ compared to 15,144 in 2006, a decrease of 569 (3.8%). In 1999, the .08+ BAC alcohol-related crash fatality rate per 100 million VMT amounted to 0.53 and has since decreased to 0.48 in 2007. This is a clear indication that State .08 laws are having a positive effect. However, the median BAC value for alcohol-involved drivers was .16; meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in all States. The following chart shows the breakout of fatalities by highest BAC in a crash and the corresponding fatality rates for 2006 and 2007. NHTSA has set its FY 2010 .08+ BAC target at 0.46.

Highest BAC in Crash	YEAR		% Change in Fatalities
	2006	2007	
Total Alcohol-Related Fatalities	17,738	17,036	
Fatality Rate per 100M VMT	0.59	0.56	-5%
Impaired (.01 <=BAC <=.07) Fatality Rate per 100M VMT	2,594 .09	2,461 .08	-11%
Intoxicated (.08 <= BAC) Fatality Rate per 100M VMT	15,144 .50	15,121 .50	-4%

The number of alcohol-impaired driving traffic fatalities is unacceptable and avoidable, and represents a major area of attention of the Department's safety agenda. To reverse this trend, NHTSA is focusing on a number of programs and initiatives. The agency's priority strategies include: high-visibility law enforcement; support for prosecutors and judges; use of Traffic Safety Resource Prosecutors; Driving While Impaired (DWI) Courts; and alcohol screening and brief intervention. NHTSA is also actively promoting use of ignition interlocks for impaired driving offenders and focusing on at risk populations, including youth, young adults and Latinos. Specifically, in FY 2010, NHTSA will undertake projects to demonstrate effective strategies to improve implementation of Administrative License Revocation (ALR) laws, to increase BAC reporting, to increase the visibility of impaired driving enforcement, and to increase use of ignition interlocks and strengthen State implementation of ignition interlock programs.

FY 2009 Impaired Driving Program Activities

- Initiate development of several non-intrusive, vehicle-based, alcohol detection technologies which will be selected based on technical risk and potential effectiveness.
- Identify and promote model Law Enforcement Liaison (LEL) programs and practices to actively promote increased levels of participation and the use of more effective law enforcement strategies in the National Impaired Driving Crackdowns and sustained enforcement.
- Conduct demonstrations and develop case studies of model enforcement practices, including use of phlebotomists, increased BAC testing, improved reporting of enforcement activities, and visibility through signage and other means.
- Deliver webinars and host meetings to coordinate efforts of Traffic Safety Resource Prosecutors (TSRPs), Fellows, and Judicial Outreach Liaisons (JOLs) and deliver training, educations and technical assistance to prosecutors, judges, and other criminal justice professionals, focusing especially on increasing use of Driving While Impaired (DWI) courts, ignition interlocks and effective court, sentencing, and supervision practices.
- Conduct a demonstration project to increase the use of ignition interlock devices in rural areas.
- Implement marketing campaigns on youth access to alcohol, underage drinking and driving, and parental responsibility, using both enforcement-based messages

that would support High Visibility Enforcement (HVE) activities, and social norming messages that could be used during high risk times throughout the year.

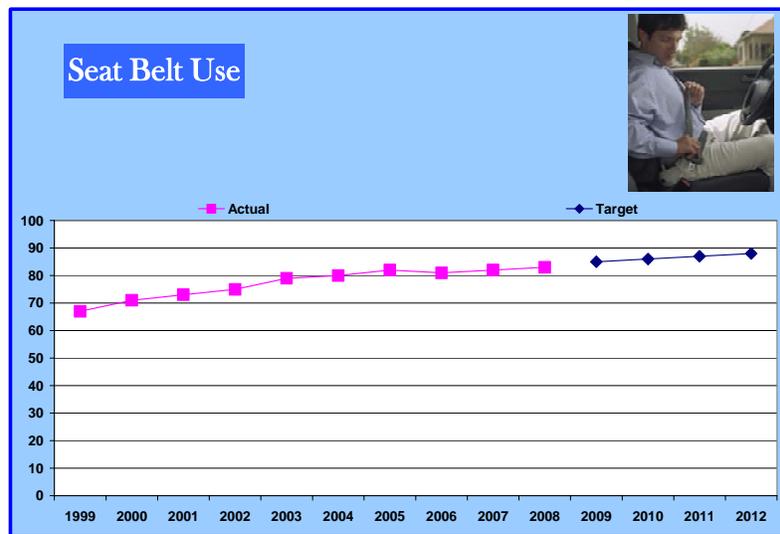
- Develop new *Drunk Driving. Over the Limit. Under Arrest.* Print ads and earned media materials that focus on motorcycle riders and ‘post arrest’ consequences for impaired driving offenders.

FY 2010 Impaired Driving Program Activities

- Complete a technical assessment of non-intrusive alcohol detection technologies in order to select the most promising systems for continued development into a testable prototype.
- Work with judges, treatment professionals, industry leaders, researchers, and others to develop institutional strategies to expand use of ignition interlocks for impaired driving offenders.
- Conduct a demonstration of effective strategies to address challenges with implementing ALR laws.
- Replicate projects demonstrating the use of high visibility enforcement and enforcement-based publicity to reduce underage access to alcohol in communities with less than fully developed coalitions.
- Conduct a review of programs currently in use across the United States of strategies to reduce impaired driving in Hispanic communities and develop a model comprehensive approach for other communities.
- Demonstrate model ignition interlock programs that can be adopted by courts or in administrative settings.
- Initiate demonstrations in two States based on the findings from the comprehensive impaired driving program conducted in New Mexico.

Increase seat belt use.

Year	Target	Actual
2001	86%	73%
2002	75%	75%
2003	78%	79%
2004	79%	80%
2005	80-85%	82%
2006	82%	81%
2007	83%	82%
2008	84%	83%
2009	85%	
2010	86%	
2011	87%	
2012	88%	



In 2008, the National Occupant Protection Use Survey (NOPUS) showed a 1 percent increase, to 83 percent, in the seatbelt use rate nationally, which is a 10 percentage-point increase since 2001. The FY 2010 target is set at 86 percent. This target can only be

achieved with cooperation from States and local communities through the passage of primary laws and continued and increased enforcement activities. The passage of primary laws in States has proven to be the most effective way to ensure more vehicle occupants buckle up. For example, when Delaware (2003) and Illinois (2003) upgraded their secondary seat belt use laws to primary laws:

- The seat belt use rate in Delaware rose from 71 percent in 2002 to 86 percent in 2006; and
- The seat belt use rate in Illinois rose from 74 percent in 2002 to 88 percent in 2006.

Seat belt use is statistically lower in States with secondary belt enforcement laws than in States with primary laws, and even lower in rural and urban areas than suburban areas. Use rates continue to be high where laws are stronger. In 2007, States in which motorists could be stopped solely for belt nonuse (“primary” States) had a combined use rate of 88 percent, compared to 75 percent in other States. As an example, Maine’s primary enforcement seat belt law took effect on September 17, 2007, but citations were issued beginning April 1, 2008. This State saw an increase in use from 79.8 percent in 2007, to 83.0 percent in 2008.

On average, States that pass primary seat belt laws can expect to increase belt use by 9 percentage points. However, depending on the level of high-visibility enforcement that they employ, far greater results are possible. States that adopt comprehensive high-visibility enforcement campaigns to implement primary belt laws may achieve increases of 20 percentage points or more. As of March 2009, 27 States, the District of Columbia, Puerto Rico, American Samoa, the Commonwealth of Northern Marianas Islands, Guam, and the Virgin Islands have enacted primary seat belt laws that apply to all passenger motor vehicles. The State of Arkansas recently passed a primary law but it will not take effect until June 30, 2009. One State, Georgia, has a primary law that excludes pickup trucks. Twenty-three States have secondary enforcement seat belt laws. A secondary seat belt law requires an officer, trooper, or deputy to stop a violator for another violation before being able to issue a citation for failing to buckle up. Seat belt use for occupants on expressways increased to 90 percent in 2008 (89 percent in 2007), which is a statistically significant increase.

FY 2009 Seat Belt Use Program Activities

- Analyze and report the results of the 2009 NOPUS for overall seat belt use and motorcycle helmet use.
- Conduct demonstration projects to increase seat belt use among high-risk and low belt use populations, as identified by observation surveys and crash data. These include nighttime, rural, pickup truck, and young adult (16-24) motor vehicle occupants.
- Address low-belt use in minority populations by partnering with leaders and policy makers in African American, Hispanic, and other communities to deploy programs to increase seat belt use. Demonstration programs to increase seat belt

use in Hispanic communities will also be developed, as well as multi-cultural community tool kits.

- Improve proper restraint use for the ‘tween’ population (8-15 year-olds) by developing and testing a new national education program for tweens that conveys the necessity of restraint use and correct seating positions for this age group (59 percent of tweens killed in fatal crashes in 2006 were unrestrained).
- Implement a national occupant protection communications plan and accompanying materials (in English and Spanish), including paid and earned media materials, to support high-visibility enforcement programs, as well as resources for social-norming programs.
- Implement a region-wide teen demonstration project to advance and test the strategies previously developed in two statewide projects.
- Test variations of the *Click It or Ticket (CIOT)* model involving multiple emphasis periods to examine the effectiveness of successive, high-visibility enforcement campaigns.
- Examine the acceptability and potential effectiveness of vehicle technologies to increase seat belt use (e.g. enhanced seat belt reminder systems and gear shift interlocks in corporate fleets).
- Conduct ongoing and in-depth analyses to identify characteristics of unrestrained passenger vehicle occupants killed in traffic crashes, which will be used to shape future project strategies and messaging for high-risk non-belt users.

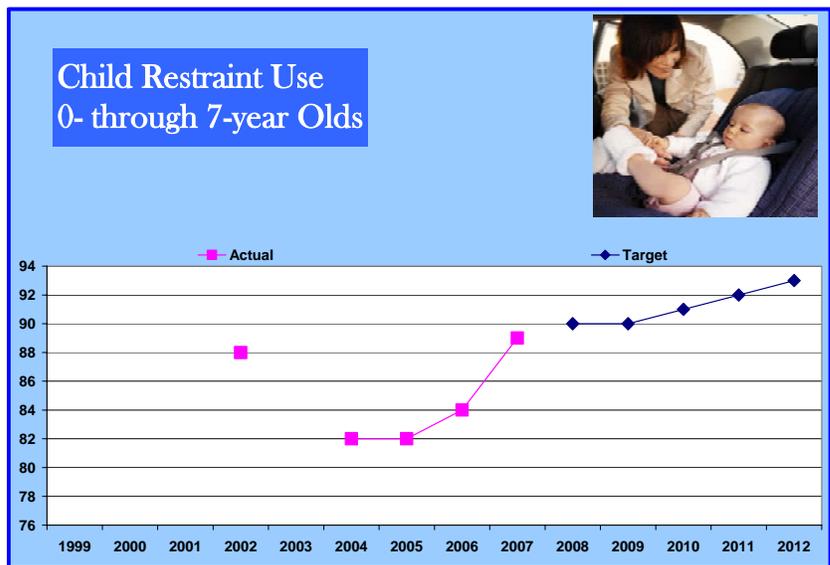
FY 2010 Seat Belt Use Program Activities

- Provide leadership and guidance to maintain continued participation by States in national and regional *CIOT* mobilization efforts, including production and distribution of a national media buy and technical assistance for State media operations, promoting multiple seat belt enforcement periods throughout the year to achieve increases in belt use.
- Complete evaluations from several region-wide seat belt demonstration programs focusing on pickup trucks and rural drivers and occupants.
- Complete the evaluation of a nighttime seat belt enforcement program.
- Analyze and report the results of the 2010 NOPUS in seat belt use and motorcycle helmet use.
- Conduct demonstration projects for increasing seat belt use and reducing unrestrained fatalities among high-risk and low belt use populations, to include nighttime drivers, drivers in rural areas, pickup truck drivers, 8- to 15-year-olds, and teens.
- Disseminate findings from these and earlier demonstrations through States and Regions to promote replication of evidence-based programs and to assist States and local communities in developing strategies to reach these high-risk groups.
- Examine law enforcement strategies that have contributed to high seat belt use rates in the general population and refine these as needed to achieve similar gains in high-risk populations (e.g. rural, teen, and night-time drivers).

- Develop a model strategy for increasing teen seat belt use based on State and region-wide demonstration programs to be adopted by other Regions and States.
- Transfer knowledge regarding best practices and model programs for increasing seat belt use to the States. This will be accomplished through various mechanisms including direct technical assistance to States, development of reports and summaries, tool-kits, and web-based resources, collaboration with highway safety partners and coalitions, and participation in occupant protection assessments and Special Management Reviews.
- Create and strengthen partnerships with key national organizations representing populations with lower-than-average seat belt use rates and develop new training and educational outreach and marketing materials to reach these populations.
- Implement a national occupant protection communications plan and accompanying template materials (in English and Spanish) will be crucial to this effort, to provide States with earned media support for their programs for adult seat belt use and child passenger safety. The plan will contain material for both high-visibility enforcement and social norming.
- Improve law enforcement outreach by strengthening skills and practices of regional and State Law Enforcement Liaisons (LEL) and LEL networks.
- Support law enforcement organizations in training traffic patrol officers in effective techniques for sustained enforcement of seat belt and child passenger safety laws, including seat belt provisions in Graduated Driver Licensing (GDL) laws.

Increase restraint use among children 0 through 7 years of age.

Year	Target	Actual
2002	Baseline	88%
2003	NA	NA
2004	NA	82%
2005	91%	82%
2006	92%	84%
2007	89%	89%
2008	90%	
2009	90%	
2010	91%	
2011	92%	
2012	93%	



Use of age-appropriate child safety seats continues to be the most effective restraint system available to protect child occupants of passenger vehicles. In 2007, the majority of young children riding in motor vehicles in the United States continued to be restrained by some type of child safety seat or seat belt, with 98 percent of infants (birth through 12 months old) and 96 percent of children ages 1 to 3 restrained. Children between the ages of 4 and 7 (booster seat age children) continued to be restrained at somewhat lower rates than younger children. In 2007, NHTSA released

its second National Survey of the Use of Booster Seats (NSUBS). NSUBS defines booster use as “the child is in a seat on top of the vehicle seat with a seat belt across the front of the body.” The survey found that nationwide, 85 percent of 4- to 7-year-old children were restrained in booster seats in 2007. The FY 2010 child restraint target for 0 through 7 year olds is 91 percent.

By increasing restraint use among all children, the occurrences of death and injury – if the appropriate restraint systems are used correctly – should continue to decline. Child safety seats reduce the risk of fatal injury by 71 percent for infants and by 54 percent for toddlers (age 1 to 4) in passenger cars. Among children under age 5, an estimated 382 more lives were saved in 2007 by child restraint use (358 using child safety seats, and 24 using adult seat belts). At 100% child safety seat use for children under age 5, an estimated 453 (an additional 71) lives could have been saved in 2007. States, local communities, and other groups must continue to encourage the use of child restraints and booster seats and discourage placing children under 13 in the front seat.

FY 2009 Child Restraint Use Program Activities

- Analyze and report on 2008 NOPUS survey findings in child restraint use, driver cell phone use, and rear seat belt use that were not previously reported.
- Increase and improve the use of child safety seats by continuing to support a national infrastructure of community child safety seat technicians to reach parents and caregivers with information on the correct use of child restraint systems, including the Lower Anchors and Tethers for Children (LATCH) system.
- Develop a consumer information program and model strategies for protecting children from injuries in non-traffic, non-crash motor vehicle-related events (e.g., back-over injuries) as directed by Congress.
- Support and publish the annual National Survey of the Use of Booster Seats (NSUBS) which provides a probability-based estimate of booster seat use for children in the United States, as well as child restraint use data among children up to age 12.
- Conduct a top to bottom review of NHTSA’s child occupant protection program.

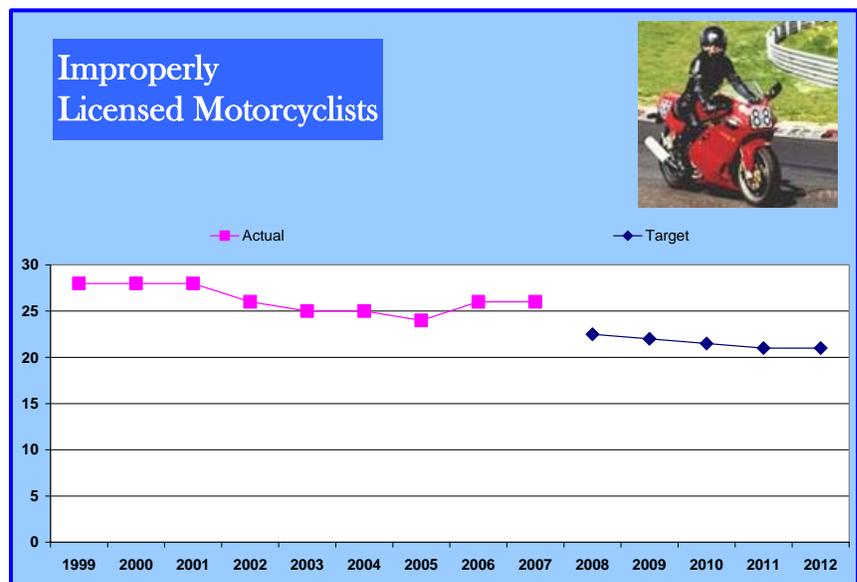
FY 2010 Child Restraint Use Program Activities

- Conduct the NSUBS in July 2010. Results from this survey will provide accurate national information on booster seat use, trends in use, and characteristics of the children who are using and not using booster seats. Increased use of booster seats will translate directly into fewer deaths and injuries to child occupants.
- Analyze and report the results of the 2009 NOPUS survey in the areas of child restraint use, driver cell phone use, and rear seat belt use.
- Evaluate child restraints for ease of use and provide consumers with child safety seat Ease of Use ratings.
- Conduct programs to reach low child restraint use populations and expand partnerships with national organizations, Child Protective Seating (CPS) manufacturers, retailers, and other advocacy groups to expand child safety seat and booster seat program efforts.

- Conduct demonstration program testing effective strategies for enforcing State booster seat requirements.
- Work to implement effective strategies for reducing critical misuse and increasing use of appropriate restraint systems, including the LATCH system.
- Develop new public service announcements supporting occupant protection initiatives directed at children and youth (birth to age 15).
- Promote public awareness of non-traffic, non-crash incidents affecting children, including hyperthermia, back-overs, power window injuries and trunk entrapment.
- Research child restraints based on the results from the FY 2009 top to bottom review of NHTSA’s child occupant protection program.

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

Year	Target	Actual
2001	NA	28%
2002	NA	26%
2003	NA	25%
2004	NA	25%
2005	Baseline	24%
2006	23.5%	26%
2007	23.0%	26%
2008	22.5%	
2009	22.0%	
2010	21.5%	
2011	21%	
2012	21%	



Motorcycle operator licensing is a major component of a comprehensive State motorcycle safety program. By obtaining a specialized motorcycle license, a motorcyclist demonstrates the minimum ability needed to safely operate a motorcycle on roadways. All States and the District of Columbia require that motorcycle operators who use roadways possess a valid motorcycle license endorsement. To receive a license, operators pass a written knowledge test and an operational skills test. Beyond these stipulations, States vary in their procedures for licensing riders and for encouraging unlicensed operators to obtain the required license.

On average, in the past 5 years (2002-2006) (latest data available), one-fourth of motorcycle operators (25%) fatally injured in crashes were operating their vehicles with invalid licenses at the time of the collision, while only 15 percent of fatally injured passenger vehicle drivers did not have valid licenses. Motorcycle operators involved in fatal traffic crashes were 1.3 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (18% and 14%, respectively). Given these statistics, the above intermediate measure to reduce the percentage of improperly licensed

motorcyclists involved in fatal crashes is appropriate. For FY 2010, the target is set at 21.5 percent.

FY 2009 Motorcycle License Program Activities

- Revise the *Motorcycle Operators Manual* and motorcycle license exam questions.
- Implement State demonstration programs to decrease number of improperly licensed motorcyclists.
- Increase the use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.
- Support the cross checking of drivers license files with motorcycle registration files in the States to assist in increasing the number of properly licensed motorcycle operators.

FY 2010 Motorcycle License Program Activities

- Complete State licensing demonstration programs to implement best practices in novice driver testing, driver improvement programs, foreign reciprocity processes, and other developmental initiatives.
- Complete the State data comparison compendium detailing driver licensing policies and regulations, State by State, with periodic updates in electronic format.
- Continue support for increased use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.
- Complete and distribute updated motorcycle licensing guidance to State Motor Vehicle Administrators to reduce the number of improperly licensed drivers involved in fatal crashes.

ENVIRONMENTAL STEWARDSHIP

DOT PERFORMANCE GOAL: Reduction in pollution and other adverse environmental effects from transportation and transportation facilities.

Current data reveal that transportation is exerting significant pressure on the environment worldwide. Personal transportation has grown substantially in recent years, and is projected to increase in the future despite higher prices for petroleum and warnings about climate change. For example, vehicle miles traveled (VMT) increased by 5.1 percent between 2006 and 2007, from 3,014,371 to 3,029,822 respectively. Early estimates indicate that VMT is undergoing a temporary decrease due to the economic downturn, but travel growth is expected to resume in the long term as the economy improves.

Over the past 20 years, however, contributions of emissions from on-road mobile sources relative to all emissions have been rapidly declining. The downward trend in on-road mobile source emissions is expected to continue through 2030 as a result of the introduction of cleaner engines and fuels. At the current rate of growth, transportation's share of human-produced greenhouse gas (GHG) emissions in the United States is projected to increase from 28 percent (currently) to 36 percent by 2020. NHTSA supports the Department's initiatives in this area through its activities to establish and reform fuel economy standards for passenger vehicles, as well as conducting ongoing research to improve the safety of hydrogen fuel cell and alternative fuel vehicles.

The Energy Independence and Security Act of 2007 was signed into law on December 19, 2007. Under Title I (known as the Ten-in-Ten Fuel Economy Act), NHTSA has the authority and responsibility to issue fuel economy standards for the 2011-2019 model years that will lead to steady progress toward the 35 mpg mandate in 2020. The Act also requires NHTSA to partner with the National Academy of Sciences (NAS) to conduct an evaluation of the technologies and costs associated with establishing fuel economy standards for medium and heavy duty trucks (single unit trucks and tractor trailers). These vehicles have never been evaluated or regulated by the government for fuel efficiency. The Act also requires NHTSA to implement a rule that requires manufacturers to label additional fuel economy information on new vehicles. Additionally, the Act requires NHTSA to develop and propose a new consumer information program for replacement tires to educate consumers about the effect of tires on fuel efficiency, safety, and durability. DOT posted the new fuel economy standards for cars and light trucks for the 2011 model year (MY) on March 27, 2009. The new standards will raise the industry-wide combined average to 27.3 miles per gallon (a 2.0 mpg increase over the 2010 model year average), as estimated by NHTSA. It will save about 887 million gallons of fuel and reduce carbon dioxide emissions by 8.3 million metric tons. President Obama has requested that the Department issue the MY 2011 fuel economy standards by April 1, 2009, and to issue the standards for MYs 2012-2020 by April 2010.

ANTICIPATED FY 2009 ACCOMPLISHMENTS

In FY 2009, NHTSA's international policy and harmonization activities include conducting testing programs in support of a Global Technical Regulation (GTR) for hydrogen fuel cell vehicles. The agency will assure the consideration of foreign vehicle safety standards in current and future NHTSA rulemaking and related activities to support global harmonization, if SAFETEA-LU is extended.

Additionally, NHTSA provides financial support to DOT's Center for Climate Change and Environmental Forecasting (the Center), established in 1999. The Center is the focal point within DOT for information and technical expertise on transportation and climate change, and for coordinating related research, policies, and actions. NHTSA contributes to the Center's comprehensive multimodal approaches to reduce GHG emissions and to prepare for the effects of climate change on the transportation system.

Successful efforts within NHTSA's Fuel Economy program will reduce consumption of gasoline by the light-truck duty fleet without negatively impacting safety and jobs. NHTSA is also required to regulate the fuel economy of medium and heavy trucks. In FY 2009, NHTSA will partner with the National Academy of Sciences (NAS) to conduct an evaluation of the technologies and costs associated with establishing fuel economy standards for medium and heavy duty trucks (single unit trucks and tractor trailers). The NAS report on this evaluation will be prepared during FY 2009. During FY 2009, the agency will also develop and propose new consumer information program for replacement tires to educate consumers about the effect of tires on fuel efficiency, safety, and durability.

FY 2010 PERFORMANCE BUDGET

In FY 2010, NHTSA will continue work obligated by the Energy Independence and Security Act of 2007. Specifically, NHTSA will conduct the required rulemakings to establish standards for passenger cars and light trucks for Model Years 2012 and beyond (including and Environmental Impact Statement (EIS)); conduct a study of medium- and heavy-duty vehicle fuel efficiency; fund the National Academy of Sciences to update the 2002 report "Effectiveness and Impact of Corporate Average Fuel Economy (CAFE) Standards;" conduct a rulemaking to require manufacturers to label fuel economy information on vehicles. NHTSA will also continue development of a GTR on hydrogen fuel cell vehicles by conducting individual and joint testing programs, and will research fuel cell vehicle system performance, including crash, leakage, and electrical isolation detection. In SAFETEA-LU is extended, the agency will develop test procedures and suitable performance criteria to quantify potential failures and resulting unsafe conditions. Additionally, NHTSA will continue to support the Department's Environmental Stewardship goal through continued support of the Climate Control Center.

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