



U.S. Department of
Transportation

BUDGET ESTIMATES

FISCAL YEAR 2016

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

**SUBMITTED TO THE
THE COMMITTEES ON APPROPRIATIONS**

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STATEMENT OF THE ADMINISTRATOR



Safety is the top priority—for the Department of Transportation (DOT), for the National Highway Traffic Safety Administration (NHTSA), and for the people we serve. Over the past decade, NHTSA has helped reduce traffic fatalities by nearly 25 percent. This remarkable achievement is due to a number of factors including safer vehicles, safer roads and safer behavior by road users. Despite that progress, we still have work to do. Far too many Americans –32,719 in 2013 – lose their lives on our highways every year. In the coming fiscal year, NHTSA is committed to using every tool available – including our regulatory and enforcement authority, our groundbreaking public awareness campaigns, our partnerships with States, our support for technological innovation and our research programs – to pursue our safety mission. In fiscal year (FY) 2016, the agency will make every effort to identify and address safety risks and continue the Nation’s downward trajectory in roadway fatalities.

NHTSA’s employees are dedicated to our mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. Our FY 2016 Budget Request is a key step in pursuit of our goals. NHTSA’s FY 2016 Budget Request totals \$908 million and includes \$179 million for Vehicle Safety, \$152 million for Behavioral Safety and \$577 million for State Grants and High Visibility Enforcement Support. This budget supports the Administration’s GROW AMERICA Act, which is designed to increase safety across all modes of surface transportation, keep our economy moving forward and enhance our efforts to ensure automakers quickly find and fix safety defects. And while we can never put a price on a life lost, this budget seeks to address the fact that, in 2010 alone, motor vehicle crashes posed \$871 billion in economic cost and societal harm on our Nation and citizens.

Our FY 2016 Budget Request also reflects the lessons of the past year. Our request includes significant increases from the FY 2015 request for vehicle defect programs, our behavioral research efforts, and our work to modernize our data systems. This request also includes an increase from FY 2015 enacted funding level for many of our other programs. These increases will both help ensure that NHTSA has the people and funding it needs to carry out our mission, and that we can make the best possible use of the resources available by investing in innovation.

NHTSA's programs span the full spectrum of vehicle and behavioral safety areas. Vehicles on our Nation's roadways are the safest in the world, and we remain dedicated to making them safer every day. Continuing advances in automotive technology and vehicle innovation have created completely new possibilities and offer enormous safety potential. But the data reminds us that three persistent facts remain in traffic safety—

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

In order to move beyond these tragedies, our long-term vision is to both continue and build upon decades of improvements in vehicle structural safety, robust educational programs that encourage better driver behavior, and strong traffic safety laws supported by high visibility enforcement to advance promising new technologies that can stop crashes from happening in the first place. As I assume my new role at NHTSA, I look forward to pressing forward these initiatives and sharing more details about our programs.

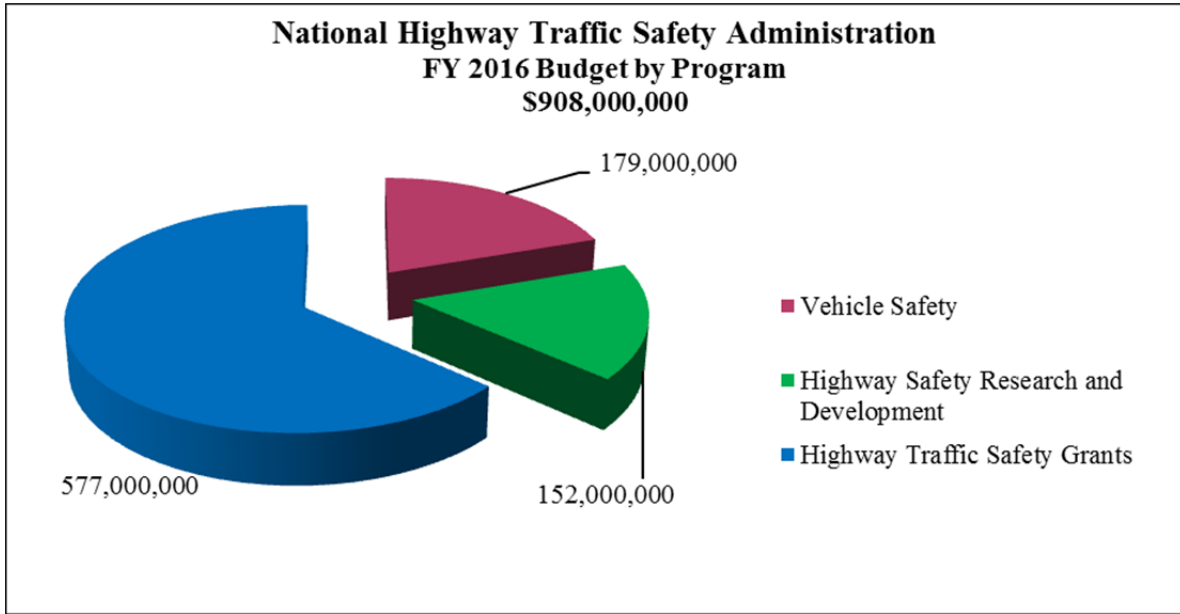
My guiding principles for the agency are to build upon the successes we have had by improving our effectiveness, expanding our communications efforts, and continuously looking for ways to innovate. This budget request will support our efforts, especially to innovate.

Vehicle safety is a collaborative effort among Federal and State governments, community leaders, automobile and parts manufacturers, researchers, families and individuals. I look forward to leading the agency and collaborating with all of our partners to achieve the greatest reduction in roadway crashes, injuries and fatalities in the most effective way possible with the budget that we have requested.

Mark R. Rosekind

**National Highway Traffic Safety Administration
FY 2016 Budget Request**

Overview



Currently, data from 2013 supports a trend downward that we expect will continue for the rest of the year through 2014. After a slight increase in motor vehicle crash fatalities in 2012, fatalities on U.S. roadways in 2013 resumed the decline that had started seven years prior. Despite the decline in fatalities, the Nation still lost 32,719 people in crashes on roadways during 2013. The preliminary data represents a decrease of about 3.1 percent compared to 2012. We are seeing a prolific increase of technology that we expect will significantly change driving behaviors as we move into FY 2016. NHTSA requests \$908 million for FY 2016 to effectively continue its mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes.

Our FY 2016 budget request will allow NHTSA to conduct rulemaking, enforcement, and vehicle research, as well as to develop and implement data-driven, workable, and self-sustaining highway safety programs that reduce highway injuries and fatalities. NHTSA provides grants to States and local communities, and supports research, demonstration projects, and countermeasure programs designed to prevent motor vehicle crashes and reduce their associated economic costs. The hard work and dedication of NHTSA's staff and the programs they administer directly translate to the prevention of senseless motor vehicle crashes, and lives saved on our Nation's roadways.

Priority Areas

Vehicle Safety

Safe vehicles are a vital component of preventing roadway fatalities, and NHTSA has a long history of ensuring that the vehicles on our Nation's roadways are the safest they can be to protect occupants. The Vehicle Safety program includes vehicle research, enforcement, rulemaking, and data collection and analysis. We are seeking two significant budget increases in this area to enhance our ability to address important safety issues: (1) increased funding for the Office of Defects Investigation (ODI) to enhance its ability to attract safety complaints from consumers about their vehicles and equipment and to upgrade its data analysis capabilities to help it more readily identify possible safety defects and (2) additional full-time equivalents (FTEs) to help enable NHTSA address the increasing demands on the Vehicle Safety program, including those in the area of defects investigation and recalls. One fact illustrates the need for additional personnel: although there are more than 250 million registered vehicles in the United States, ODI has fewer than 20 defect investigators.

In recent years, more and more electronic control systems are being introduced into vehicles. These electronic systems control such safety-critical functions as steering, braking, and throttle, and in alternative fuel vehicles, a range of system features. Many emerging vehicle technologies present enormous life-saving potential, but we must ensure that they don't pose unintended safety consequences or distract vehicle operators from their primary task: driving safely. The 2016 Budget Request supports necessary research, rulemaking and enforcement activities concerning the effectiveness, reliability, interoperability, privacy and security of these systems and their associated effects on safety.

NHTSA also plans to build upon the corporate information factory (CIF) that the agency is implementing to enhance the ability of the Office of Defects Investigation (ODI) to identify safety defect trends. The CIF will integrate multiple databases and facilitate data mining and analysis across those various databases, including external data sources, for quicker identification of potential safety defects. These enhancements will help ensure that NHTSA detects unsafe vehicles and equipment earlier in the development of the underlying safety problems and make sure that possible clues to such problems that may reside in different databases are found. The CIF will also provide new data analysis capability for other NHTSA staff and stakeholders.

In 2013 NHTSA announced a policy concerning vehicle automation, including plans for research on related safety issues and recommendations for States related to the testing, licensing, and regulation of "fully autonomous" or "self-driving" vehicles. Our top priority with regard to vehicle automation remains to ensure these vehicles – and their occupants – are safe. Our research covers all levels of automation, including advances like automatic emergency braking

systems that may save lives in the near term; while the recommendations to States help them better oversee self-driving vehicle development, which holds promising long-term safety benefits.”

In February 2013 NHTSA announced that it began taking steps to enable vehicle-to-vehicle (V2V) communication technology for light vehicles. This technology would improve safety by allowing vehicles to "talk" to each other and ultimately avoid many crashes altogether by exchanging basic safety data, such as speed and position, ten times per second. By helping drivers avoid crashes, this technology will play a key role in improving the way people get where they need to go while ensuring that the U.S. remains the leader in the global automotive industry. NHTSA research indicates that safety applications using V2V technology can address a large majority of crashes involving two or more motor vehicles. With safety data such as speed and location flowing from nearby vehicles, vehicles can identify risks and provide drivers with warnings to avoid other vehicles in common crash types such as rear-end, lane change, and intersection crashes. These safety applications have been demonstrated with everyday drivers under both real-world and controlled test conditions. The safety applications currently being developed provide warnings to drivers so that they can prevent imminent collisions, but do not automatically operate any vehicle systems, such as braking or steering. NHTSA is already considering future actions on active safety technologies such as automatic emergency braking systems that rely on on-board sensors. Those technologies are eventually expected to blend with the V2V technology. NHTSA sees a convergence of the innovation streams of on-board active safety, vehicle-to-vehicle communications and vehicle automation, and we are preparing for the promise as well as the challenges of this technological confluence.

With alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, we need to expand our ability and capacity to test, monitor and troubleshoot new technologies as expeditiously and efficiently as possible. With many new crash avoidance technologies under development, expanding our capability to test human interactions with these systems is also imperative. To address this, we propose in FY 2016 to continue plans to expand technical capabilities through the purchase of equipment for the Vehicle Research and Test Center as part of the effort initiated in FY 2014 to provide enhanced capability of advanced testing of emergent technologies.

In support of the Secretary's strategic objective of Environmental Sustainability, we will support ongoing rulemakings under the Corporate Average Fuel Economy (CAFE) program. This will include implementation of the President's directive to increase fuel efficiency and decrease greenhouse gas pollution from model years 2019 and beyond, Medium and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program, and rulemaking activities for the Passenger Car and Light Trucks program beyond model year 2022. Our request will address new and unique safety concerns involving alternative fuel vehicles such as electric, hydrogen, and natural gas that will likely increase in the U.S. automotive fleet as a result of CAFE

standards. Funding will also enable changes in crashworthiness test methods and standards for a vehicle fleet likely to become smaller, lighter, and stiffer as manufacturers modify their fleets to meet revised CAFE standards.

Highway Safety

While strengthening NHTSA's long-term focus on impaired driving and occupant protection, the FY 2016 budget includes a number of new approaches to address emerging safety concerns and to use resources more efficiently. Educating roadway users and community leaders to adopt safe behaviors, in conjunction with effective law enforcement have helped to reduce fatalities to the lowest levels in reported history.

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

NHTSA plans significant new research initiatives in the areas of drug - impaired driving, fatigue and pedestrian and bicycle safety.

Drug - Impaired Driving

More comprehensive research in the area of drug – impaired driving is especially urgent as additional States consider legalization of marijuana use. NHTSA requests additional resources in FY 16 to conduct research to improve the understanding of the magnitude of

the drug – impaired driving problem so that States can appropriately scale and target countermeasure activities. NHTSA will also examine the effect of key State policy differences on prevalence of marijuana use by drivers and will conduct a descriptive analysis of State policies to control the use of marijuana.

Driver Fatigue

Current estimates of fatigue-related fatal crashes are limited in accuracy due to their dependence on police reports or self – reports. NHTSA requests additional resources in FY 16 to initiate research to better understand and control the risks of driver fatigue. Topics within this research agenda include development of an imputation model for estimating the scale of fatigue-related crashes, the development and testing of countermeasures for high risk public safety personnel, and the development and testing of countermeasures for high risk drivers. Through these studies, the agency will be able to address the potential for changes to shift operations and hours of service and for developing informational and persuasive approaches to shape community expectations related to driving while tired.

Pedestrian and Bicyclist Safety

Under the leadership of Secretary Foxx, the Department has initiated a range of pedestrian and bicycle safety initiatives. The effectiveness of these programs is best measured according to exposure (incidents per unit of walking or biking). There is currently no reliable, accurate, and repeatable measure of exposure for pedestrians or bicyclists; this limits our ability to refine techniques and safety countermeasures. The DOT strategic plan highlights the importance of exposure data on a population basis. NHTSA requests additional resources in FY 16 to improve the quality of program evaluations that are conducted in the pedestrian and bicyclist safety through the establishment of reliable, accurate, and repeatable measures of exposure for pedestrians and bicyclists. This work will complement work done at the Federal Highway Administration.

Traffic Safety Grants

Public Law 112-141, MAP-21, authorized several Traffic Safety Grants in FY 2013 and FY 2014. MAP-21 provided funding for Section 402, Highway Safety Programs and Section 2009, High Visibility Enforcement. MAP-21 also authorized Section 405, National Priority Safety Programs, which consolidated several behavioral safety grants, created new grants for Distracted Driving Grants and State Graduated Driver Licensing Laws, and provided funds for In-Vehicle Alcohol Detection Device Research. The GROW AMERICA Act proposes to continue these grant programs and funding for In-Vehicle Alcohol Detection Device Research. MAP-21 codified State performance measurement activities that contribute to the ongoing progress and effectiveness of NHTSA highway safety grant programs.

States are vital partners in improving safety on our nation's roadways. Application of the grant program across the Nation has resulted in States using evidence – based data to identify traffic safety problems and selecting and implementing proven countermeasure strategies to address them. We request funding for the Section 402 State and Community Highway formula grants to help support the implementation of a comprehensive statewide traffic safety enforcement program to ensure continued traffic enforcement in resource challenged states and communities, and to pool funding across jurisdictions for joint highway safety programs.

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

In FY 2016, we request funding for Section 405, National Priority Safety Grants. Section 405 includes Occupant Protection Incentive Grants, State Traffic Safety Information System Improvements Grants, Impaired Driving Countermeasures Grants, Motorcyclist Safety Grants, Child Safety and Booster Seat Incentive Grants, Distracted Driving Grant, State Graduated Driver Licensing Laws, and funds for In-Vehicle Alcohol Detection Device Research. The agency also request funds for Section 2009, High Visibility Enforcement program. The Section 2009 High Visibility Enforcement program will continue to provide funding for NHTSA's annual media campaigns.

ADMINISTRATIVE SAVINGS

Executive Order 13589, Promoting Efficient Spending

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

Campaign to Cut Waste

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

- **Information Technology and Communication** - The Chief Information Officer (CIO) continues to participate with the Department to reduce IT spending by 10 percent through the following: identify specific equipment usage per employee (Persona) which will allow the better matching of IT equipment to the specific needs of the employee. Additional effort is focused on reducing the number of communication devices per individual, such as eliminating desk phones and fax machines.
- **Printing/Reproduction** - NHTSA is continuing its focus on encouraging all staff to use electronic resources in place of printed materials. For example, the agency has significantly reduced its orders of hard-copy publications from the Federal Register, instead making use of the Federal Register's on-line resources.

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

- **Data Centers** - NHTSA fully supports the Federal Data Center Consolidation Initiative and will complete transition and consolidation of NHTSA's multiple data processing locations into DOT sanctioned data centers.
- **Travel/Transportation Costs** - NHTSA is focused on streamlining conferences and seminars, including reducing the number of attendees. Additionally, NHTSA is working to reduce its motor vehicle fleet inventory.
- **Advisory Contracts** - NHTSA has undertaken a careful review and analysis of its advisory contracts to determine the appropriate funding levels for these contracts. This includes the proper classification of services ordered.

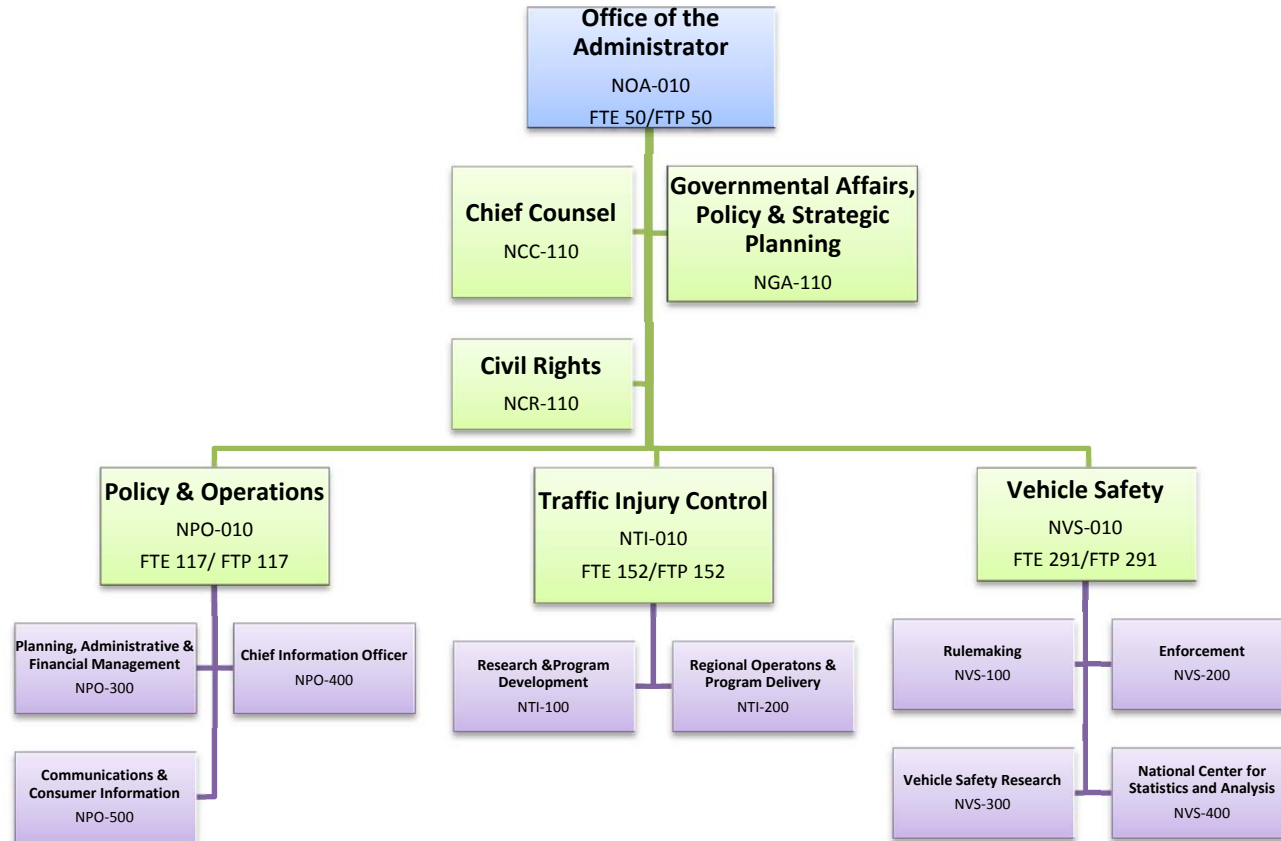
CONGRESSIONAL REPORTING/FOLLOW-UP TO ACTION PLANS

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

CONCLUSION

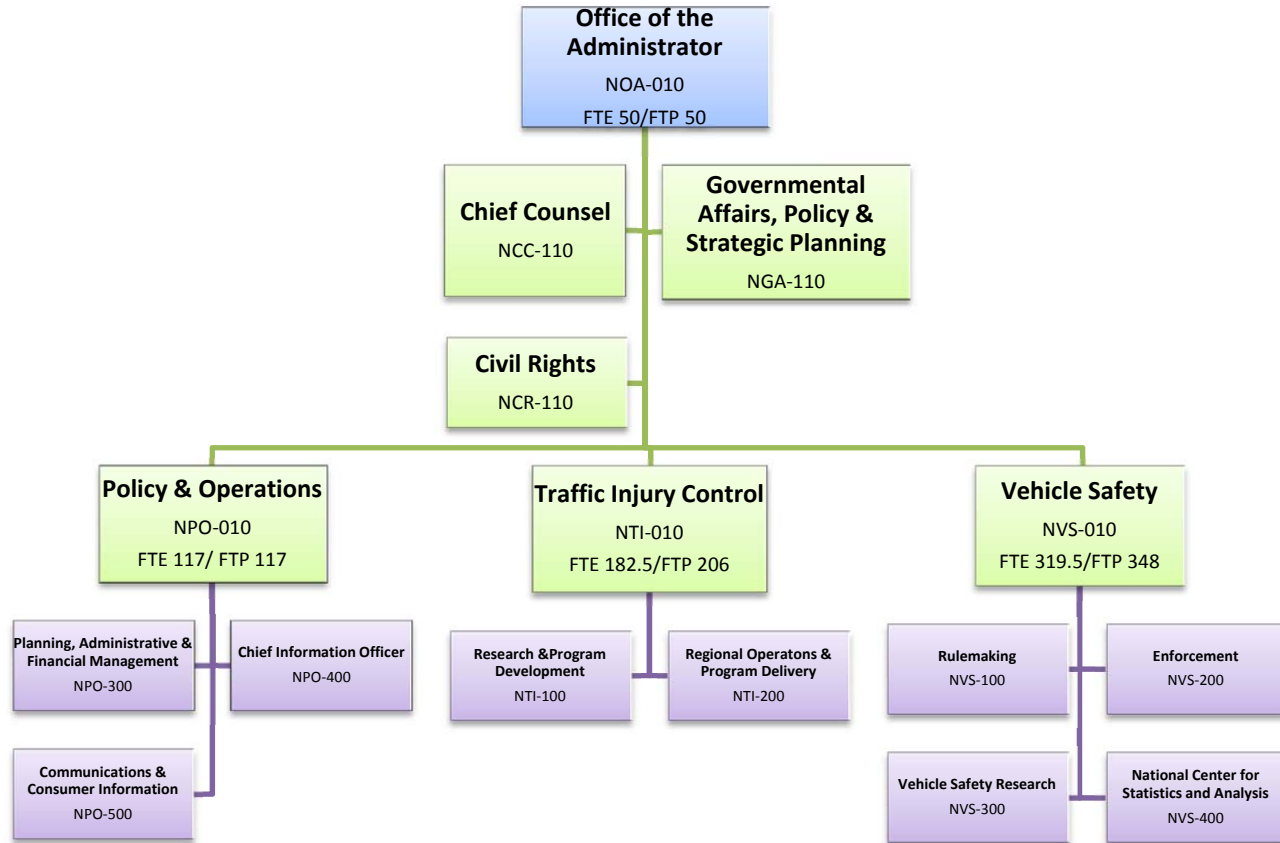
In conclusion, NHTSA's FY 2016 budget request of \$908 million will continue to support the agency's on-going and new safety programs and activities, while ensuring that we keep pace with emerging roadway safety trends, such as distraction, vehicle electronics, and fuel economy. Funding at the requested level will allow the agency to continue to work toward its important mission to save lives and reduce injuries on our Nation's roadways.

FY 2015 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 610 FTE/610 FTP)



NOTE: Total does not include 2 Reimbursable FTEs.

FY 2016 REQUESTED FTE
National Highway Traffic Safety Administration
(Total 669 FTE/721 FTP)



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EXHIBIT II - 1
FY 2016 COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)

<u>ACCOUNT NAME</u>	<u>FY 2014 ACTUAL</u>	<u>FY 2015 ENACTED</u>	<u>FY 2016 REQUEST</u>
Operations and Research	\$ 257,500	\$ 268,500	\$ 331,000
Vehicle Safety Research (GF) Rescission/cancellation of unobligated balances	134,000	130,000	-
Vehicle Safety Research (TF)	-	-	179,000
Highway Safety Research & Development (TF) Rescission/cancellation of unobligated balances	123,500	138,500	152,000
Highway Traffic Safety Grants (TF)	561,500	561,500	577,000
Highway Traffic Safety Grants (TF) Rescission/cancellation of unobligated balances	561,500	561,500	577,000
TOTAL	\$ 819,000	\$ 830,000	\$ 908,000

Note: Totals may not add due to rounding.

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

EXHIBIT II-2
FY 2016 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

(\$000)

<u>ACCOUNT NAME</u>	<u>FY 2014 ACTUAL</u>	<u>FY 2015 ENACTED</u>	<u>FY 2016 REQUEST</u>
VEHICLE SAFETY RESEARCH (GF)	\$ 134,000	\$ 130,000	\$ -
Rulemaking	20,662	20,010	-
Enforcement	18,845	18,980	-
Research and Analysis	32,483	29,000	-
Program Unallocated	-	-	-
Administrative Expenses	62,010	62,010	-
Administrative Expenses Unallocated	-	-	-
VEHICLE SAFETY RESEARCH (TF)	\$ -	\$ -	\$ 179,000
Safety Performance (Rulemaking)	-	-	24,920
Safety Assurance (Enforcement)	-	-	40,756
Research and Analysis	-	-	40,190
Administrative Expenses	-	-	73,134
Administrative Expenses Unallocated	-	-	-
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT (TF)	\$ 123,500	\$ 138,500	\$ 152,000
Highway Safety Programs	46,659	48,859	62,659
Research and Analysis - NCSA	35,466	32,966	45,966
Program Unallocated	-	6,000	-
Administrative Expenses	41,375	50,675	43,375
Administrative Expenses Unallocated	-	-	-
TOTAL OPERATIONS AND RESEARCH	\$ 257,500	\$ 268,500	\$ 331,000
HIGHWAY TRAFFIC SAFETY GRANTS			
Section 402 Formula Grants	235,000	235,000	241,146
Section 2009 High Visibility Enforcement Program	29,000	29,000	29,000
Section 405 National Priority Safety Programs	272,000	272,000	278,705
Section 405 Occupant Protection Grants	43,520	43,520	44,592
Section 405 State Traffic Safety Information System Grants	39,440	39,440	40,412
Section 405 Impaired Driving Countermeasures Grants	142,800	142,800	146,320
Section 405 Distracted Driving Grants	23,120	23,120	23,690
Section 405 Motorcyclist Safety Grants	4,080	4,080	4,181
Section 405 State Graduated Driver Licensing Laws	13,600	13,600	13,935
Section 403h In-Vehicle Alcohol Detection Device Research	5,440	5,440	5,574
Administrative Expenses	25,500	25,500	28,149
Administrative Expenses Unallocated	-	-	-
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	\$ 561,500	\$ 561,500	\$ 577,000
TOTAL	\$ 819,000	\$ 830,000	\$ 908,000

Note: Totals may not add due to rounding.

Note: FY 2016 Target is only at the appropriation level. The variance from 2015 is only at the appropriation

Note: FY 2016 Target based on OMB-MAX Levels for General Fund and Trust Fund Contract Authority.

FY 2015 Request ties to OMB-MAX Levels for Obligation Limitation.

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

EXHIBIT II-3
FY 2016 BUDGET REQUEST BY STRATEGIC GOAL AND PERFORMANCE GOAL
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

STRATEGIC & PERFORMANCE GOALS BY PERFORMANCE MEASURE	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST
1. SAFETY STRATEGIC GOAL			
A. Roadway Safety			
a. Reduce the Roadway Fatality Rate per 100 million VMT	615,052	614,213	729,985
b. Reduce passenger vehicle occupant fatalities per 100 million VMT	53,802	53,802	10,282
c. Reduce motorcycle rider fatalities per 100,000 motorcycle registrations	6,253	7,353	6,479
d. Reduce non-occupant (pedestrian and bicycle) fatalities per 100 million VMT	2,173	3,273	2,298
e. Reduce highway fatalities involving large trucks and buses per 100 million VMT	2,111	1,900	2,000
B. Administrative Expenses	119,480	128,687	133,619
C. Other	-	-	-
Total - Safety Strategic Goal	798,871	809,228	884,663
2. STATE OF GOOD REPAIR	-	-	-
Total - State of Good Repair	-	-	-
3. ECONOMIC COMPETITIVENESS	-	-	-
Total - Economic Competitiveness	-	-	-
4. LIVABLE COMMUNITIES			
A. Safety Countermeasures	1,304	1,964	1,379
B. Administrative Expenses	414	507	434
Total - Livable Communities	1,718	2,471	1,813
4. ENVIRONMENTAL SUSTAINABILITY			
A. Fuel Economy Programs	7,900	7,900	7,900
B. Climate Control	20	10	20
C. Alternative Fuel Vehicle Safety	1,500	1,400	3,000
D. Administrative Expenses	8,991	8,991	10,604
Total - Environmental Sustainability	18,411	18,301	21,524
GRAND TOTAL	819,000	830,000	908,000

Note: Totals may not add due to rounding.

EXHIBIT II-3(a)

FY 2016 BUDGET REQUEST BY DOT OUTCOMES
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

(\$000)

DOT Outcome	Program	FY 2016 Request
SAFETY		\$884,663
Reduction in injuries and fatalities	Rulemaking	\$17,000
	Enforcement	\$40,756
	Vehicle Safety Research and Analysis	\$36,690
	Highway Safety	\$61,281
	National Center for Statistics and Analysis (Highway Safety Research and Analysis)	\$46,466
	Highway Traffic Safety Grants	\$548,851
Other	Administrative Expenses	\$133,619
STATE OF GOOD REPAIR		\$0
Increased percentage of highways in good condition		
Increased percentage of bridges in good and fair condition		
Increased percentage of transit assets in good condition		
Increased percentage of airport runways in good or fair		
Other		
ECONOMIC COMPETITIVENESS		\$0
Maximize economic returns		
Competitive transportation system		
Advance U.S. transportation interests abroad		
Expanded opportunities for businesses		
Other		
LIVABLE COMMUNITIES		\$1,813
Convenient and affordable choices	Highway Safety	\$1,379
Improved public transit experience		
Improved networks that accommodate pedestrians and bicycles		
Improved access for special needs populations		
Other	Administrative Expenses	\$434
ENVIRONMENTAL SUSTAINABILITY		\$21,524
Reduced carbon/emissions and dependence on fossil fuels and improved energy efficiency	Rulemaking	\$7,920
Reduced pollution impacts on ecosystems:		
Environmentally sustainable practices and materials in transportation	Vehicle Safety Research and Analysis	\$3,000
Environmentally sustainable practices in DOT services and facilities		
Other	Administrative Expenses	\$10,604
ORGANIZATIONAL EXCELLENCE (Non-Add)		\$8,000
TOTAL		\$908,000

EXHIBIT II-4
FY 2016 BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)

<u>ACCOUNT NAME</u>	<u>Mandatory/ Discretionary</u>	<u>FY 2014 ACTUAL</u>	<u>FY 2015 ENACTED</u>	<u>FY 2016 REQUEST</u>
Vehicle Safety Research (Rebased GF)	D	\$ 134,000	\$ 130,000	-
Vehicle Safety Research (TF)	M	-	-	\$ 179,000
Highway Safety Research & Develop. (TF)	M	\$ 123,500	\$ 138,500	\$ 152,000
Highway Safety Research & Develop. (TF)		\$ 123,500	\$ 138,500	\$ 152,000
Highway Traffic Safety Grants (TF)	M	\$ 561,500	\$ 561,500	\$ 577,000
Highway Traffic Safety Grants (TF)		561,500	561,500	577,000
Rescission/cancellation of unobligated balances	M	-	-	-
TOTAL:		\$ 819,000	\$ 830,000	\$ 908,000
	M	685,000	700,000	908,000
	D	134,000	130,000	-

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

EXHIBIT II-5

**FY 2016 OUTLAYS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)**

	M/D	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST
Vehicle Safety Research (TF)	M	-	-	-
Vehicle Safety Research (GF) (Rebased)	M	140,467	124,707	53,101
Highway Safety Research & Development (TF)	M	107,849	147,392	257,004
Highway Traffic Safety Grants (TF) (Rebased)	M	633,512	683,762	679,482
Next Generation 911 Implementation Grants (TF)	M		(107,000)	55,749
TOTAL OUTLAYS		881,828	848,861	1,045,336
Mandatory Outlays (M)		\$ 881,828	\$ 848,861	\$ 1,045,336
Discretionary Outlays (D)		\$ -	\$ -	\$ -

Note: All surface transportation funding and spending are mandatory, attributed to the Transportation Trust Fund (TTF), and are proposed to be subject to PAYGO. Outlays flowing from contract authority, prior obligations of the Highway Trust Fund, baseline discretionary budget authority and outlays of programs merged into the TTF are now classified as mandatory and subject to PAYGO in all years. Additionally, 2014 and 2015 estimated discretionary budget authority and outlays for programs merged into the TTF are also reclassified as mandatory for comparability purposes.

Note: In FY 2016, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2016 and re-based from the General Fund in 2015.

Note: In FY 2015 NHTSA is projected to receive \$115M in funds to support Next Generation E911

EXHIBIT II-6

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

SUMMARY TABLE

Baseline Changes

Program Category	FY 2014 Actual	2015 Enacted	Annualization of 2015 Pay Raises	Annualization of 2015 FTE	FY 2016 Pay Raises	GSA Rent	WCF Increase / Decrease	Inflation / Deflation	FY 2016 Baseline Estimate	Program Increases / Decreases	FY 2016 Request
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	610	610	-	-	-	-	-	-	610	58	668
Reimbursable FTE	4	2	-	-	-	-	-	-	2	(2)	-
Total Direct and Indirect FTE	614	612	-	-	-	-	-	-	612	56	668
Salaries and Benefits (11 & 12)*	88,418	88,418	271	-	812	-	54	-	89,555	14,416	103,971
Travel(21)	1,421	1,421	-	-	-	-	-	-	1,421	-	1,421
Transportation of Things (22)	70	70	-	-	-	-	(0)	-	70	-	70
GSA Rent (23)	8,186	8,186	-	-	-	1	-	-	8,187	-	8,187
Rent, Communications & Utilities (23)	4,056	4,056	-	-	-	-	1	-	4,057	0	4,057
Printing (24)	357	357	-	-	-	-	0	-	357	-	357
Other Services (25)	24,274	24,274	-	-	-	-	(531)	-	23,743	749	24,492
Supplies (26)	1,080	10,380	-	-	-	-	-	-	10,380	(9,300)	1,080
Equipment (31)	1,025	1,025	-	-	-	-	-	-	1,025	-	1,025
Unallocated	-	-	-	-	-	-	-	-	-	-	-
Subtotal, Administrative	128,886	138,185	271	-	812	1	(477)	-	138,794	5,865	144,659
VEHICLE SAFETY AND HIGHWAY SAFETY PROGRAMS											
Unallocated	-	6,000	-	-	-	-	-	-	6,000	(6,000)	-
VS - Rulemaking	20,662	20,010	-	-	-	-	-	-	20,010	4,910	24,920
VS - Enforcement	18,845	18,980	-	-	-	-	-	-	18,980	21,776	40,756
VS - Research and Analysis	32,483	29,000	-	-	-	-	-	-	29,000	11,190	40,190
HS - Highway Safety Programs	46,659	48,859	-	-	-	-	-	-	48,859	13,800	62,659
HS - Research and Analysis	35,466	32,966	-	-	-	-	-	-	32,966	13,000	45,966
HIGHWAY TRAFFIC SAFETY GRANTS											
Sec. 402 Formula Grants	235,000	235,000	-	-	-	-	-	-	235,000	6,146	241,146
Sec. 2009 High Visibility Enforcement	29,000	29,000	-	-	-	-	-	-	29,000	-	29,000
Section 405 National Priority Safety Programs	272,000	272,000	-	-	-	-	-	-	272,000	6,704	278,704
Section 405 Occupant Protection Grants	43,520	43,520	-	-	-	-	-	-	43,520	1,072	44,592
Section 405 State Traffic Safety Information System Grants	39,440	39,440	-	-	-	-	-	-	39,440	972	40,412
Section 405 Impaired Driving Countermeasures Grants	142,800	142,800	-	-	-	-	-	-	142,800	3,520	146,320
Section 405 Distracted Driving Grants	23,120	23,120	-	-	-	-	-	-	23,120	570	23,690
Section 405 Motorcyclist Safety Grants	4,080	4,080	-	-	-	-	-	-	4,080	101	4,181
Section 405 State Graduated Driver Licensing Laws	13,600	13,600	-	-	-	-	-	-	13,600	335	13,935
Section 403h In-Vehicle Alcohol Detection Device Research**	5,440	5,440	-	-	-	-	-	-	5,440	134	5,574
Subtotal, Programs	690,115	691,815	-	-	-	-	-	-	691,815	71,526	763,341
GRAND TOTAL	819,001	830,000	271	-	812	1	(477)	-	830,609	77,391	908,000

Note: Totals may not add due to rounding.

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

*The payraise for Salaries and Benefits is 1.0 percent for FY 2014 and FY 2015 (prorated at .01 for 1/4 of FY 2015 and .01 for 3/4 of FY 2016).

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

EXHIBIT II - 6
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH

Baseline Changes

Program Category	FY 2014 Actual	2015 Enacted	Annualization of 2015 Pay Raises	Annualization of 2015 FTE	FY 2016 Pay Raises	GSA Rent	WCF Increase / Decrease	Inflation / Deflation	FY 2016 Baseline Estimate	Program Increases / Decreases	FY 2016 Request
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	341	341	-	-	-	-	-	-	341	44	385
Reimbursable FTE	-	-	-	-	-	-	-	-	-	-	-
Total Direct and Indirect FTE	341	341	-	-	-	-	-	-	341	44	385
Salaries and Benefits (11 & 12)*	49,044	50,495	154	-	462	-	35	-	51,146	9,519	60,665
Travel (21)	538	538	-	-	-	-	-	-	538	-	538
Transportation of Things (22)	70	70	-	-	-	-	(0.18)	-	70	-	70
GSA Rent (23)	1,522	1,522	-	-	-	0.44	-	-	1,522	-	1,522
Rent, Communications & Utilities (23)	2,987	2,987	-	-	-	-	0.24	-	2,987	(0)	2,987
Printing (24)	357	357	-	-	-	-	0.1	-	357	-	357
Other Services (25)	6,468	5,017	-	-	-	-	953	-	5,970	(0)	5,970
Supplies (26)	-	-	-	-	-	-	-	-	-	-	-
Equipment (31)	1,025	1,025	-	-	-	-	-	-	1,025	-	1,025
Unallocated	-	-	-	-	-	-	-	-	-	-	-
Subtotal, Administrative	62,010	62,011	154	-	462	0	988	-	63,616	9,519	73,134
PROGRAMS											
Unallocated	-	-	-	-	-	-	-	-	-	-	-
Rulemaking	20,662	20,010	-	-	-	-	-	-	20,010	4,910	24,920
Enforcement	18,845	18,980	-	-	-	-	-	-	18,980	21,776	40,756
Research and Analysis	32,483	29,000	-	-	-	-	-	-	29,000	11,190	40,190
Subtotal, Programs	71,990	67,990	-	-	-	-	-	-	67,990	37,876	105,866
TOTAL, VEHICLE SAFETY RESEARCH	134,000	130,000	154	-	462	0	988	-	131,606	47,395	179,000

Note: Totals may not add due to rounding.

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

*The payraise for Salaries and Benefits is 1.0 percent for FY 2015 and FY 2016 (prorated at .01 for 1/4 of FY 2015 and .01 for 3/4 of FY 2016).

EXHIBIT II - 6
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)
OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH & DEVELOPMENT

Baseline Changes

Program Category	FY 2014 Actual	2015 Enacted	Annualization of 2015 Pay Raises	Annualization of 2015 FTE	FY 2016 Pay Raises	GSA Rent	WCF Increase / Decrease	Inflation / Deflation	FY 2016 Baseline Estimate	Program Increases / Decreases	FY 2016 Request
<u>PERSONNEL RESOURCES (FTE)</u>											
Direct Program FTE	178	178	-					-	178	9	187
Reimbursable FTE	4	2						-	-	(2)	-
Total Direct and Indirect FTE	182	180	-					-	178	7	185
Salaries and Benefits (11 & 12)*	26,147	25,871	80		239		18		26,208	2,755	28,963
Travel (21)	506	506	-						506	-	506
Transportation of Things (22)	-	-	-						-	-	-
GSA Rent (23)	6,236	6,236	-			(0)			6,235.98	-	6,236
Rent, Communications & Utilities (23)	1,069	1,069	-				0		1,069	1	1,070
Printing (24)	-	-	-						-	-	-
Other Services (25)	6,337	6,613	-				(527)		6,086	(566)	5,520
Supplies (26)	1,080	10,380	-						10,380	(9,300)	1,080
Equipment (31)	-	-	-						-	-	-
Unallocated	-	-	-						-	-	-
Subtotal, Administrative	41,375	50,675	80		239	(0)	(508)		50,486	(7,110)	43,375
<u>PROGRAMS</u>											
Unallocated	-	6,000							6,000	(6,000)	-
Highway Safety Programs	46,659	48,859	-						48,859	13,800	62,659
Research and Analysis - NCSA	35,466	32,966	-						32,966	13,000	45,966
Subtotal, Programs	82,125	87,825	-						87,825	20,800	108,625
TOTAL, HIGHWAY SAFETY RESEARCH & DEVELOPMENT	123,500	138,500	80		239	(0)	(508)		138,311	13,690	152,000

Note: Totals may not add due to rounding.

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

*The payraise for Salaries and Benefits is 1.0 percent for FY 2015 and FY 2016 (prorated at .01 for 1/4 of FY 2015 and .013 for 3/4 of FY 2016).

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

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

HIGHWAY TRAFFIC SAFETY GRANTS

Baseline Changes

Program Category	FY 2014 Actual	2015 Enacted	Annualization of 2015 Pay Raises	Annualization of 2015 FTE	FY 2016 Pay Raises	GSA Rent	WCF Increase / Decrease	Inflation / Deflation	FY 2016 Baseline Estimate	Program Increases / Decreases	FY 2016 Request
PERSONNEL RESOURCES (FTE)											
Direct Program FTE	91	91	-	-	-	-	-	-	91	6	97
Reimbursable FTE	-	-	-	-	-	-	-	-	-	-	-
Total Direct and Indirect FTE	91	91	-	-	-	-	-	-	91	6	97
Salaries and Benefits (11 & 12)*	13,227	12,052	37	-	111	-	-	-	12,200	2,142	14,342
Travel (21)	377	377	-	-	-	-	-	-	377	-	377
Transportation of Things (22)	-	-	-	-	-	-	-	-	-	-	-
GSA Rent (23)	428	428	-	-	-	0.5	-	-	428	-	428
Rent, Communications & Utilities (23)	-	-	-	-	-	-	-	-	-	-	-
Printing (24)	-	-	-	-	-	-	-	-	-	-	-
Other Services (25)	11,469	12,644	-	-	-	-	(957)	-	11,687	1,315	13,002
Supplies (26)	-	-	-	-	-	-	-	-	-	-	-
Equipment (31)	-	-	-	-	-	-	-	-	-	-	-
Unallocated	-	-	-	-	-	-	-	-	-	-	-
Subtotal, Administrative	25,501	25,500	37	-	111	0	(957)	-	24,693	3,457	28,149
PROGRAMS											
Unallocated	-	-	-	-	-	-	-	-	-	-	-
Sec. 402 Formula Grants	235,000	235,000	-	-	-	-	-	-	235,000	6,146	241,146
Sec. 2009 High Visibility Enforcement	29,000	29,000	-	-	-	-	-	-	29,000	-	29,000
Section 405 National Priority Safety Programs	272,000	272,000	-	-	-	-	-	-	272,000	6,704	278,704
Section 405 Occupant Protection Grants	43,520	43,520	-	-	-	-	-	-	43,520	1,072	44,592
Section 405 State Traffic Safety Information System Grants	39,440	39,440	-	-	-	-	-	-	39,440	972	40,412
Section 405 Impaired Driving Countermeasures Grants	142,800	142,800	-	-	-	-	-	-	142,800	3,520	146,320
Section 405 Distracted Driving Grants	23,120	23,120	-	-	-	-	-	-	23,120	570	23,690
Section 405 Motorcyclist Safety Grants	4,080	4,080	-	-	-	-	-	-	4,080	101	4,181
Section 405 State Graduated Driver Licensing Laws	13,600	13,600	-	-	-	-	-	-	13,600	335	13,935
Section 403h In-Vehicle Alcohol Detection Device Research**	5,440	5,440	-	-	-	-	-	-	5,440	134	5,574
Subtotal, Programs	536,000	536,000	-	-	-	-	-	-	536,000	12,850	548,851
TOTAL, HIGHWAY TRAFFIC SAFETY GRANTS	561,500	561,500	37	-	111	0	(957)	-	560,693	16,307	577,000

Note: Totals may not add due to rounding.

*The payraise for Salaries and Benefits is 1.0 percent for FY 2015 and FY 2016 (prorated at .01 for 1/4 of FY 2015 and .013 for 3/4 of FY 2016).

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

EXHIBIT II-7

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

	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST	FY 2016 - FY 2015 CHANGE
DIRECT:	\$ 12,269	\$ 13,720	\$ 12,541	\$ (1,179)
SUBTOTAL	12,269	13,720	12,541	(1,179)
TOTAL	\$ 12,269	\$ 13,720	\$ 12,541	\$ (1,179)

Note: \$4M is funded through direct chargebacks to program funds.

EXHIBIT II-8

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PERSONNEL RESOURCE - SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
<u>Operations and Research</u>	502	519	571
Vehicle Safety Research (GF)	329	341	-
Vehicle Safety Research (TF)	-	-	385
Highway Safety Research and Development (TF)	173	178	187
Highway Traffic Safety Grants (TF)	84	91	98
SUBTOTAL, DIRECT FUNDED	586	610	669
<u>REIMBURSEMENTS/ALLOCATIONS/OTHER*</u>			
Highway Safety Research and Development (TF)	2	2	-
SUBTOTAL, REIMBURSE./ALLOC./OTH.	2	2	-
TOTAL FTEs	588	612	669

Note: In FY 2016, the Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2016 and re-based from the General Fund in 2015.

*Reimbursable FTEs are in addition to NHTSA's Affordable FTEs. The 2 FTEs are reimbursed to NHTSA by RITA for Intelligent Transportation Systems work.

EXHIBIT II-9

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

	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
<u>Operations and Research</u>	534	519	623
Vehicle Safety Research (GF)	351	341	-
Vehicle Safety Research (TF)	-	-	428
Highway Safety Research and Development (TF)	183	178	195
Highway Traffic Safety Grants (TF)	91	91	98
SUBTOTAL, DIRECT FUNDED	625	610	721
<u>REIMBURSEMENTS/ALLOCATIONS/OTHER*</u>			
Highway Safety Research and Development (TF)	4	2	-
SUBTOTAL, REIMBURSE./ALLOC./OTH.	4	2	-
TOTAL POSITIONS	629	612	721

*Reimbursable FTEs are in addition to NHTSA's Affordable FTEs. The 2 FTEs are reimbursed to NHTSA by RITA for Intelligent Transportation Systems work.

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Explanation of Major Initiatives

NHTSA's request of \$908,000,000 in FY 2016 will support vehicle and behavioral safety programs and activities to reduce serious injuries and fatalities on the Nation's roadways. The budget funding will support the following:

- Initiatives established by Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the proposed GROW AMERICA Act for FY 2016.
- Support the funding structure included in the GROW AMERICA Act.
- Streamline grant applications for States.
- Embrace a comprehensive, data driven approach to safety.

The FY 2016 request for vehicle safety is \$49 million higher than what was enacted in FY 2015. This includes approximately \$22 million is to expand and enhance the agency's safety defects investigations capabilities. The remaining \$5 million will fund 28.5 FTE that will increase the number of safety screeners and investigators, early warning data analysts.

The FY 2016 request for Highway Safety Research and Development is \$13.5 million higher than what was enacted in FY 2015. In FY 2015, NHTSA received a one-time increase of \$20 million, which offsets the following increases. National Center for Statistics and Analysis is requesting \$14 million to support our efforts to continue implementation of our newly modernized data systems. The remaining \$16 million support new research initiatives in the areas of drug-impaired driving, driver fatigue, and pedestrian and bicycle safety.

The FY 2016 request is \$78.0 million higher than FY 2015. The request will allow the agency to fund ongoing primary enforcement, safety and rulemaking activities, as well as NHTSA behavioral and State grant-making activities. In addition, the funding is requested for the salaries and benefits and the proposed 1.3 percent pay raise.

In FY 2016, \$179 million is requested for Vehicle Safety activities, an increase of \$49.0 million above FY 2015. The increased funding is due to the enhancements to the safety defects investigation program, to new and expanded efforts to address new and emerging technologies and to the salaries and benefits and the proposed 1.3 percent pay raise.

In FY 2016, \$152 million is requested for Highway Safety Research and Development, an increase of \$13.5 million above FY 2015. The requested funding will cover salaries and benefits and the proposed 1.3 percent pay raise.

Explanation of Major Funding for FY 2016

The Highway Safety Research & Development and Highway Traffic Safety Grants funding is mandatory, attributed to the Transportation Trust Fund (TTF). In prior years, Vehicle Safety Research was funded as discretionary, attributed to the General Fund (GF). In FY 2016, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

OPERATIONS AND RESEARCH: The FY 2016 President's Budget requests **\$331 million in Operations and Research activities**. Specific initiatives include:

- **Office of Safety Defects Investigation:** \$31.3 million is requested amount to enable NHTSA's Office of Defects Investigation (ODI) to improve its effectiveness, and meet growing challenges to identify safety defects quickly, ensure remedies are implemented promptly, and the public is informed of critical information in an effective manner.
- **Highway Safety Research and Analysis:** \$152 million is requested to support NHTSA's safety goals through **behavioral research, demonstrations, and technical assistance to States**. NHTSA activities emphasize national leadership relating to alcohol and drug countermeasures; occupant protection; distraction; traffic law enforcement; motorcycle riders; pedestrian and bicycle safety; and, young and older driver safety programs. NHTSA coordinates these efforts with numerous Federal partners, State and local governments and other organizations and safety associations.
- **Crash Data Collection:** \$41.7 million is requested to support NHTSA's **crash data collection activities in two major areas: the continuing legacy systems** of the Fatality Analysis Reporting System (FARS), State Data Systems (SDS), and Special Crash Investigations (SCI) as well as **the implementation of the newly modernized systems** of the Crash Report Sampling System (CRSS) and the Crash Investigation Sampling System (CISS), that will increase data reliability, expand data collection, and improve information technology.
- **New Car Assessment Program (NCAP):** \$14 million is requested to maintain test coverage at **85 percent of the new model year fleet** and to plan and implement updates including expansion of the advanced crash avoidance technologies included in the program.
- **Corporate Average Fuel Economy (CAFE):** \$7.9 million is requested to **support future rulemaking programs**, including rulemaking activity for the post-2018 Medium-

and Heavy-Duty Vehicle fuel efficiency program and comprehensive rulemaking for the CAFE program for model year 2022 and beyond.

- **Alternative Fuels, Electronics, and Emerging Technologies: \$7.1 million** is requested to conduct **research on advanced and emerging technologies** and alternative fuel vehicles that require thorough testing to ensure their level of safety, and the safety of vehicle occupants is comparable to that of other vehicles.

HIGHWAY TRAFFIC SAFETY GRANTS: The FY 2016 President’s Budget requests **\$577 million for Highway Traffic Safety Grants**. The request is consistent with the proposed GROW AMERICA Act, which authorizes Section 402 Formula Grants, the consolidated Section 405 National Priority Safety Programs that now include additional programs such as distracted driving grants and State graduated driver licensing laws.

- **State and Community Highway Safety Grants (Section 402):** million is requested for the State and Community Highway Safety grants program that is the **backbone of NHTSA’s State highway safety initiatives**. These formula grants directly support the Department’s safety goals by providing flexibility to States to address pervasive and emerging highway safety problems. This program also provides funding for a comprehensive State traffic safety enforcement program critical to maintaining State traffic safety improvements.
- **National Priority Safety Programs (Section 405): \$278.7 million** is requested to continue NHTSA’s focus on **occupant protection and impaired driving; improve State traffic safety information systems; and**, oversee authorized grant programs aimed at incentivizing Graduated Driver Licensing Laws and the Distracted Driving laws. **[For discussion: It will also incentivize States to increase resources applied to pedestrian and bicycle safety through a dedicated grant program.]** This request will also allow the States to increase the deployment of ignition interlocks, establish driving while intoxicated (DWI) Courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and drug recognition expert (DRE) training for law enforcement.
- **High Visibility Enforcement: \$29 million** is requested to continue to promote and administer the highly successful annual *Click It or Ticket* mobilizations in an effort to increase seatbelt use, and the Labor Day and December anti-distracted driving campaigns, and the *Drive Sober or Get Pulled Over* impaired driving initiative.

PERSONNEL REQUESTS

Additional Safety-Related Personnel: 59 additional FTEs are requested – 42.5 FTEs are requested for Vehicle Safety, 2 National Center for Statistics and Analysis (NCSA), 7.5 FTEs for Highway Safety Research and Development, and 7 FTEs for the Highway Safety Grants program. This request includes electrical and systems engineers to conduct research on emerging issues including battery and hybrid technologies and new vehicle propulsion systems. This FTE level will also support of the identification of unsafe vehicles to be recalled, developing safety standards, addressing emerging safety issues, such as distraction and electronic control systems, and developing and implementing behavioral countermeasures to encourage safe driving.

In FY 2016, \$577 million is proposed for NHTSA's Highway Traffic Safety Grants, an increase of \$15.5 million above FY 2015. The increase of \$15.5 million is program funding to Section 402 State and Community Formula Grants and Section 405 National Priority Safety Programs, \$1.6 million for the annual heat stroke media campaign and \$2.6 million in Salaries and Benefits for pay raise and administrative expenses across NHTSA. This funding level is consistent with the amounts included in the proposed GROW AMERICA Act.

NHTSA Administrative Expenses Overview

The FY 2016 budget request includes a total budget of \$908,000,000 and 669 FTEs. NHTSA requests \$144,658,000 for Administrative Expenses. This is an increase of \$6,473,000 above FY 2015. The increase is mainly due to Salaries and Benefits increase of \$15,552,000, 1.3 percent pay raise proposed for FY 2016 and 59 new FTEs and nominal increases in Other Services for Working Capital and Administrative Services.

Justification for Additional FTEs

NHTSA requests 669 direct FTEs to support the agency's ability to identify unsafe vehicles that should be recalled, develop vital safety and fuel economy standards, address the emerging safety issues related to distraction, electronic control systems and new vehicle propulsion systems, and oversee and enhance the effectiveness of programs designed to encourage safe driving. This is an increase of 59 new FTEs as outlined below:

Office of Defects Investigations: 28.5 FTE

Having a sufficient number of qualified staff is critical to an effective defects investigation program. The Office of Defects Investigation (ODI) currently has 8 defect screeners and 4 Early Warning data analysts to identify potential safety defects and 16 investigators to conduct formal investigations. With over 250 million registered vehicles in the US, this creates a tremendous data collection and analysis burden that will only continue to grow. Additionally, the advancement of in-vehicle electronics and automation will increase complexity of safety issues warranting attention and possible investigation. While ODI makes effective use of its resources, the outreach efforts currently underway and the improvements proposed above will necessitate the need for additional FTEs to process and analyze the additional data collected from consumer complaints. Use of data mining software will improve the information ODI receives, but without additional FTEs to analyze the data, the effectiveness of these improvements would be reduced.

ODI requests the following staffing increase:

- Early Warning Reporting (EWR) - 3.5 FTE as follows: 1 mathematical statistician to perform statistical analyses of EWR aggregate data and perform complex queries on an ad hoc basis as needed; 2 data analysts to perform EWR reporting compliance audits and support data analysis requests in support of open investigations; and 4 safety defect specialists to query all the EWR looking for potential defect trends including conducting inquiries on 100 percent of all death claims.
- Vehicle Control – 3.5 FTE as follows: 6 engineers to conduct investigations; 1 investigation coordinator to assist with investigation content control, complainant follow

up, public file integrity, act as a liaison with the FOIA and Communications office, and other coordination functions.

- Vehicle Integrity – 3.5 FTE as follows: 6 engineers to conduct investigations; 1 investigation coordinator to assist with investigation content control, complainant follow up, public file integrity, act as a liaison with the FOIA and Communications office, and other coordination functions
- Defects Assessment – 4 FTE as follows: 1 field investigator primarily responsible for conducting local vehicle inspections and dealer site visits, 3 engineers, 1 tire specialist, 1 child passenger safety specialist and 2 safety defects specialists trained to query and analyze consumer complaints and all available data sources to identify potential safety defect.
- Recall Management – 3 FTE as follows: 3 program analysts to improve throughput of growing number of safety recalls and quarterly reports, 2 engineers to conduct recall query investigations concerning scope and remedy adequacy, and 1 safety defects specialist to conduct audits of manufacturers' recall administration.
- Medium and Heavy Duty Vehicle and Motorcycle - 1 FTE as follows: 1 engineer with experience in crash avoidance technologies to address new and emerging technology; 1 safety defects specialist with experience in motorcycle design and operation.
- Correspondence Research - 3.5 FTE as follows: 3 writers to prepare responses to incoming correspondence and 1 technical editor with automotive expertise. A new branch with 3 staff will be added to address Data Integrity and Records Management shortcomings identified by power users of our public website, the Office of the Inspector General (OIG), and the National Archives and Records Administration.
- Trend Analysis - 2 FTE as follows: 2 statisticians and 2 data analysts with experience in standard data analysis and statistical software. This new division will be responsible for overarching, macro trend analysis of all ODI data, other NHTSA databases, external data sources, with special attention to input from NHTSA's Office of Vehicle Safety Research to identify near term and potential future risk associated with emerging technology. This division will also provide data analysis support to relieve the investigative divisions allowing them to maintain focus on their primary mission.
- Field Investigation and Testing - 4 FTE as follows: 4 engineers and 4 field investigators. The staff will be cross-trained in ODI basic procedures to act as supplemental staff when needed for surges in demand and reflects feedback from the OIG. This new division will be responsible for conducting field investigation of specific vehicles involved in a crash, fire, or some other consequence of an alleged defect.
- Certified Project Manager - 0.5 FTE. This position will provide, develop and implement a project management approach to ODI investigations, act as the ODI lead for conducting internal, triennial program assessments to capture lessons learned and best practices both internal and external and apply them where appropriate, and serve as the information

technology system project manager for ARTEMIS, CIF and any other systems investment that serves ODI lines of business.

Rulemaking: 5 FTE

In FY 2016, the Rulemaking program is requesting 5.0 additional FTEs needed to complete Safety Standards Support and New Car Assessment Program activities. These new engineering positions are needed to forward regulatory and consumer information activities concerning advanced crash avoidance technologies, such as V2V communications, that are expected to provide substantial safety benefits to the American public. The requested positions also support the need to initiate and maintain safety standards for alternative fuel vehicle safety.

Vehicle Safety Compliance: 3 FTE

In FY 2016, the Vehicle Safety Compliance program is requesting 3.0 additional FTEs needed to maximize the effectiveness of the program's activities and improvements. The request includes three new engineering positions to support expanded compliance activities related to crash avoidance technologies safety, vehicle electronic controls and alternative fuel safety. The request also includes two fuel economy program specialists to support the increased complexity of the passenger vehicle fuel economy and heavy and medium truck fuel efficiency rules including credit trading. Finally, the request includes one import specialist to support new risk management strategy that addresses the safety problems associated with the significant increase of imported motor vehicle and motor vehicle equipment.

Vehicle Safety Research: 6 FTE

In FY 2016, the Vehicle Safety Program is requesting 6.0 FTE in the areas of Crash Avoidance, Vehicle Electronics and Emerging Technologies, the Vehicle Research and Testing Center, Heavy Vehicles, Alternative Fuels Vehicle Safety and Biomechanics. These engineers will enable us to accelerate research in key areas involving new and emerging technologies such as advanced crash avoidance and electronics technologies, vehicle-to-vehicle communications, vehicle automation, functional safety and cybersecurity as well as to provide additional support for defects investigations involving electronic control systems. The request will also enable us to accelerate research supporting vehicles that use new and innovative fuel sources and child passenger safety.

National Center for Statistics and Analysis (NCSA): 2 FTE

In FY 2016, the NCSA Data Collection program is requesting 2.0 additional FTEs, 1.0 FTE funded through Vehicle Safety Research and 1.0 FTE funded through Highway Safety Research. The request includes additional crash investigators to enhance the capabilities of Special Crash Investigations to support vehicle safety issues. The request also includes a crash investigator and

a program analyst to support implementation and operation of the data modernization project including one crash investigator to support the new Crash Investigation Sampling System and one program analyst to support the new Crash Reporting Sampling System.

Office of Highway Safety Research and Development: 7.5 FTE

The new positions in the Office of Research and Program Development are comprised of scientific professionals, social psychologists and behavioral research experts, who can design, carry out and analyze data to support the development of cross-cutting national highway safety programs. Given the emergence of a modern, complex traffic safety environment, these safety professionals are critical to the identification and development of NHTSA's traffic safety countermeasures and programs. NHTSA plans to initiate new research in the areas of drug impaired driving, fatigue and pedestrian and bicycle safety. The drug impaired driving research program area is needed to improve our understanding of the magnitude of the drug impaired driving problem so that States can appropriately scale and target countermeasures activities. This research is especially urgent as States are considering legislation to legalize marijuana. The pedestrian and bicycle research program is needed to improve the quality of evaluations that are conducted in the pedestrian and bicyclist safety area. NHTSA will be examining more reliable, accurate and repeatable measures of exposure for pedestrians and bicyclists. Additionally, new research is necessary to understand and control the risks of driver fatigue, with a focus on more information on the scale of the problems and effectiveness of countermeasures.

Office of Regional Operations and Program Delivery: 7 FTE

The new positions in NHTSA's Office of Regional Operations and Program Delivery are highway safety professional who perform mission critical highway safety program oversight and implementation activities. The safety professionals, representing diverse professional backgrounds from public health to law enforcement, promote stewardship of Federal grant funds while working to advance priority safety programs in the States and Territories.

NHTSA
FY 2016 Administrative Expenses Overview Schedule

ACTIVITY	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	FY 2016 vs FY 2015 Change
<u>PERSONNEL RESOURCES</u>				
FTE - DIRECT	610	610	669	59
FTE - REIMBURSABLE	4	2	0	(2)
Total FTE	614	612	669	57

Administrative Expenses

Salaries and Benefits (11 & 12)	\$88,417,745	\$88,417,745	\$103,969,630	\$15,551,885
Travel (21)	\$1,419,903	\$1,419,903	\$1,421,000	\$1,097
Transportation of Things (22)	\$70,184	\$70,184	\$70,000	(\$184)
Rent, Communications & Utilities (23)	\$12,241,516	\$12,241,516	\$12,243,000	\$1,484
Printing (24)	\$356,927	\$356,927	\$357,000	\$73
Other Services (25)	\$24,273,328	\$24,273,328	\$24,492,000	\$218,672
Supplies (26)	\$1,080,375	\$10,380,375	1,080,000	(\$9,300,375)
Equipment (31)	\$1,025,125	\$1,025,125	\$1,025,000	(\$125)
Unallocated	\$0	\$0	-	\$0
Administrative Expenses Total	\$128,885,103	\$138,185,103	\$144,657,630	\$6,472,527

Salaries and Benefits - \$103,969,630 (increases by \$15,551,885)

Funding increase is attributed to the annualized FTE requested in the 2015 budget, 1.3 percent pay raise proposed for proposed 1.3 percent pay raise for FY 2016 and the 57 new FTEs.

Working Capital Fund - \$12,541,000 (net decrease by -\$1,179,000)

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

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[OPERATIONS AND RESEARCH]

~~For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, \$130,000,000, of which \$20,000,000 shall remain available through September 30, 2016. (Department of Transportation Appropriations Act, 2015.)~~

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION TRUST FUND)
VEHICLE SAFETY

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment obligations incurred to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of the title 49, United States Code, \$179,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for planning or execution of programs the total obligations for which, in fiscal year 2016, are in excess of \$179,000,000: Provided further, That, within the \$179,000,000 obligation limitation for operation and research, \$20,000,000 shall remain available through September 30, 2017, and shall be in addition to the amount of limitation imposed on obligations for future years.

(Department of Transportation Appropriations Act, 2015.)

OPERATIONS AND RESEARCH
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION [HIGHWAY] TRUST FUND)
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out the provisions of 23 United States Code 403, and chapter 303 of title 49, United States Code, \$152,000,000, to be derived from the Highway Transportation Trust Fund (Highway Account) and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2016, are in excess of \$152,000,000, of which \$147,000,000 shall be for programs authorized under 23 United States Code 403 and \$5,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: *Provided further*, That within the \$152,000,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, 2017, and shall be in addition to the amount of any limitation imposed on obligations for future years.

(Department of Transportation Appropriations Act, 2015.)

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(TRANSPORTATION [HIGHWAY] TRUST FUND)

Continent on the enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out provisions of 23 United States Code 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, to remain available until expended, \$577,000,000, to be derived from the Transportation Trust Fund (Highway Account): *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2016, are in excess of \$577,000,000 for programs authorized under 23 United States Code 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, of which \$241,146,000 shall be for Highway Safety Programs under 23 United States Code 402, subject to section 140 of this Act; \$278,705,000 shall be for National Priority Safety Programs under 23 United States Code 405; \$29,000,000 shall be for High Visibility Enforcement Program under section 2009 of Public Law 109–59, as amended by Public Law 112–141; \$28,149,000 shall be for Administrative Expenses under section 31101(a)(6) of Public Law 112–141: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: *Provided further*, That not to exceed \$500,000 of the funds made available for National Priority Safety Programs under 23 United States Code 405 for Impaired Driving Countermeasures (as described in subsection (d) of that section) shall be available for technical assistance to the States: *Provided further*, That with respect to the Transfers provision under 23 United States Code 405(a)(1)(G), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: *Provided further*, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 United States Code 405(a)(1)(G) within 60 days.

(Department of Transportation Appropriations Act, 2015.)

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION

Sec. 140

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

Sec. 141

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

Sec. 142

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

(Department of Transportation Appropriations Act, 2015.)

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

Description	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request
Obligations by Program Activity			
Rulemaking	19,672,637	20,010,000	-
Enforcement	18,668,113	18,980,000	-
Research and Analysis	31,096,255	28,999,834	-
Administrative Expenses	60,583,834	62,010,166	-
Total Direct Obligations	130,020,839	130,000,000	-
Reimbursable Program	-	-	-
Total new obligations	130,020,839	130,000,000	-
Budgetary Resources			
Unobligated balance brought forward, Oct 1	2,109,587	5,544,272	-
Resources available from recoveries	102,531	-	-
Anticip Recov prior year unpaid obligations unexpired	-	1,000,000	-
Unobligated balance brought forward, Oct 1 - Expired	-	-	-
Unobligated balance available (total)	2,212,118	6,544,272	-
Budget Authority			
Appropriation (disc.)	134,000,000	130,000,000	-
Appropriations transferred from other accts (disc.)	-	-	-
Appropriations permanently reduced (disc.)	-	-	-
Appropriation (total)	134,000,000	130,000,000	-
Spending authority from offsetting collections (disc.)			
Collected	377,478	1,000,000	-
Expired Collections	-	-	-
Spending authority from offsetting collections (disc.) (total)	377,478	1,000,000	-
Total budgetary resources (disc and mand)	136,589,596	137,544,272	-
Change in Obligated Balance			
Unpaid obligations, brought forward, October 1 (gross)	15,116,533	12,762,542	(112,944,684)
Obligations incurred (gross) - Unexpired accounts	129,615,918	-	-
Obs Bal: Obligations Incurred: Expired Accounts	-	-	-
Obligations incurred (gross) - Outlays (gross)	(90,466,754)	(124,707,226)	(127,743,287)
Recoveries of prior year unpaid obligations, unexpired accts (-)	(102,531)	(1,000,000)	-
Recoveries of prior year unpaid obligations, expired accts (-)	-	-	-
Unpaid obligated balance, end of year (gross)	54,163,166	(112,944,684)	(240,687,971)
Outlays (disc) (gross)			
Outlays from new discretionary authority	79,098,625	75,400,000	76,560,000
Outlays from discretionary balances	11,368,129	49,307,226	51,183,287
Total outlays (gross)	90,466,754	124,707,226	127,743,287

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

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

Description	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request
Direct Obligations			
<u>Personnel Compensation</u>			
Full-time permanent	37,984,336	38,000,000	-
Other than full-time permanent	-	-	-
Other personnel compensation	980,757	1,000,000	-
Total personnel compensation	38,965,093	39,000,000	-
Civilian personnel benefits	10,267,986	10,000,000	-
Travel and Transportation of Persons	582,217	1,000,000	-
Transportation of things	-	-	-
Rental payments to GSA	1,932,836	2,000,000	-
Communications, utilities, and miscellaneous charges	2,694,606	3,000,000	-
Printing and reproduction	-	-	-
Other services	48,149,621	48,000,000	-
Research and development contracts	2,778,144	3,000,000	-
Supplies and materials	3,158,637	3,000,000	-
Equipment	2,052,105	2,000,000	-
Grants and subsidies	19,439,594	19,000,000	-
Reimbursable obligations: Research & Development	-	-	-
Total new obligations	130,020,839	130,000,000	-

NOTE: Vehicle Safety Research is funded from the Trust Fund in 2016 and re-based from the General Fund in FY 2015.

EXHIBIT III-1

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

	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST	FY 2016 - FY 2015 CHANGE
Rulemaking	\$ 20,662	\$ 20,010	\$ 24,920	\$ 4,910
Enforcement	18,845	18,980	40,756	21,776
Research and Analysis	32,483	29,000	40,190	11,190
Unallocated	-	-	-	-
Administrative Expenses	62,010	62,010	73,134	11,124
TOTAL, VEHICLE SAFETY (GF)	\$ 134,000	\$ 130,000	\$ 179,000	\$ 49,000
Direct Funded	341	341	385	44
Reimbursable, allocated, other	-	-	-	-

NOTE: In FY 2016, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research is funded from the Trust Fund in 2016 and re-based from the General Fund in 2015.

EXHIBIT III - 1a
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2015 TO FY 2016
Appropriations, Obligation Limitations, and Exempt Obligations

OPERATIONS AND RESEARCH
VEHICLE SAFETY RESEARCH
(\$000)

ITEM	Change from FY 2015 to FY 2016	Change from FY 2015 to FY 2016 FTEs by Program
Vehicle Safety Base	130,000	341
Adjustments to Base		
FY 2016 #FTE Per Program Change	341	44
Annualization of FY 2015 Pay Raise	154	
Annualization of FY 2015 FTE	-	
FY 2016 Pay Raise	462	
GSA Rent	0	
WCF	988	
Inflation	-	
Program Increases/Decreases	9,519	
Other Services	-	
Unallocated	-	
Subtotal, Adjustment to Base	11,124	44
Program Increases/Decreases	37,876	-
Total Net Increases/Decreases	49,000	44
FY 2016 REQUEST	179,000	385

VEHICLE SAFETY

Program and Performance Statement

The FY 2016 budget request includes \$179,000,000 for Vehicle Safety (NVS) activities to reduce highway fatalities, prevent injuries, improve fuel economy and significantly reduce the societal costs related to unsafe motor vehicles and equipment. These objectives are met through

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

In FY 2016 the Administration proposes to move the current General Fund programs into the Transportation Trust Fund. Vehicle Safety is funded from the Trust Fund in 2016 and re-based from the General Fund in 2015.

FY 2016 – Vehicle Safety
\$179,000,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
Rulemaking	\$20,662,424	\$20,010,000	\$24,920,000	\$4,910,000
Enforcement	\$18,844,500	\$18,980,000	\$40,756,000	\$21,776,000
Vehicle Safety Research and Analysis	\$30,886,110	\$28,500,000	\$39,690,000	\$11,190,000
National Ctr. For Statistics and Analysis	\$1,596,800	\$499,834	\$500,000	\$166
Vehicle Safety Administrative Expenses	\$62,010,166	\$62,010,166	\$73,134,000	\$11,123,834
Unallocated	\$0	\$0	\$0	\$0
Total	\$134,000,000	\$130,000,000	\$179,000,000	\$49,000,000

Note: In FY 2014, Motor Vehicle Safety Programs is not authorized in MAP-21 because there is general authorization for these programs.

Note: In FY 2016, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

Rulemaking Programs: \$24,920,000

The activities funded through the Rulemaking programs will support the Department's safety goal through the issuance of Federal motor vehicle safety standards that govern newly-manufactured vehicles and related safety equipment. In FY 2016, Rulemaking programs will enhance safety by addressing potential safety issues related to advanced crash avoidance technologies, vehicle electronics, alternative fuel and electric vehicles, motor-coaches, pedestrians, and child passengers. Rulemaking also supports the safety goal by developing consumer information through testing the vehicle fleet, as part of the New Car Assessment Program. Requested funding will allow vehicle safety ratings on at least 85 percent of the new model year vehicle fleet, providing consumers with relevant, timely safety information for new motor vehicles to inform their purchasing decisions. Additionally, Rulemaking programs issue automotive fuel economy and efficiency standards, which support the departmental goal of environmental sustainability. Funding also supports the international harmonization of vehicle safety standards. Harmonization efforts help leverage the agency's rulemaking resources through the shared exchange of research and data. Additionally the Rulemaking program is requesting 5 additional FTE (10 new positions) to forward regulatory and consumer information

activities concerning advanced crash avoidance technologies that are expected to provide substantial safety benefits to the American public

Enforcement Programs: \$40,756,000

Activities in NHTSA’s Enforcement programs support DOT Safety goals by ensuring industry compliance with motor vehicle safety standards, investigating safety-related defects in motor vehicles and motor vehicle equipment, enforcing the Federal odometer law, encouraging enforcement of State odometer laws, and by ensuring that manufacturers conduct recalls to remove unsafe motor vehicles and equipment from the highways. Funding will support enforcement initiatives to enhance import safety through oversight of new entrant manufacturers; improve the collection, storage, analysis and dissemination of defect and compliance data; increase CAFE-related enforcement and compliance activities and related civil penalty collections; and support the agency’s other cross-cutting initiatives. Funding will enable Enforcement programs to address concerns with the effectiveness, reliability, interoperability, privacy and security of electronic control systems being introduced into the vehicle fleet with increasing frequency. This requested level also will enable the Office of Defects Investigation to improve its effectiveness and meet growing challenges to identify safety defects quickly, ensure remedies are implemented promptly, and inform the public of critical information in an effective manner. Additionally the Enforcement program is requesting an additional 28.5 FTE (57 new positions) to support the requested improvements in the safety defects investigation program and 3 FTE (6 new positions) to ensure effective compliance related to crash avoidance technologies safety, vehicle electronic controls and the new fuel economy and efficiency regulations.

Vehicle Safety Research and Analysis: \$39,690,000

The Vehicle Safety Research and Analysis programs support DOT safety goals through conducting motor vehicle safety research and development on advanced vehicle safety technology, ways of improving vehicle crashworthiness and crash avoidance, and vehicle-based options for decreasing distracted driving and alcohol involvement in crashes. Requested funding will support vehicle safety research into the reliability and security of complex safety-critical electronic control systems; studying the cybersecurity of vehicles; and assessing new and emerging technologies that can help drivers avoid crashes, Requested funding will also support developing enhanced computer modeling tools and expertise to quickly and efficiently identify changes in the vehicle fleet that could have safety ramifications, particularly in areas related to alternative fuel vehicles; advanced battery control modeling and analysis, assessment of crash notification technology and emergency response; and supporting the agency’s other cross-cutting initiatives. NHTSA will also undertake further activities to enhance and expand testing capability of advanced emergent technologies at the Vehicle Research and Test Center (VRTC). Additionally the Vehicle Safety Research program is requesting an additional 6.0 FTE (12 new

positions) to keep pace with the technological promise and challenges presented by active safety systems, vehicle-to-vehicle communications and vehicle automation as well as to provide support for alternative fuel and child passenger safety research.

National Center for Statistics and Analysis (NCSA): \$500,000

NHTSA's crash data collection efforts are funded from both Vehicle Safety and Highway Safety. In FY 2016 \$500,000 of the total \$41,166,063 requested for crash data collection is funded from Vehicle Safety. The requested amount will enable the continuation of implementation of the data modernization project and support for the National Center for Statistics and Analysis' crash data collection efforts. NCSA is also requesting an additional 1.0 FTE (2 new positions) to be funded from Vehicle Safety Research to support special crash investigations.

Vehicle Safety Administrative Expenses: \$73,134,000

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the agency's Vehicle Safety programs. Included are the costs associated with the salaries and benefits for NHTSA employees who directly work on and indirectly provide support to these programs together with other normal business expenses such as transportation, rent, communications, utilities, printing, supplies and equipment. This amount includes a realignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development (HSRD) and Highway Safety Grant (HSG) programs. In addition to the FTEs described above, NHTSA is requesting an additional 3.5 FTE (7 new positions) in the Offices of Chief Counsel and of the Chief Information Officer to support the requested program increases for the safety defects investigation and compliance programs. Detailed justification for the FTE is located on page 29-34.

Detailed Justification for Rulemaking Programs

What Is the Request And What Funds Are Currently Spent on the Program?

FY 2016 – RULEMAKING - BUDGET REQUEST

\$24,920,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
Safety Standards Support	\$2,295,400	\$2,100,000	\$3,000,000	\$900,000
New Car Assessment Program	\$10,372,214	\$10,000,000	\$14,000,000	\$4,000,000
Fuel Economy Program	\$7,900,000	\$7,900,000	\$7,900,000	\$0
Transportation/Climate Change Center	\$19,960	\$10,000	\$20,000	\$10,000
Theft Program*	\$74,850	\$0	\$0	\$0
Total	\$20,662,424	\$20,010,000	\$24,920,000	\$4,910,000

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

What Is This Program and Why Is It Necessary?

The Rulemaking programs support the DOT strategic goals of improving safety and environmental sustainability by providing the technical support needed to develop Federal motor vehicle safety standards (FMVSSs) and other regulations in the key areas of crash avoidance, crashworthiness, consumer information and fuel economy.

In FY 2016, we are requesting \$24,920,000 for Rulemaking programs, which is \$4,910,000 more than the FY 2015 enacted funding level. Funding at this level will allow us to maintain our core programs and to advance key initiatives:

- Expand our ability to assess and address emerging safety needs to more expeditiously protect the public from safety risks, particularly in the areas of advanced crash avoidance technologies and vehicles using alternative fuels.
- Issue a proposed rule on vehicle-to-vehicle communications (V2V) and begin to review comments on the NPRM. This rule is an important and enormous undertaking to ensure that the safety and other benefits (mobility and environmental) of V2V and related technologies can be realized.
- Complete rulemaking activities in response to the “Moving Ahead for Progress in the 21st Century Act” (MAP-21) and continue with the proposed GROW AMERICA Act.
- Continue to implement the enhanced New Car Assessment Program (NCAP) by providing consumers with comparative safety information for at least 85 percent of the new vehicle fleet.
- Implement updates to the advanced crash avoidance technologies consumer information program to add more technologies to the program’s list of recommended technologies.
- Continue research activities that will support light vehicle fuel economy rulemaking for model years 2022-2025 and continue rulemaking activities supporting the 2019 and beyond Medium- and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency program including analyses required by the National Environmental Policy Act. We hope to issue the final rule for Phase 2 of the medium and heavy duty fuel efficiency program in FY 2016.

RULEMAKING**Safety Standards Support**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$2,295,400	\$2,100,000	\$3,000,000	\$900,000

What Is This Program and Why Is It Necessary?

NHTSA’s Safety Standards Support program provides the technical support needed to develop Federal motor vehicle safety standards (FMVSSs) and other regulations in the key areas of crash avoidance, crashworthiness and consumer information. This support includes test method development to upgrade existing standards or promulgate new ones, determination of injury reduction benefits and product testing to establish baseline performance. This program also supports international harmonization of vehicle safety standards and will continue to support rulemaking activities associated with MAP-21 and continued in the proposed GROW AMERICA Act.

The activities funded through the Safety Standards Support program will support the Department’s safety priority through the promulgation of FMVSSs and other regulations. Crash avoidance, crashworthiness and consumer information activities are necessary to address emerging safety problems by developing and finalizing standards or developing consumer information activities that cross-cut several of the agency’s vehicle safety programs.

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

In FY 2016 we request \$3,000,000 for the Safety Standards Support program, which is \$1,000,000 more than the FY 2015 enacted funding level. Motor vehicle technology is becoming increasingly complex. As noted by the Transportation Research Board in its 2012 report *The Safety Challenge and Promise of Automotive Electronics*, “The increasing role of electronic systems in automobiles creates new safety oversight challenges that the National Highway Traffic Safety Administration (NHTSA) must address explicitly and proactively...” Further, as the ability of motor vehicles to sense and respond to the driving environment based on communications from other vehicles and on information from on-board sensors increases, the complexity of the standards must increase. As the technology becomes more complex, associated rulemaking development activities do so as well. Safety standards development also increasingly focuses on crash avoidance measures, which require more complex and varied compliance assurance test procedures than is typically necessary for crashworthiness standards. NHTSA must expand resources to meet this challenge because the traditional issues in crash

avoidance, such as tires, and in crash avoidance, such as airbags, still require focus and attention to ensure that consumers purchase safe vehicles.

Funding this request will enable us to move faster on mandated regulations such as those to enhance motorcoach and child passenger safety as well as to keep the life-saving V2V rulemaking moving towards the 2016 proposal previously announced by the Department and supporting the Secretary's initiatives on pedestrian and bicyclist safety. These FY 2016 activities include the following:

- NHTSA will develop and issue a notice of proposed rulemaking for Vehicle-to-Vehicle (V2V) communications. V2V communication technology for light vehicles would improve safety by allowing vehicles to "talk" to each other and ultimately avoid many crashes altogether by exchanging basic safety data, such as speed and position.
- As part of the President's goal to reduce U.S. dependence on foreign oil, improve vehicle efficiency, reduce vehicle emissions, and make electric and alternative fuel vehicles a practical, cost-effective, and safe choice for a large number of Americans, NHTSA will continue to develop test procedures and performance requirements for alternative fuel vehicles such as compressed natural gas (CNG), liquid petroleum gas (LPG), liquid natural gas, hydrogen and battery electric vehicles. NHTSA also will continue regulatory activity to harmonize FMVSSs with the global technical regulation (GTR) No. 13 on hydrogen and fuel cell vehicles.
- In accordance with MAP-21 and issues raised by stakeholders, NHTSA will work to finalize several regulations aimed at improving motor-coach and heavy truck safety. NHTSA plans developing a proposal for enhanced motor-coach emergency egress and a final rule on rear impact under-ride protection for heavy vehicles. These are in accordance with the Department's Motor-coach Safety Action Plan and recommendations from the National Transportation Safety Board.
- In accordance with MAP-21, NHTSA anticipates continuing rulemaking efforts on seat belt reminder systems and working toward a rulemaking decision on seat belt interlocks. NHTSA also expects to address petitions for reconsideration on final rules for improving usability of child restraint anchorage systems.
- NHTSA expects regulatory activities in the areas of pedestrian impact protection, advanced crash avoidance technologies, advanced crash test dummies and advanced motor vehicle lighting.
- NHTSA will also work with international partners in an effort to investigate alternative regulatory approaches, mitigate risks and set the stage for future harmonized standards.

Justification for Additional FTE:

Our FY 2016 budget includes a request for 4.0 additional FTEs needed to complete the Safety Standards Support activities described above. These eight new engineering positions are needed to forward regulatory activities concerning advanced crash avoidance technologies, such as V2V

communications, that are expected to provide substantial safety benefits to the American public. The requested positions also support the need to initiate and maintain safety standards for alternative fuel vehicle safety.

What Benefits Will Be Provided to the American Public Through This Request?

Motor vehicle safety has improved over the years due to improved vehicle designs, many of which were a result of FMVSS. We gauge the success of our programs by analyzing the projected benefits from each regulation we undertake. Similar analytical efforts allow us to gauge when to revise current standards to improve their effectiveness.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$10,372,214	\$10,000,000	\$14,000,000	\$4,000,000

What Is This Program and Why Is It Necessary?

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

Title II of the Motor Vehicle Information and Cost Savings Act of 1972 required us to provide consumers with a measure of the relative crashworthiness of passenger motor vehicles. Accordingly, we created the NCAP program in 1978 to provide frontal impact ratings. The program later expanded to include side impact and rollover resistance ratings. These activities provide consumers with vehicle safety related information including our 5-star vehicle safety ratings, which in turn encourage vehicle manufacturers to produce safer products. Congress also required that a child restraint consumer information program be established. As a result, the agency developed a child safety seat Ease of Use Ratings program. Additionally, the Cameron Gulbransen Kids Transportation Safety Act of 2007 required dissemination of child safety information, such as the rear visibility of vehicles, brake transmission system interlocks, and power windows that automatically reverse for passenger vehicles. Such consumer information is compiled and disseminated on www.safercar.gov.

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

In FY 2016, we request \$14,000,000 for NCAP, which is \$4,000,000 more than the FY 2015 enacted funding level. This request includes funds for conducting tests to maintain the desired level of 85 percent or higher of the new model year fleet to be covered within NCAP. In addition, the funding request will support the program’s plan to automate the vehicle information collection process via an interactive database. Furthermore, this request will allow the agency to

conduct advanced technology confirmation tests as more vehicles are equipped with advanced crash avoidance technology systems that are recommended by NCAP. The requested amount will also support our effort to continually improve consumer awareness of our 5-star safety ratings program including information on advanced crash avoidance technologies as well as child safety information.

In April 2013, NHTSA requested public comments to help identify the potential areas for improvement to NCAP that would have the greatest potential for producing safety benefits. Commenters were generally supportive of the program but pushed for additional improvements and enhancements to the program. The requested funds will enable us to meet the public demands to upgrade the program, to advance unbiased safety information for consumers and to incentivize vehicle safety improvements through market forces.

Specifically, the requested funding for FY 2016 will support the following activities:

- Conduct vehicle crash and rollover resistance tests to provide consumers with new vehicle safety ratings on at least 85 percent of the new model year vehicle fleet.
- Provide consumers with vehicle safety ratings and child safety seat Ease of Use Ratings through www.safercar.gov, in agency publications, and at the point of sale.
- Conduct testing and analysis in support of future enhancements to the program requirements that will incentivize vehicle safety improvements through market forces.
- Promote the program's 5-Star Safety Ratings and increase consumer awareness of crash test and advanced technologies information via social media, mobile applications, partnerships and other outlets.
- Implement updates to the advanced crash avoidance technologies program to add more technologies to the program's list of recommended technologies.
- Enhance existing consumer information programs to encourage improved compatibility between CRSs and passenger vehicles.
- Continue operations and maintenance of the NCAP infrastructure including hosting, software and contract labor costs.
- Provide consumers with up-to-date information about dangers to children in and around vehicles and other vehicle safety information such as 15-passenger van and tire safety.
- Conduct testing and analysis in support of future enhancements to the program in response to public comments.
- Implement updates to the advanced crash avoidance technologies program to add more technologies to NCAP's list of recommended safety technologies.
- Enhance existing consumer information programs to encourage improved compatibility between child safety seats and passenger vehicles.
- Redesign and enhance web pages and mobile apps to incorporate program changes and to provide consumers with one-stop shopping for unbiased safety information.

Justification for Additional FTE:

Our FY 2016 budget includes a request for 1.0 additional FTE needed to complete the NCAP activities described above. These two new engineering positions are needed to forward consumer information activities concerning advanced crash avoidance technologies that are expected to provide substantial safety benefits to the American public. The requested positions also support the continual need to evaluate and improve the program to ensure that NCAP provides timely and relevant information to consumers and continues to incentivize vehicle safety improvements.

What Benefits Will Be Provided to the American Public Through This Request?

The success of the program can be measured in how consumers have used this information in making their purchasing decision, which encourages manufacturers to continually improve safety. For example, prior to the program enhancements in 2010, 73 percent of new vehicles tested received a 5-star rating for the driver in frontal crashes, compared to none of the new vehicles tested when the program was first implemented in 1978. Thus in 2010, the program raised the safety bar by implementing more stringent crash tests, making it harder for vehicles to achieve the top ratings of 5 stars and adding advanced crash avoidance technologies to the program. Since then, manufacturers responded by making more safety improvements to their vehicles to earn top ratings and meet NCAP advanced technology performance specification. Agency's activities that are on-going and planned for the next program upgrade will continue to encourage manufacturers to produce safer vehicles.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$7,900,000	\$7,900,000	\$7,900,000	\$0

What Is This Program and Why Is It Necessary?

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

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

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

In FY 2016 we request \$7,900,000 for the Fuel Economy program, which is the same as the FY 2015 enacted funding level. The \$7,900,000 funding will be used to provide support for future rulemaking programs, including the passenger car and light-duty truck CAFE program for 2022-2025, and to conduct analyses under the National Environmental Policy Act. In 2012, NHTSA issued final CAFE standards for 2017-2025. However, because EISA requires NHTSA to establish CAFE standards for no more than five years at a time, standards for 2022-2025 were

augural. NHTSA will conduct *de novo* rulemaking to establish 2022-2025 CAFE standards. The agency will continue to improve the fuel economy programs, conducting respective analyses and looking at potential refinements and enhanced analytical approaches. The budget request also supports the CAFÉ Management Suite, which allows for a standardized method to receive data from EPA and manufacturers. The Management Suite makes the data easily accessible to the Fuel Economy and Vehicle Safety Compliance programs and allows for robust reporting.

The FY 2016 budget request will support work continuing in the following areas of fuel economy regulation required by EISA:

- Conduct research on fuel efficiency improving technologies and economic factors that will support the development of fuel economy standards for model years 2022-2025.
- Conduct analytical work to support the development of model years 2022-2025 standards, including the development of a Draft Environmental Impact Statement.
- Continue a retrospective analysis of fuel efficiency rulemaking to assess the accuracy of projections.
- Continue operations and maintenance of the CAFE Management Suite including hosting, software and contract labor costs.

What Benefits Will Be Provided to the American Public Through This Request?

The previously issued 2012 to 2016 CAFE regulations are projected to save 1.8 billion barrels of oil over the lifetime of model year (MY) 2012 to 2016 light-duty vehicles. The average MY 2016 vehicle is expected to have net lifetime savings of more than \$3,000 for the vehicle owner. The 2017-2025 CAFE regulations are projected to save 4 billion barrels of oil and reduce CO₂ emissions by 8 billion metric tons over the lifetime of MY 2017 to 2025 light-duty vehicles. The average MY 2025 vehicle is expected to have net lifetime savings for the vehicle owner of \$400-\$5,700 based on 7 percent and 3 percent discount rates, respectively. The recently issued 2014-2018 Medium- and Heavy-Duty Vehicle regulations are projected to save 530 million barrels of oil, reduce CO₂ emissions by 270 million metric tons, and provide \$49 billion in net benefits over the lifetime of MY 2014 to 2018 vehicles.

RULEMAKING**Transportation/Climate Change Center**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$19,960	\$10,000	\$20,000	\$10,000

What Is This Program and Why Is It Necessary?

The Center for Climate Change and Environmental Forecasting is an initiative of the U.S. Department of Transportation, dedicated to fostering awareness of the potential links between transportation and global climate change, and to formulating policy options to deal with the challenges posed by these links. NHTSA collaborates with other Departmental modes to fund these activities.

Within the United States, transportation is the largest source of greenhouse gas (GHG) emissions after electricity generation. With scientific recognition that GHG emissions are contributing to a long-term warming trend of the earth, there is an increasing realization that transportation, as a significant contributor of GHGs, plays an important role in climate change policy and program decisions. This initiative directly supports the Department's Environmental Sustainability goals.

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

In FY 2016 we request \$20,000 for the Transportation/Climate Change Center program, which is \$10,000 more than the FY 2015 enacted funding level. We request \$20,000 to continue support of the Department's Climate Change Center as part of our commitment to Environmental Sustainability.

What Benefits Will Be Provided to the American Public Through This Request?

The Center-funded research publications, and documents, are published and distributed annually. They are also posted on the Center's website, <http://climate.dot.gov/>.

Detailed Justification for Enforcement Programs

What Is the Request and What Funds Are Currently Spend on the Program?

FY 2016 – ENFORCEMENT - BUDGET REQUEST

\$40,756,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
Vehicle Safety Compliance	\$8,079,808	\$9,140,000	\$9,241,000	\$101,000
Safety Defects Investigation	\$10,611,000	\$9,700,000	\$31,261,000	\$21,561,000
Odometer Fraud	\$153,692	\$140,000	\$254,000	\$114,000
Total	\$18,844,500	\$18,980,000	\$40,756,000	\$21,776,000

What Is This Program and Why Is It Necessary?

In FY 2016 we are requesting \$40,756,000 for Enforcement programs, which is \$21,776,000 more than the FY 2015 funding level. Funding at this level will allow us to maintain our core enforcement programs, expand compliance activities in response to new safety and fuel economy activities, and improve the effectiveness of the our safety defects investigation program. With this funding, NHTSA would be able to:

- Continue our expansion of the capabilities of the Corporate Information Factory (CIF) in the areas of analysis, reporting, data management, workflow, and records management.
- Conduct a consumer campaign to increase the number and quality of safety defect complaints, as well as increase awareness and responsiveness to recalls.
- Provide support for the CIF enhancements, safety defects investigation web site and mobile apps.
- Provide support for additional field investigations.
- Acquire new equipment to improve testing and defects analysis.
- Expand import and Corporate Average Fuel Economy (CAFE) enforcement activities.
- Expand compliance testing related to new safety and fuel economy regulations.

ENFORCEMENT**Vehicle Safety Compliance**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$8,079,808	\$9,140,000	\$9,241,000	\$101,000

What Is This Program and Why Is It Necessary?

The Office of Vehicle Safety Compliance (OVSC) conducts activities that contribute to the Department’s goal of reducing highway fatalities. Failure of motor vehicles and items of motor vehicle equipment (tires, child safety restraints, etc.) to comply with Federal motor vehicle safety standards (FMVSS) can lead to fatalities, injuries and property damage. The program works closely with Rulemaking on the development of new and amended FMVSS and develops objective and repeatable test procedures that NHTSA uses to determine compliance. The program also conducts testing, inspection, analysis, and investigations to identify motor vehicles, motor vehicle equipment, and imported vehicles that do not meet applicable FMVSS and other regulations. When a noncompliance is confirmed, NHTSA must ensure that the manufacturer or importer recalls the vehicle or equipment and provides a remedy for the noncompliance. The program enforces the Corporate Average Fuel Economy (CAFE) regulations by ensuring proper vehicle classification, collecting civil penalties, tracking available credits and monitoring the transfer and trading of credits.

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

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

In FY 2016 we request \$9,241,000 for the Vehicle Safety Compliance program, which is \$100,000 more than the FY 2015 enacted funding level. Funding at this level will allow us to complete critical testing of new vehicles for compliance with crashworthiness and crash avoidance standards and critical equipment compliance testing as well as to continue enforcement of CAFE regulations for passenger vehicles and light trucks. The funding will also support agency efforts to deter the importation of unsafe motor vehicles and equipment, to continue to develop expertise in vehicle electronics and alternative fuel systems, and to implement new CAFE regulations.

This funding in FY 2016 will enable OVSC to continue to work with U.S. Customs and Border Protection (CBP) to help prevent noncompliant and/or defective vehicles and equipment from

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

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

OVSC will continue to support the expanding CAFE program, including the 2017-2025 light duty vehicle regulations, the 2014-2018 commercial medium and heavy duty truck regulations, and the increased enforcement responsibilities resulting from credit trading and expanded test procedures for CAFE attribute measurements. Additionally, the funding supports Vehicle Safety Compliance web portal and databases and the Motor Vehicle Importation Information (MVII) system. Vehicle Safety Compliance provides manufacturer, modifier and testing databases to the public through the NHTSA web site. The MVII is a tracking system that provides the ability to record and report on basic identifying information related to imports such as registered importers, petitions, compliance periods, official correspondence and applicable fees.

The requested funding will enable NHTSA to accomplish these objectives in FY 2016:

- Complete critical vehicle crashworthiness and crash avoidance compliance testing, including developing new test procedures and testing for compliance with new safety regulations issued in response to MAP-21 and continued in the proposed GROW AMERICA Act.
- Complete critical equipment compliance testing, such as child seats, seat belts and brake hoses.
- Continue outreach to foreign vehicle and equipment manufacturers and focused enforcement of imported motor vehicle equipment.
- Continue to monitor and test new entrants into motor vehicle and equipment manufacturing both inside and outside the US for compliance with the FMVSS.

- Continue enforcement of existing CAFE standards and regulations, including the system for trading of compliance credits.
- Upgrade current CAFE database to accommodate more extensive data requirements for medium and heavy duty trucks.
- Continue to increase our electronic reliability enforcement capability by obtaining expertise, working collaboratively with other vehicle safety program, writing test procedures, monitoring and reviewing research testing, writing regulatory text, performing or participating in demonstration testing.
- Continue to monitor and test emerging alternative fuel systems, such as hybrid electric, electric, fuel cell and CNG.
- Develop new compliance testing program for the quiet vehicle safety standard, including developing test procedures and purchasing new equipment to support testing.
- Continue operations and maintenance of the Vehicle Safety Compliance web portal and databases and the MVII system including hosting, software and contract labor costs.

Justification for Additional FTE:

Our FY 2016 budget includes a request for 3.0 additional FTEs needed to maximize the effectiveness of the Vehicle Safety Compliance activities and program improvements described above. The request includes three new engineering positions to support expanded compliance activities related to crash avoidance technologies safety, vehicle electronic controls and alternative fuel safety. The request also includes two fuel economy program specialists to support the increased complexity of the passenger vehicle fuel economy and heavy and medium truck fuel efficiency rules including credit trading. Finally, the request includes one import specialist to support new risk management strategy that addresses the safety problems associated with the significant increase of imported motor vehicle and motor vehicle equipment.

What Benefits Will Be Provided to the American Public Through This Request?

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

ENFORCEMENT**Safety Defects Investigation**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$10,611,000	\$9,700,000	\$31,261,000	\$21,561,000

What Is This Program and Why Is It Necessary?

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

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

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

In FY 2016 we request \$31,261,000 for the Safety Defects Investigation program, which is \$21,561,000 more than the FY 2015 enacted funding level. This requested increase will enable ODI to improve its effectiveness and meet growing challenges to identify safety defects quickly, ensure remedies are implemented promptly, and inform the public of critical information in an effective manner.

In FY 2016 the Safety Defects Investigation program will undertake consumer awareness and outreach campaign as well as continue to improve its public interfaces. A very large portion of

the data that the program receives about defects in vehicles comes from the people who are driving the very cars that have those defects. In fact, consumer complaints are a rich data source for identifying potential safety defects warranting further investigation and possibly recall. However, NHTSA has learned from focus groups that most consumers are not aware of their option to file a complaint with the agency, nor do they understand that their information may be critical to getting a safety recall and removing unsafe vehicles from American's highways. The Safety Defects Investigation program needs to improve its public messaging so that this important source of safety data, consumer input, can be used more effectively. With the additional resources, NHTSA will develop and implement a consumer awareness campaign not unlike some of NHTSA's better-known safety campaigns addressing seat belts and drunk driving. This campaign will increase the number and quality of safety defect complaints, as well as increased awareness and better responsiveness to recalls. At the same time, the Safety Defect Investigation program will continue to make progress in improving the look, feel and utility of the consumer website, which is part of the NHTSA web systems. The FY 2016 request will enable NHTSA's defects investigation program to further improve consumer access to safety information and ease the process for filing defect complaints.

In addition funds will enhance/expand an advanced data mining and analytical tool, including the incorporation of business intelligence to enhance usability by defect screeners and investigators. This advanced data mining and analytical capability will be accomplished through the Electronic Document and Records Management System (EDRMS) – Corporate Information Factory (CIF). The CIF will allow Safety Defects Investigations to continue to provide more transparency for its data and reduce time for identifying new defect trends that may occur with the development and implementation of new technology. The tool's business intelligence capability enables faster, more reliable results from data. Funding requested for FY 2016 will expand the capabilities of the CIF in the areas of analysis, reporting, data management, workflow, and records management. The requested funding will enable the enhancement of the CIF in the following ways:

- *Mine data for pattern recognition:* uncover trends, patterns and relationships from varied data (such as accident reports, manufacturer's data, medical info records, social media, video etc.) to drive fact-based decisions.
- *Rapid search:* enable analysis of data in multiple formats to quickly filter and search across the NHTSA enterprise.
- *Data accessibility:* Accuracy and control over information with sophisticated natural language processing capabilities to deliver the right information to the right people at the right time.
- *On-demand access to critical data:* Provide near-real time access to extensive NHTSA data repositories in the form of dashboards, reports, graphs, and charts.

- *Automated alerts and notifications*: Proactive alerting of actionable events to key decision makers within the enterprise.
- *Access to performance metrics*: Enable key decision makers the ability to measure response effectiveness to constituent complaints and inquiries.
- *Efficient, accountable inquiry management*: Automate and improve investigative case process from the capture and routing of information and allow all case correspondence to reside within a single case repository.
- *Improve coordination*: Enhance inter-office coordination in handling constituent complaints.
- *Adhere to compliance requirements*: Streamline records-based activities and help enforce compliance with record retention policies—with or without user participation.
- *Data governance across the enterprise*: Enables efficient management and control of critical data for improved accountability and reduced risk.
- *Data visibility across the enterprise*: Integrate disparate data across NHTSA program areas (such as accident reports, fatalities, manufacturer’s data, medical records, social media, video etc.) and improve data quality.
- *Tap into social media for information on potential defects*: Access Social Media data sources in real time and at rest (Twitter, Facebook, Consumer Safety websites/blogs) to supplement and enhance internal data by gaining insight into social media trends.
- *Security and governance*: Provides data security and governance addressing data breach threats.
- *Turn information into insights*: Improve decision-making, identify and understand trends to reduce risk by integrating and analyzing enterprise data.
- *Predictive analytics*: Provides insight to leading indicators to identify future trends, improving NHTSA’s ability to address issues earlier.
- *Smarter decision making*: Predict what will happen next, make smarter decisions, solve problems and improve outcomes.

Additionally, NHTSA will improve the quality of the screening and investigation processes, seek to increase the vehicle recall completion rate, continue to monitor recalls for adequacy of scope and remedy, and continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current. This activity will be facilitated through additional field inspections and acquisition of new equipment for testing and defects analysis such as a scanning electron microscope, high-capacity tensile test machine, and a mass spectrometer.

The requested funding will enable the Vehicle Defects Investigation program to accomplish these specific objectives in FY 2016:

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

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

Justification for Additional FTEs:

Having a sufficient number of qualified staff is critical to an effective safety defects investigation program. The Office of Defects Investigation currently has 8 defect screeners and 4 Early Warning Reporting (EWR) data analysts to identify potential safety defects and 16 investigators to conduct formal investigations. With over 250 million registered vehicles in the U.S., this creates a tremendous data collection and analysis burden that will only continue to grow. Additionally, the advancement of in-vehicle electronics and automation will increase complexity of safety issues warranting attention and possible investigation. While ODI makes effective use of its resources, the outreach efforts currently underway and the improvements proposed above will necessitate the need for additional FTEs to process and analyze the additional data collected from consumer complaints. Use of data mining software will increase the volume and quality of the information ODI receives, but without additional FTEs to analyze the data, the effectiveness of these improvements will be significantly diminished.

ODI requests the following additional staffing of 28.5 FTEs for the following programs:

- Early Warning Reporting (EWR) - 3.5 FTE as follows: 1 mathematical statistician to perform statistical analyses of EWR aggregate data and perform complex queries on an ad hoc basis as needed; 2 data analysts to perform EWR reporting compliance audits and support data analysis requests in support of open investigations; and 4 safety defect specialists to query all the EWR looking for potential defect trends including conducting inquiries on 100 percent of all death claims.
- Vehicle Control – 3.5 FTE as follows: 6 engineers to conduct investigations; 1 investigation coordinator to assist with investigation content control, complainant follow up, public file integrity, act as a liaison with the FOIA and Communications office, and other coordination functions.
- Vehicle Integrity – 3.5 FTE as follows: 6 engineers to conduct investigations; 1 investigation coordinator to assist with investigation content control, complainant follow

up, public file integrity, act as a liaison with the FOIA and Communications office, and other coordination functions

- Defects Assessment – 4 FTE as follows: 1 field investigator primarily responsible for conducting local vehicle inspections and dealer site visits, 3 engineers, 1 tire specialist, 1 child passenger safety specialist and 2 safety defects specialists trained to query and analyze consumer complaints and all available data sources to identify potential safety defect.
- Recall Management – 3 FTE as follows: 3 program analysts to improve throughput of growing number of safety recalls and quarterly reports, 2 engineers to conduct recall query investigations concerning scope and remedy adequacy, and 1 safety defects specialist to conduct audits of manufacturers' recall administration.
- Medium and Heavy Duty Vehicle and Motorcycle - 1 FTE as follows: 1 engineer with experience in crash avoidance technologies to address new and emerging technology; 1 safety defects specialist with experience in motorcycle design and operation.
- Correspondence Research - 3.5 FTE as follows: 3 writers to prepare responses to incoming correspondence and 1 technical editor with automotive expertise. A new branch with 3 staff will be added to address Data Integrity and Records Management shortcomings identified by power users of our public website, the Office of the Inspector General (OIG), and the National Archives and Records Administration.
- Trend Analysis - 2 FTE as follows: 2 statisticians and 2 data analysts with experience in standard data analysis and statistical software. This new division will be responsible for overarching, macro trend analysis of all ODI data, other NHTSA databases, and external data sources, with special attention to input from NHTSA's Office of Vehicle Safety Research to identify near term and potential future risk associated with emerging technology. This division will also provide data analysis support to relieve the investigative divisions allowing them to maintain focus on their primary mission.
- Field Investigation and Testing - 4 FTE as follows: 4 engineers and 4 field investigators. The staff will be cross-trained in ODI basic procedures to act as supplemental staff when needed for surges in demand and reflects feedback from the OIG. This new division will be responsible for conducting field investigation of specific vehicles involved in a crash, fire, or some other consequence of an alleged defect.
- Certified Project Manager - 0.5 FTE. This position will provide, develop and implement a project management approach to ODI investigations, act as the ODI lead for conducting internal, triennial program assessments to capture lessons learned and best practices both internal and external and apply them where appropriate, and serve as the information technology system project manager for ARTEMIS, CIF and any other systems investment that serves ODI lines of business.

What Benefits Will Be Provided to the American Public Through This Request?

Since 2000, NHTSA has influenced, on average, the recall of nearly 9 million vehicles annually as well as the recall of millions of items of equipment for safety-related defects. Absent ODI's aggressive screening for defect trends and investigation of possible defects, millions of consumers each year would be subjected to unreasonable safety risks when operating their vehicles or equipment. On average, the ODI public website receives 10,000 unique visitors per day who are attempting to search for recalls and investigations, file complaints or conduct research before purchasing a vehicle or for other purposes. Furthermore, the collection of EWR data has forced manufacturers to take a closer look at their fleet performance and, in some instances, has led to identification of defects and recalls much earlier in the vehicle's lifecycle.

While the majority of manufacturer recalls are uninfluenced by NHTSA, those recalls that *are* influenced by NHTSA affect a significantly greater number of vehicles. This demonstrates the value of NHTSA's investigative process without which millions of vehicles would likely go uncorrected, thus putting consumers at risk.

ENFORCEMENT**Odometer Fraud**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$153,692	\$140,000	\$254,000	\$114,000

What Is This Program and Why Is It Necessary?

Odometer tampering has evolved into a cyber-security issue and continues to be a serious crime and consumer fraud issue, often masking the actual condition of used vehicles, which increases the safety risks associated with their use and may hide the need for necessary safety maintenance and repairs. Strong enforcement of the Federal and State odometer laws through prosecutions with stiff sentences appears to be the most effective way to address the problem. NHTSA's criminal investigators conduct investigations of large-scale odometer fraud schemes and work closely with Department of Justice Office of Consumer Litigation prosecutors to ensure that worthy cases are effectively prosecuted. NHTSA also works under cooperative agreements with several State agencies to provide notification to owners of vehicles identified during investigations and advise them of the mileage discrepancies and their rights and remedies under the Federal odometer law. NHTSA encourages all State agencies to provide this notification and assists them when necessary.

Cooperative agreements to multiple State enforcement agencies assist our efforts to encourage States to start new odometer fraud activities or enhance existing programs that reduce the occurrence of odometer fraud in those States. Through these cooperative agreements, we plan to realize the goal of deterring future odometer law violations, which will save consumers millions of dollars in maintenance and repair costs, and better enable purchasers of used vehicles to keep their vehicles safe and roadworthy.

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

In FY 2016, NHTSA is requesting \$254,000 for the Odometer Fraud Investigation program, which is \$114,000 more than the FY 2015 enacted funding level. The FY 2016 funding will supplement efforts to research the rate of odometer fraud occurrence in older vehicles, electronic odometer security, and e-odometer statements. The increased funding will also allow the Office of Odometer Fraud to maintain and improve its electronic case management system and address specialized criminal law enforcement needs to ensure officer safety and efficient investigative practices.

Because vehicles now last longer than in years past, Federal and State odometer enforcement personnel are dealing with an increase in odometer fraud related to older vehicles exempt from required odometer statements. In addition, odometer tampering devices are being imported (mostly from China), sold on the Internet, and used to tamper with digital odometers with almost no way for detection and no conclusion about the extent of damage they do to other data recorders on a vehicle. These handheld programming devices are capable of “hacking” into a vehicle’s controller area network and manipulating software code. This manipulation results in not only deceiving consumers but also other vehicle systems that use mileage data in their algorithms, potentially masking safety problems with the vehicle. Additionally the funding supports the System for Planning And Research in Towns And Cities for Urban Sustainability (SPARTACUS), which is a case management software solution that is capable of supporting the types of investigations conducted by the Odometer Fraud program.

This funding level for FY 2016 supports the following activities:

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

What Benefits Will Be Provided to the American Public Through This Request?

Since 1984, odometer fraud investigations have resulted in more than 269 criminal convictions in 36 States with prison sentences ranging from one month to ten years, criminal fines totaling more than \$3 million, and court ordered restitution totaling more than \$15 million.

Detailed Justification for Vehicle Safety Research and Analysis Programs

What Is the Request and What Funds Are Currently Spend on the Program?

FY 2016 – VEHICLE SAFETY RESEARCH AND ANALYSIS - BUDGET REQUEST

\$39,690,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
Safety Systems	\$8,209,548	\$7,400,000	\$8,210,000	\$810,000
Biomechanics	\$10,978,000	\$9,900,000	\$10,980,000	\$1,080,000
Heavy Vehicles	\$2,110,770	\$1,900,000	\$2,000,000	\$100,000
Crash Avoidance	\$8,087,792	\$7,400,000	\$10,400,000	\$3,000,000
Alternative Fuels Vehicle Safety	\$1,500,000	\$1,400,000	\$3,000,000	\$1,600,000
Vehicle Electronics and Emerging Technology	\$0	\$0	\$4,100,000	\$4,100,000
Vehicle Research and Test Facility	\$0	\$500,000	\$1,000,000	\$500,000
Fatality Analysis Reporting System (FAST FARS)*	\$0	\$0	\$0	\$0
National Automotive Sampling System (NASS)*	\$0	\$0	\$0	\$0
Total	\$30,886,110	\$28,500,000	\$39,690,000	\$11,190,000

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

In FY 2016, we are requesting \$39,690,000 for the Vehicle Safety Research and Analysis programs, which is \$11,190,000 more than the FY 2015 enacted funding level. The requested funding would allow NHTSA to execute critical projects in emerging safety areas, new technologies, and improve our ability to evaluate vehicles at our facilities for research purposes and potential defects in motor vehicles. By funding these projects, the agency will be able to reach agency decisions in the areas of cybersecurity and alternative fuel safety before potential safety issues are realized while also moving forward with agency actions in the area of vehicle to vehicle communications, automatic emergency braking systems for all vehicles, new occupant protection standards for adults and children, and the completion of several congressional mandates. Without this funding, the Vehicle Safety Research and Analysis programs will have to deemphasize other programs so that these emerging safety issues can be better addressed.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$8,209,548	\$7,400,000	\$8,210,000	\$810,000

What Is This Program and Why Is It Necessary?

Safety Systems conducts research to support agency actions that reduce the number of fatal and serious injuries to occupants in motor vehicles that occur in the United States each year from crashes. This research program is responsible for developing and upgrading test procedures for child safety, adult occupant protection, and our crash test standards. Safety systems research examines existing designs, new and improved vehicle designs, safety countermeasures and equipment to enhance safety for all occupants in the event of a crash. The research also investigates how to protect pedestrians and other vulnerable road users from being injured when they are struck by a motor vehicle.

In the past five years, new standards have been implemented and existing standards improved as a result of research conducted by this program resulting in real world improvements in crash safety. Despite these successes, additional research is needed to further improve safety. For example, frontal crashes continue to account for the largest number of fatalities to belted occupants. As such, this program studies advanced seat belt and air bag technologies, new crash modes, and innovative developments for vehicle design that can further enhance protection for occupants of all ages. Activities in NHTSA's Safety Systems program support the agency's regulatory agenda and specifically address the Department's highway safety fatality goals.

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

In FY 2016 we are requesting \$8,210,000 for Safety Systems research, which is \$810,000 more than the FY 2015 enacted funding level. This funding level will enable us to continue research toward advanced occupant protection systems that use emerging vehicle-to-vehicle and vehicle-to-pedestrian communication technologies to provide advanced warning of impending crashes. We will also continue research on dynamic evaluation of occupant sensing systems and their ability to optimally restrain a wide range of occupant sizes and pre-crash postures. NHTSA will continue to look at how to evaluate vehicle safety performance for the elderly population and small children particularly in the rear seat. The funding also supports the Vehicle Safety Crash Test database that provides test data to the program and to general public in order to facilitate research involving safety countermeasures.

Specifically, the requested funding will allow us to pursue the following activities:

- Continue computer modeling and simulation programs designed to leverage private/public partnerships to assess the effects of light-weighted vehicles as a result of increased fuel economy requirements. Inform agency decision making for midterm fuel economy evaluations.
- Provide rulemaking support for agency consideration of heavy vehicle rear underride guards.
- Provide support for agency regulatory actions on child restraint performance standards in side and frontal impacts.
- Provide research to support possible regulatory actions frontal oblique crashes, including repeatability and reproducibility testing and analysis.
- Initiate research to evaluate inclusion of an advanced small female dummy into adaptive rear seat and frontal oblique testing.
- Provide additional research to support harmonization and possible implementation of an improved small female dummy for side impact testing.
- Continue operations and maintenance of the Vehicle Safety Crash Test database including hosting, software and contract labor costs.

What Benefits Will Be Provided to the American Public Through This Request?

Research in vehicle crashworthiness has shown substantial benefits in several recent rules. Improved roof strength (FMVSS 216) and ejection mitigation technologies (FMVSS 226) have been shown to save several hundred lives per year after full implementation. Current proposed rulemaking for side impact testing of child restraint systems were developed through safety systems research. The proposed efforts for 2016 will help support agency decisions in fuel economy, frontal and side crash safety, and advanced occupant restraint performance.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$10,978,000	\$9,900,000	\$10,980,000	\$1,080,000

What Is This Program and Why Is It Necessary?

The Biomechanics program conducts real-world data collection and experimental research to support agency actions that reduce the number of fatal and serious injuries associated with motor vehicle crashes in the United States. In particular, the biomechanics program completes detailed crash and medical investigations of real-world crashes that improves the agency’s knowledge of injuries and their causes. Despite recent new and/or improved safety standards that have been made possible by research conducted by this program, this and other real-world data collected by NHTSA suggests that serious head/brain, thorax, spine, abdomen, and lower extremity injuries still frequently occur as a result of motor vehicle crashes. This research program develops the required knowledge of those injuries (mechanism, tolerance, human response) and applies that knowledge in the development of advanced test devices (human-like crash test dummies), detailed mathematical models of humans, and other new tools/criteria that can be used to predict and mitigate against injuries/fatalities that result from motor vehicle crashes. The products of this research are directly used in NHTSA’s safety standards and New Car Assessment Program (NCAP) and specifically address the Department’s highway safety fatality goals.

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

In FY 2016 we are requesting \$10,980,000 for the Biomechanics research program, which is a \$1,080,000 increase from FY 2015 enacted levels. The biomechanics research program provides NHTSA with state-of-the art test devices/tools and injury criteria for use in safety standards and/or NCAP. Funding at the requested level is required to continue the development, evaluation, and standardization of new adult frontal and side impact dummies, new frontal child dummies, and a rear impact dummy. Funding is also necessary to support the development of advanced head/brain, thorax, spine, abdominal, and lower extremity injury response/tolerance data and criteria for use with the new dummies and associated vehicle test programs. Additionally, funding is required to support continued vulnerable occupant (children, older occupants, obese) injury research and associated needs for test dummies, mathematical human models, and/or injury criteria. The funding also supports the Biomechanical Test database that provides crash test dummy data to the program and to general public in order to facilitate research involving human protection countermeasures.

Specifically, the requested funding will allow us to pursue the following activities:

- Support potential rulemaking efforts for the THOR 50th percentile male and 5th percentile female adult frontal dummies and the 5th and 50th percentile WorldSID adult side impact dummies.
- Support potential implementation of a new brain injury criterion.
- Development, procurement, and evaluation of advanced 6- and 10-year-old dummies.
- Update NHTSA's Crash Injury Research and Engineering Network (CIREN) program to align with NHTSA's data modernization efforts to enable improved utilization of CIREN and other NHTSA crash databases.
- Research on injury mechanisms/tolerance and anthropometry of vulnerable occupants through experimental and mathematical studies aimed at developing unique injury criteria and/or concepts for mathematical human body models and/or physical dummies.
- Computational modeling efforts to include evaluation of new and existing dummy and human body models; development of new human (e.g., parameterized 5th female, 50th and 95th male adult occupant and pedestrian) and dummy (e.g., THOR 50th and 5th) models; analysis of real-world injury conditions via crash reconstruction; the development and application of new injury assessment tools and injury criteria; and the demonstrated application of advanced mathematical models in crashworthiness research.
- Modernization of biomechanics database (8000+ entries) to improve access by public entities and external researchers.
- Continue operations and maintenance of the Biomechanical Test database including hosting, software and contract labor costs.

Justification for Additional FTE:

Our FY 2016 budget includes a request for 0.5 additional FTEs needed to support the Biomechanics activities described above. This engineer would accelerate the research in child dummy development.

What Benefits Will Be Provided to the American Public Through This Request?

The Biomechanics research program has made significant contributions to NHTSA rulemaking efforts and has developed publicly available data, tools, techniques, and procedures that NHTSA and industry have and will continue to use to further vehicle safety. Below are some recent accomplishments.

- Injury criteria and associated risk functions for use with current and future dummies in NHTSA regulations and/or New Car Assessment Program (NCAP); most recently for the Q3s three-year-old child side impact dummy.

- Public release of CIREN dataset of detailed injury and medical data associated with seriously injured motor vehicle crash occupants.
- Test tools for research or incorporation into NCAP and/or regulation such as the Q3s dummy.
- Development of mathematical models such as detailed human body models, a brain injury model, and dummy-based models such as the THOR 50th percentile male.
- NHTSA's Biomechanics Test Database, which includes over 8000 NHTSA-funded or acquired tests, is used by NHTSA, academia, and industry for injury assessment and criteria development.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$2,110,770	\$1,900,000	\$2,000,000	\$100,000

What Is This Program and Why Is It Necessary?

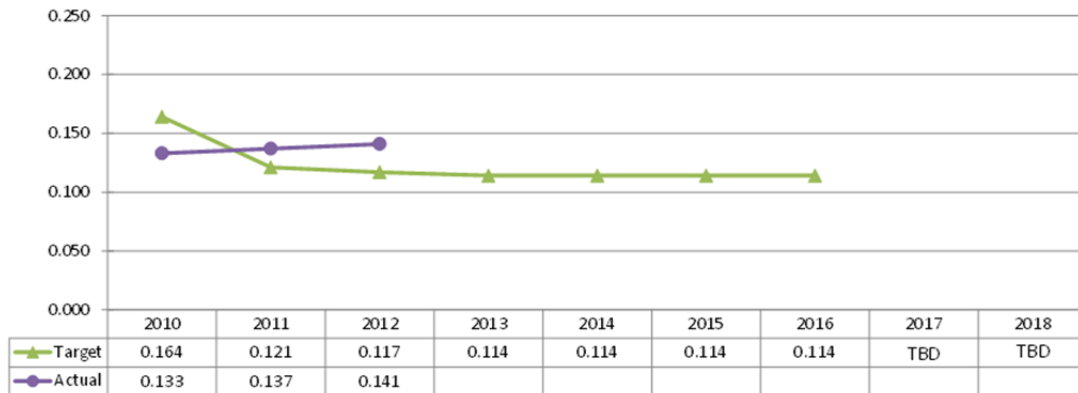
In order to meet population growth, the efficient transport of goods across the United States also includes growing the fleet of heavy trucks. In addition, travel by motorcoach has increased significantly over the last few years. While the number of absolute fatalities for these vehicle types is relatively low compared to light vehicles, heavy truck crashes tend to be particularly deadly because of the mass involved and more severe in terms of property damage when crashes occur. More often than not, crashes involving heavy vehicles can completely destroy roadway infrastructure, close freeways, lead to subsequent multi-collision events, result in the death of other occupants, and cost millions of dollars in lost revenue to the economy.

The Heavy Vehicles research program is focused on assessing technologies that offer the promise of making these vehicles less prone to crashes through improvements in braking and handling characteristics, and through leading edge driver assistance and automatic vehicle control systems for tractor semi-trailer, single unit trucks, motorcoaches and many other types of buses. Research is needed to investigate the possibility of extending stability control technology and automatic braking technology to single unit trucks and other types of heavy vehicles. The research completed in this program results in the development of objective test procedures, benefits analyses, and customer acceptance assessments in order to support agency regulatory decisions. The Heavy Vehicles research program directly supports the Department's large truck and bus fatality goals.

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

DOT Strategic Goal: Safety

Large Truck and Bus Fatalities per 100 Million VMT



Source: FMCSA/VMT (FHWA)

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

In FY 2016 we are requesting \$2,000,000 for the Heavy Vehicles research program, which is \$100,000 more than the FY 2015 enacted funding level. The requested funding will support research related to stability control systems for single unit heavy vehicles, as well as the continued evaluation of other crash avoidance technologies. NHTSA has committed to an aggressive set of agency initiatives on heavy vehicle crash avoidance systems and technologies including completing research related to MAP-21 and continued in the proposed GROW AMERICA Act, medium truck and bus stability control, and lane departure warning systems to support agency decisions. Additional research on crash warning systems will be performed to evaluate driver-vehicle interface issues and the integration of multiple safety systems for the purpose of optimizing overall effectiveness while minimizing distraction. The research to be completed will result in the following:

- Refinement of objective test procedures and performance metrics for stability control systems for single unit trucks
- Enhanced understanding of performance, customer satisfaction and system reliability for forward collision avoidance and mitigation systems

- Continued development of hardware-in-the-loop apparatus and modeling techniques which will enhance the efficiency and safety of NHTSA's evaluation of crash avoidance technologies
- Refinement of test procedures for lane departure warning systems.

Justification for Additional FTE:

In FY 2016 the Heavy Vehicles program is requesting an additional 0.5 FTE for an engineer to lead and manage NHTSA's heavy vehicle research focusing on vehicle-to-vehicle communications technology as well as simulation, analysis and field testing of advanced crash avoidance systems for heavy vehicles.

What Benefits Will Be Provided to the American Public Through This Request?

Results from this program have supported recent regulatory actions by the agency. For example, such research recently supported the development of a new standard for stability control that is estimated to prevent a significant number of rollover crashes involving tractor trailers and motorcoaches. Building on stability control technology and the funding provided by the request, the program will look to complete research on forward crash avoidance systems that include automatic braking. Such activities will enable the agency to make a regulatory decision on this very promising technology.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$8,087,792	\$7,400,000	\$10,400,000	\$3,000,000

What Is This Program and Why Is It Necessary?

NHTSA has identified the need for an increased emphasis on crash avoidance technologies with significant potential to reduce fatalities and injuries by preventing the crash from occurring. The rapid advance of crash avoidance safety systems will radically change the design and performance of automobiles over the next 10 years. These technologies present a unique research challenge. Evaluation of driver assistance technologies, performance standards, and consumer education materials are needed to ensure that the maximum safety benefits are derived from these technologies, while producing a minimum distraction burden for the driver.

Research areas include human factors and intelligent vehicle technologies for crash avoidance with an emphasis on passenger vehicles. Within the human factors program, a continuing focus will be on driver distraction and inattention, crash warning alerts, impaired drivers (e.g. alcohol), controls and displays as well as issues associated with the interaction between the driver and the vehicle. For intelligent vehicle technologies, research areas include advanced technologies that help the driver, and the vehicle, react to imminent crash situations involving other vehicles and/or pedestrians. Countermeasures include driver warnings, advanced vehicle control systems, and driver monitoring technology. Research tools include the National Advanced Driving Simulator (NADS), test tracks and instrumented vehicles. This research program is necessary to support the agency priority plan in the areas of light vehicle crash avoidance and human factors/engineering integration as well as public and consumer education programs in areas such as alcohol and driver distraction.

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

In FY 2016 we are requesting \$10,400,000 for the Crash Avoidance research program, which is \$3,000,000 more than the FY 2015 enacted funding level. The additional funding reflects the agency's increased emphasis on understanding the safety potential of this new technologies, develop objective means for assessing performance, and to address important human factors issues related to driver adaptation, acceptance and system interface issues. The research will support the following key program areas:

- **Crash Avoidance Technologies:** The agency has committed to an aggressive set of agency decisions on several crash avoidance systems and technologies over the next several years. These include collision avoidance and mitigation technologies that react to vehicles and pedestrians and vehicle-to-vehicle communications. In addition, human factors research is fundamental to understanding how drivers interact with all of these systems and informing driver-vehicle interface approaches to optimize the effectiveness of these safety systems.
- **Distracted Driving:** NHTSA is continuing its research to support the development of auditory-vocal interface distraction guidelines and continue research to identify appropriate test procedures and acceptance thresholds for auditory-vocal interfaces. In addition, we will continue to analyze observational and naturalistic driving data to improve the agency's understanding of distracted driving. The agency will also evaluate new vehicle systems relative to agency distracted driving guidelines to ensure that these new systems do not create an unsafe level of distraction for the driver.
- **New Vehicle Technologies:** NHTSA will continue its research efforts to evaluate new advancements in vehicle technology such as advanced and adaptive headlights, electronic mirrors, and new driver-vehicle interface approaches such as voice interface systems, heads-up displays and electronic touch screens.

Justification for Additional FTE:

In FY 2016 the Crash Avoidance program is requesting an additional 1.0 FTE for two engineers to support Vehicle-to-Vehicle communications research (development of onboard system requirements and test procedures), as well as managing research efforts to perform simulation, analysis, and field testing of additional next generation crash avoidance systems that address frequently occurring crash types such as roadway departure, rear end, and blind spot crashes. These additional FTEs are also necessary to support the additional contract work associated with the requested funding increase.

What Benefits Will Be Provided to the American Public Through This Request?

This research program directly supports several critical areas of agency rulemaking and policy development related to passenger vehicle crash avoidance. For example, past successful research was completed on electronic stability control (ESC), which supported the agency's rulemaking effort of development and promulgation of the recent safety standard requiring passenger vehicle ESC. These ESC systems are estimated to save as many as 10,000 lives annually. The light vehicle crash avoidance program has completed a large body of research on driver assistance technologies that present safety warnings to drivers, technologies to modify unsafe driving behaviors such as distraction and alcohol impairment, and technologies to enhance the safety of vulnerable and at-risk populations such as teen drivers, older drivers and blind pedestrians.

RESEARCH & ANALYSIS**Alternative Fuels Vehicle Safety**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,500,000	\$1,400,000	\$3,000,000	\$1,600,000

What Is This Program and Why Is It Necessary?

Several manufacturers are introducing hydrogen, other alternative fuel vehicles in model year 2015. There are few existing safety regulations for the alternative fuel vehicles. To ensure that alternative fuel vehicles attain a level of safety comparable to that of other vehicles, an ongoing research effort is needed to understand new safety considerations and to develop appropriate safety requirements. Additionally, Federal safety regulations have not kept pace with the introduction of lithium ion batteries. These vehicles present new challenges previously not considered in the Federal motor vehicle safety standards. The Alternative Fuels Vehicle Safety program supports the Department’s Environmental Sustainability goals.

NHTSA completed preliminary test procedure development for lithium-ion electric vehicles in FY 2014, and the agency must conduct fleet testing to develop regulatory support data to establish baseline safety performance. Additionally, Compressed Natural Gas (CNG) vehicles have cost advantages over gasoline, especially for fleet operations. NHTSA research is required to update our existing standards to ensure the highest levels safety for future CNG vehicles. These research and rulemaking efforts will also be applied to hydrogen vehicles which use similar storage containers and have similar potential risks. NHTSA must be at the forefront of research to assess the safety of these alternative fuel vehicles, and to develop safety performance requirements to support potential future rulemaking.

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

In FY 2016 we are requesting \$3,000,000 for the Alternative Fuels Vehicle Safety research program, which is \$1,600,000 more than the FY 2015 enacted funding level. Specifically, the requested funding will allow us to pursue the following activities:

- Initiate fleet safety testing of high voltage traction battery systems in support of harmonized requirements.
- Finalize development of post-crash battery assessment and stabilization procedures. Continue battery performance modeling program to support assessment of functional safety requirements for battery management systems

- Finalize updated safety performance test procedures for compressed natural gas and hydrogen gas containers. Support development of new safety standards for hydrogen fuel cell vehicles and assist in the upgrade of the existing standards for compressed natural gas vehicles.
- Continue Liquid Propane Gas (LPG) vehicle system level safety performance research.

Justification for Additional FTE:

Our FY 2016 budget includes a request for 0.5 additional FTEs needed to support the Alternative Fuels Vehicle Safety activities described above. This engineer is required to continue the aggressive pace of battery and other alternative fuels safety research and to match industry's very quick pace of technological change.

What Benefits Will Be Provided to the American Public Through This Request?

NHTSA is gathering information from all sources regarding the battery, stored gas and fuel cell technologies that are emerging. This advanced knowledge is helping to focus the research projects, refine safety assessments, and develop performance tests. NHTSA will be developing appropriate safety requirements for these alternative fuel vehicles.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$0	\$0	\$4,100,000	\$4,100,000

What Is This Program and Why Is It Necessary?

In FY 2016 the Vehicle Electronics and Emerging Technologies program will build upon its ongoing research and synthesize research findings in support of the planned agency decisions on electronics reliability and cybersecurity to enhance the safety and security of automotive electronic control systems. Electronics reliability research comprise methods and standards within and outside the automotive industry for assessing, identifying and mitigating potential and new hazards that may arise from the increasing use of electronics and electronic control systems in the design of modern automobiles. Cybersecurity within the context of road vehicles represents the methodologies, processes, best practices and standards designed to protect vehicular electronic systems, communication networks, control algorithms, software, users and underlying data from malicious attacks, damage, unauthorized access or manipulation. This division’s work encompasses all fundamental control systems (steering, braking, throttle, motive power), as well as other safety critical systems such as restraints and battery control systems used in alternative fuel vehicles. This program will continue to carry out needed research in coordination with other offices and organizations and will also be closely coordinated with advanced crash avoidance and human factors research programs.

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

This program provides NHTSA expertise in vehicle electronics and engineering to address functional safety and security of emerging electronics and software technologies and their implications to the safety of the motorists and other vehicle occupants. We will continue to conduct research to support agency decisions on functional safety requirements for vehicle control systems including security of these systems and their intra- and inter-vehicle communications.

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

In FY 2016 we are requesting \$4,100,000 for the Vehicle Electronics and Emerging Technologies research program, which is a new program. Specifically, the requested funding will allow us to pursue the following activities:

- Researching functional safety requirements that would improve automotive electronic control system reliability by-design including fail safe strategies, software reliability, diagnostic and notification strategies, and human factors considerations.
- Providing or developing hardware, software, testing tools and processes. These capabilities are required to facilitate our efforts to understand the electronic and software reliability of an array of vehicle systems that could impact vehicle safety, including telematics systems, connected vehicle technologies and newly emerging automated vehicle systems.
- Researching cybersecurity requirements for road vehicles that would improve the security posture of modern automobiles and automotive electronic control systems. This need includes quantifying and assessing risks for single vehicle as well as connected vehicle and automated vehicle systems, and will consider application of lessons learned from other industries. In addition, we will identify and evaluate potential solutions and countermeasures and evaluate the need for additional standards. This will involve collaboration with a variety of stakeholders including the National Institute of Standards and Technology (NIST), White House OSTP, the Department of Homeland Security (DHS), the Department of Defense (DOD), National Science Foundation (NSF) and many private industries.
- Addressing the emerging area of automated vehicle operation. Vehicles that offer some level of automated driving are being developed. At the same time, vehicle manufacturers have begun to offer certain types of automated safety systems as features on new vehicles. Research supporting the evaluation of emerging technologies and applications, evaluation of performance requirements and assessment of standardization needs, and identification and evaluation of human factors issues associated with shared vehicle control will be performed.

If this program does not receive the requested FY 2016 funds, Vehicle Safety Research and Analysis programs will have to reduce funding for or delay other important programs so that these emerging safety issues can be better addressed.

Justification for Additional FTE:

Our FY 2016 budget includes a request for 2.0 additional FTEs needed to support the Vehicle Electronics and Emerging Technologies activities described above. These four engineers are needed to accelerate research across the three areas of functional safety, cybersecurity and vehicle automation and will enable NHTSA to fully staff this new division.

What Benefits Will Be Provided to the American Public Through This Request?

The success of this effort will be to identify new hazards that may arise in emerging vehicle electronics before they are in production. Through advanced, proactive and collaborative research, these issues will be addressed in a timely manner. It may also be used to investigate potential defects in electronics and software and assist in recall or other consumer complaint issues. NHTSA expects to quickly realize the research results quickly by this activity. Agency strategic planning efforts including research roadmaps as well as vehicle software and electronics and recommendations from the National Academy of Sciences' *The Safety Promise and Challenge of Automotive Electronics* will continue to guide agency research in this area.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$0	\$500,000	\$1,000,000	\$500,000

What Is This Program and Why Is It Necessary?

The Vehicle Research and Test Center (VRTC) is NHTSA's in-house research, development, test and evaluation facility located in East Liberty, Ohio. Activities conducted at VRTC support agency programs including safety defect investigations, updates to Federal Motor Vehicle Safety Standards, test procedure development for new regulatory actions and agency consumer information programs, test dummy development, injury criteria development, advanced research into cutting edge technologies, and safety issues that require quick reaction. The full range of testing and research capabilities available to NHTSA at VRTC allows the agency to address emerging technologies and safety issues and access to world class testing facilities similar to those used by automotive suppliers and manufacturers.

Modern vehicles have evolved greatly over the last 35 years, and the advent of modern electronic controls, alternative fuels, and electric powertrains will drive that evolution even farther in the very near future. As such, NHTSA has recognized the need to enhance testing capabilities of emergent advanced technologies at the VRTC facilities. While enhancement of research capability in several areas has been identified, the most near term critical are in cyber security, electronics reliability, and automated driving that span all of the agency's vehicle safety programs. With this FY 2016 funding, NHTSA will work with the General Services Administration (GSA) in the development of a long-term lease that may include additional testing and vehicle preparation space. Funding will cover expenses associated with GSA's development of the lease, any architectural drawings, and etc. Equipment needed to conduct advanced emergent technologies; electronics, cyber security and reliability assessments for establishment of performance requirements and defect investigations will also be procured. In addition, with alternative fuel systems of varying types and new sophisticated electronic control systems emerging in the market, NHTSA needs to maintain a well-equipped and dedicated center to test, monitor and investigate these and other new technologies.

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

In FY 2016 we are requesting \$1,000,000 for the Vehicle Research and Test Center program, which is \$500,000 more than the FY 2015 enacted funding level. High priority research programs that will be conducted at VRTC in FY 2016 include finalization of performance

requirements to support a final rule for side impact child safety, a proposal for pedestrian crash avoidance systems, and defect investigations. The funding will enable NHTSA to undertake activities that could not be accomplished at FY 2015 enacted levels by providing the capability of advanced testing of emergent technologies at the facility located in East Liberty, Ohio. Necessary procurements include equipment for defect investigations, safety assessment and procedures development of automated vehicles, cyber-security, and new sophisticated electronic control systems emerging in the market. Considerations for upgrading testing capabilities include instrumentation, hardware, software and equipment for the following:

- Advanced technology and controls,
- Cyber security, and
- Electronics reliability.

Justification for Additional FTEs:

In FY 2016 VRTC is requesting an additional 1.5 FTEs. This request for three engineers will support defects investigations involving electronic control systems, safety assessment and procedures development for emergent advanced electronics technologies including automated vehicles and cyber security, and occupant protection including children in all crash modes. The FTEs are needed to make the most efficient use of the equipment procurements.

What Benefits Will Be Provided to the American Public Through This Request?

The expertise and technical capability of NHTSA's Vehicle Research and Test Center has been well demonstrated during the past 35 years. Numerous high profile programs have been successfully completed by the Center in an expeditious and thorough manner. However, providing the capability of advanced testing of emergent technologies is necessary to maintain pace with the rapid appearance of new electronics and advanced technologies. This request will provide the equipment and state-of-the-art facilities necessary to assess and investigate the rapid emergence of advanced automotive electronics technologies to assure the highest level of automotive safety for the American public.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,596,800	\$499,834	\$500,000	\$166

**Crash Data Collection is partially funded from the Vehicle Safety account, but the majority of the funding is provided for under the Highway Safety Research & Development Account.*

NHTSA's crash data collection efforts are funded from both Vehicle Safety and Highway Safety. In FY 2016 \$500,000 of the total \$41,166,063 requested for crash data collection is funded from Vehicle Safety. The requested amount will enable the continuation of implementation of the data modernization project and support for the National Center for Statistics and Analysis' crash data collection efforts. The justification for this program is provided in the Highway Safety Research and Development section of this budget.

Justification for Additional FTEs:

In FY 2016 the NCSA Data Collection program is requesting 1.0 additional FTE (two new positions) funded through Vehicle Safety Research. This FTE funded through Vehicle Safety Research will fund two new crash investigators to enhance the capabilities of Special Crash Investigations to support vehicle safety issues.

Vehicle Safety**Administrative Expenses**

The FY 2016 Vehicle Safety budget request includes a total budget of \$179,000,000 and 391 FTE. Of this amount \$60,665,000 is for administrative expenses which increase by \$10,169,876 above FY 2015.

NHTSA continues to distribute administrative expenses using a methodology based primarily on the Direct FTE allocation for many of category areas such as: Salaries and Benefits, and Rent, Communications, and Utilities and Other Services. Salaries and Benefits increase by \$2.9 million primarily to fund 20 new FTE request in FY 2016, the 1.3 percent proposed pay raise in FY 2016. This increase is partially offset by a \$3.9 million increase to Other Services (realigned to Grants Administration where there is available funding).

**NHTSA
FY 2016 VEHICLE SAFETY ADMINISTRATIVE EXPENSES**

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	FY 2016 vs FY 2015 Change
Salaries and Benefits	\$49,044,181	50,495,124	\$60,665,000	\$10,169,876
Travel	537,513	537,513	538,000	\$487
Transportation of Things	70,184	70,184	70,000	(\$184)
Rent, Communications & Utilities	4,508,496	4,508,496	4,509,000	\$504
Printing	356,927	356,927	357,000	\$73
Other Services	6,467,740	5,016,797	5,970,000	\$953,203
Supplies	-	-	-	-
Equipment	1,025,125	1,025,125	1,025,000	(\$125)
Unallocated	-	-	-	\$0
Total Administrative Expenses	\$62,010,166	\$62,010,166	\$73,134,000	\$11,123,834

FTE (includes indirect FTE)	341	341	385	44
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Note: In FY 2016, under the Administration's Policy Proposal for Reauthorization, Vehicle Safety will be funded through the Transportation Trust Fund.

**OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT & VEHICLE SAFETY (in FY 2016)
PROGRAM AND FINANCING SCHEDULE**

Description	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request
Obligations by Program Activity			
Vehicle Safety Program (VS)	-	-	
Rulemaking (VS)	-	-	24,920,000
Enforcement (VS)	-	-	40,756,000
Research and Analysis (VS)	-	-	40,190,000
Vehicle Safety Administrative Expenses (VS)	-	-	73,134,000
Highway Safety Programs	45,046,231	49,859,000	57,659,000
Research and Analysis	33,631,758	32,966,063	45,966,000
National Driver Register	3,498,815	5,000,000	5,000,000
Highway Safety Administrative Expenses	43,422,190	50,674,937	43,375,000
Direct program activities, subtotal	125,598,994	138,500,000	331,000,000
Reimbursable Program	16,084,164	30,000,000	30,000,000
Total new obligations	141,683,158	168,500,000	361,000,000
Budgetary Resources Available for Obligation			
Unobligated balance available, start of year	42,570,691	45,965,235	45,965,235
Discretionary unobligated bal brought forward, Oct 1 - non add		-	-
Recoveries of prior year unpaid obligations	3,371,782	-	-
Unobligated balance (total)	45,942,473	45,965,235	45,965,235
Contract authority	123,500,000	138,500,000	331,000,000
Unobligated balance of contract authority permanently reduced	-	-	-
Contract authority - mandatory (total)	123,500,000	138,500,000	331,000,000
Collected	16,900,540	30,000,000	30,000,000
Change in uncollected payments, Federal sources	1,305,378	-	-
Spending authority from offsetting collections, mandatory total	18,205,918	30,000,000	30,000,000
Total Budgetary Resources Available	187,648,391	214,465,235	406,965,235
Change in Unpaid Obligations			
Unpaid obligations, brought forward, October 1	94,031,437	107,593,137	128,701,385
Obligations incurred, unexpired accounts	141,683,157	168,500,000	361,000,000
Outlays (gross) (-)	(124,749,675)	(147,391,752)	(257,003,773)
Recoveries of unpaid prior year obligations, unexpired accounts (-)	(3,371,782)	-	-
Unpaid obligations, end of year (gross)	107,593,137	128,701,385	232,697,612
Outlays (gross), detail			
Outlays from new discretionary authority	68,885,265	97,730,000	209,380,000
Outlays from discretionary balances	55,846,228	49,661,752	47,623,773
Total outlays (gross)	124,731,493	147,391,752	257,003,773
Offsets - Against Gross Budget Authority and Outlays			
Offsetting collections (cash) from: Federal sources	(16,899,210)	(30,000,000)	(30,000,000)
Offsetting collections (cash) from: Non-Federal sources	(1,330)		
Net Budget Authority and Outlays			
Budget authority (net)	123,500,000	138,500,000	331,000,000
Outlays (net)	107,849,135	147,391,752	257,003,773

**OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT & VEHICLE SAFETY (in FY 2016)
OBJECT CLASS SCHEDULE**

Description	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request
Direct Obligations			
<u>Personnel Compensation</u>			
Full-time permanent	19,127,003	22,000,000	70,382,000
Other personnel compensation	288,423	2,000,000	3,000,000
Total personnel compensation	19,415,426	24,000,000	73,382,000
Civilian personnel benefits	5,811,644	5,500,000	16,246,000
Travel and Transportation of Persons	669,914	1,000,000	1,044,000
Rental payments to GSA	6,335,025	6,000,000	7,758,000
Communications, utilities, and miscellaneous charges	1,313,065	10,000,000	13,000,000
Other services from non-federal sources	49,775,384	49,000,000	132,570,000
Research and development contracts	19,870,402	21,000,000	40,000,000
Supplies and materials	1,137,631	1,000,000	4,000,000
Equipment	1,052,883	1,000,000	3,000,000
Grants and subsidies	20,217,620	20,000,000	40,000,000
Subtotal, Direct Obligations	125,598,994	138,500,000	331,000,000
<u>Reimbursable Obligations</u>			
Other services from non-federal sources	16,084,164	30,000,000	30,000,000
Total new obligations	141,683,158	168,500,000	361,000,000

EXHIBIT III-1

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

	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST	FY 2016 - FY 2015 CHANGE
Highway Safety Programs	\$ 46,659	\$ 48,859	\$ 62,659	\$ 13,800
Research and Analysis - NCSA	35,466	32,966	45,966	\$ 13,000
Unallocated	-	6,000	-	\$ (6,000)
Administrative Expenses	41,375	50,675	43,375	\$ (7,300)
TOTAL, HIGHWAY SAFETY RESEARCH & DEV. (TF)	\$ 123,500	\$ 138,500	\$ 152,000	\$ 13,500

FTE's:

Direct Funded	178	178	187	9
Reimbursable, allocated, other*	4	2	-	(2)

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

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

EXHIBIT III - 1a

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2015 TO FY 2016
Appropriations, Obligation Limitations, Contract Authority, and Exempt Obligations
OPERATIONS AND RESEARCH**

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

ITEM	Change from FY 2015 to FY 2016	Change from FY 2015 to FY 2016 FTEs by Program
Highway Safety Base	138,500	178
Adjustments to Base		
FY 2016 #FTE Per Program Change	178	9
Annualization of FY 2015 Pay Raise	80	
Annualization of FY 2015 FTE	-	
FY 2016 Pay Raise	239	
GSA Rent	(0)	
WCF	(509)	
Inflation	-	
Program Increases/Decreases	(7,111)	
Other Services	-	
Unallocated	-	
Subtotal, Adjustment to Base	(7,300)	9
Program Increases/Decreases	20,800	-
Total Net Increases/Decreases	13,500	9
FY 2016 REQUEST	152,000	187

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

Program and Performance Statement

FY 2016 budget request includes \$152,000,000 for research activities to reduce highway fatalities, prevent injuries, and significantly reduce the economic toll of motor vehicle crashes by data collection and analysis, research into highway safety issues, and the development of effective countermeasures. The data collection, data system development, and analytical work performed by the National Center for Statistics and Analysis supports the full range of vehicle, highway and behavioral research, and are extensively utilized by NHTSA and many other safety organizations worldwide. As such, the National Center for Statistics and Analysis is funded from both Highway Safety and Vehicle Safety. Behavioral program research and development covers a comprehensive range of issues affecting roadway users including vehicle occupants, pedestrians and bicyclists as well as emergency medical services.

FY 2016 – Highway Safety Research and Development

\$152,000,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 -2015
Highway Safety Research and Development	\$46,659,000	48,859,000	\$62,659,000	\$13,800,000
National Center for Statistics and Analysis	\$35,466,063	32,966,063	\$45,966,000	\$12,999,937
HSRD Administrative Expenses	\$41,374,937	50,674,937	43,375,000	(\$7,299,937)
Unallocated	\$0	6,000,000	\$0	(\$6,000,000)
TOTAL	\$123,500,000	\$138,500,000	\$152,000,000	\$13,500,000

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

Highway Safety Programs: \$62,659,000

NHTSA's highway safety programs support the Department's safety goals through behavioral research, demonstrations, technical assistance, and national leadership activities emphasizing alcohol and drug countermeasures, occupant protection, distraction, traffic law enforcement,

emergency medical and trauma care systems, licensing, State and community evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, and young and older driver safety programs. NHTSA coordinates with numerous Federal partners, State and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and enhance the reach of our safety programs and messages. Research and countermeasure development has a direct impact on the effectiveness of programs conducted through the Highway Traffic Safety grant program.

Research and Analysis - National Center for Statistics and Analysis (NCSA): \$ 45,966,000

Research and analysis program activities funded through the Highway Safety Research appropriation support the Department of Transportation's safety goals through the collection and analysis of crash data to identify safety problems and trends, development of alternative solutions, and the assessment of costs, benefits, and effectiveness. Data collection and analytical work performed by the National Center for Statistics and Analysis support agency rulemaking activities, vehicle safety and behavioral research and countermeasure development, and are also the basis for evaluation of roadway safety and commercial vehicle safety analyses conducted by the Federal Highway Administration and Federal Motor Carrier Safety Administration. NCSA is also requesting 1.0 additional FTE funded through Highway Safety Research and Development for a crash investigator and a program analyst to support implementation and operation of the data modernization project including one crash investigator to support the new Crash Investigation Sampling System and one program analyst to support the new Crash Reporting Sampling System.

Highway Safety Research and Development Administrative Expenses: \$43,375,000

This category reflects NHTSA's salaries and administrative expenses associated with carrying out the agency's Highway Safety Research and Development programs. Included are the costs associated with the salaries and benefits of NHTSA employees, including 5 FTEs for a full year who directly and indirectly support these programs together with other related expenses, such as transportation, rent, communications, utilities, printing, supplies, and equipment. This funding level continues the alignment of FTEs and administrative expenses based primarily on the direct FTE allocation. Additional agency administrative expenses are included within the descriptions of Vehicle Safety and Highway Safety Grant programs.

FY 2016 – HIGHWAY SAFETY PROGRAMS
\$62,659,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 -2015
Impaired Driving	\$11,456,000	\$12,956,000	\$11,456,000	(\$1,500,000)
Drug Impaired Driving	\$1,488,000	\$1,488,000	\$1,488,000	\$0
Safety Countermeasures	\$4,345,000	\$6,545,000	\$4,595,000	(\$1,950,000)
National Occupant Protection	\$10,282,000	\$10,282,000	\$10,282,000	\$0
Enforcement and Justice Services*	\$3,001,000	\$3,001,000	\$3,001,000	\$0
Emergency Medical Services Enhanced 9-1-1/ National 9-1-1 Office	\$2,144,000 \$1,250,000	\$2,144,000 \$1,250,000	\$2,644,000 \$2,750,000	\$500,000 \$1,500,000
National Emergency Medical Services Information System	\$3,000,000	\$1,500,000	\$1,500,000	\$0
Driver Licensing	\$1,002,000	\$1,002,000	\$1,002,000	\$0
Highway Safety Research**	\$5,091,000	\$5,091,000	\$20,341,000	\$15,250,000
Behavioral International Program	\$100,000	\$100,000	\$100,000	\$0
National Driver Register***	\$3,500,000	\$3,500,000	\$3,500,000	\$0
Total	\$46,659,000	\$48,859,000	\$62,659,000	\$13,800,000

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

**Excludes \$5,017,000 in funding from Grant Administrative Expenses. Also excludes \$1.2M for Section 2013 Drug Impaired Driving of SAFETEA-LU and \$1.25M for ACTS, eliminated under MAP-21.

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

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

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

In FY 2016, NHTSA is requesting \$62,659,000 for Highway Safety Programs, which is \$13,800,000 above the FY 2015 enacted funding level. Funding at this level will allow us to maintain our core programs and continue several key initiatives. These include:

Impaired Driving

- Provide technical assistance to States to promote enhanced ignition interlock programs.
- Release and promote advanced training on impaired driving programs for State and community highway safety specialists on topics such as drug-impaired driving, enforcement techniques, ignition interlocks and no-refusal programs.

Drug Impaired Driving

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

Safety Countermeasures

- Continue existing three and establish one new demonstration programs in FHWA designated Safety Focus Cities for Bicyclist and Pedestrian Safety supporting implementation of education and enforcement activities and evaluate effectiveness of NHTSA's *Pedestrian Enforcement Guide*.
- Conduct a demonstration project to enhance State driver licensing medical review processes and policies.
- Expand partnerships with organizations for delivery of continuing education to medical providers for counseling patients on driving fitness.
- Continue support for operation of a Driver Licensing and Medical Fitness to Drive on-line training and resource for State driver's license administrations and highway safety offices.
- Continue a demonstration program to increase motorcycle helmet use in one State without a mandatory motorcycle helmet use law for all riders.
- Continue a demonstration program to prevent and reduce impaired operation of motorcycles in one State.
- Continue support for operation of a web based traffic safety resource to assist communities with planning, implementing and evaluating data driven and effective traffic safety programs.

Occupant Protection:

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

Enforcement and Justice Services

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

Emergency Medical Services (EMS)

- Continue implementation of the National EMS Education Agenda.
- Implement a Culture of Safety strategy for EMS providers and their patients.
- Move toward data-driven EMS system development including continued development of Evidence-Based Guidelines for EMS.
- Begin implementation of the EMS Workforce Agenda for the Future to help ensure a stable EMS workforce throughout the Nation.
- Supporting national efforts to reduce barriers for civilian employment of transitioning military EMS personnel and veterans
- Beginning efforts to revisit the *EMS Agenda for the Future* and the *National Guidelines for the Field Triage of Trauma Patients*

National 911 Program

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

National EMS Information System (NEMSIS)

- Expand the National EMS Database to 50 States.

- Provide Technical Assistance Center services to State and local EMS agencies.
- Continue to assure NEMSIS meets Health Level 7 (HL7) standards for coordination with the Electronic Medical Record and integration with Health Information Exchanges
- Support a number of key analyses of NEMSIS data - demonstrating the value of these data for system development and countermeasure evaluation.
- Ensure the sustainability of NEMSIS by providing database security monitoring, periodic testing and documentation.
- Provide technical assistance for transition to NEMSIS Version 3.2 which will improve the system by including, relevant, consistent and current data elements and expand to 15 the number of States submitting Version 3.2 data to the National EMS Database

Highway Safety Research

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

- Conduct a series of critical research investigations to determine the effects of different policies related to marijuana the prevalence of drug-impaired driving in a selection of States, the effects of drug-impaired driving on serious crash risk, and a study on the different State policies related to marijuana control and driving safety.
- Develop and test an imputation model for exploring the scale of fatigued driving and its effects on safety, using available data resources to identify factors highly associated with fatigue-related crashes. Countermeasures will also be developed for high risk populations that include public safety personnel and other drivers exposed to shiftwork, and strategies for reaching high-risk populations will be developed.
- Longitudinal research on the development and use of reliable, accurate, and repeatable measures of pedestrian and bicyclist exposure will be conducted so that NHTSA and others can appropriately evaluate the effectiveness of traffic safety program initiatives.

Cooperative Research and Evaluation Program

- Identify and address new and emerging State safety issues and programs through this cooperative research and evaluation program with the States, using Sec. 402 drawdown, as noted in MAP-21 and continued in the proposed GROW AMERICA Act.

Behavioral International Program

- Implement a new intergovernmental agreement with the Government of India to provide technical assistance for the development of a lead Federal highway safety agency.
- Expand global road safety leadership utilizing existing forums including the United Nations Road Safety Collaboration and the United Nations Economic Commission of Europe Working Party 1 on Road Safety.

HIGHWAY SAFETY PROGRAMS**Impaired Driving**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$11,456,000	\$12,956,000	\$11,456,000	(\$1,500,000)

What Is The Program and Why Is It Necessary?

The Impaired Driving Program directly supports the Department and agency goals of reducing traffic crashes, fatalities and injuries by developing and demonstrating effective countermeasures to reduce the incidence of impaired driving, which accounts for a significant portion of the death, injury and property damage costs resulting from traffic crashes. Impaired driving is a complex issue, and NHTSA addresses it by developing a range of countermeasures that:

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

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

Nearly one-third of traffic fatalities each year occur in crashes that involve an impaired driver (in which a driver or motorcycle rider had a BAC, of .08 or greater). Approximately one-third of impaired driving offenders are subsequently re-arrested for impaired driving. Therefore, appropriate sentencing and supervision are critically important to reducing impaired driving incidents. However, according to Fatality Analysis Reporting System (FARS) data, the majority of impaired drivers involved in fatal crashes had not previously been convicted of impaired driving (during the last three years). Therefore, in addition to addressing recidivism, effective prevention and intervention strategies also are necessary. Since impaired driving systems are complex and involve many inter-related elements, States must consider a comprehensive and strategic approach to their countermeasure development and implementation.

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

NHTSA's 2015 enacted budget includes a one-time plus up of \$20,000,000. Of these funds NHTSA allotted \$1,500,000 to the Impaired Driving Program. The FY 2016 budget reflects a reduction of the \$1,500,000, which reflects a return to FY 2014 funding level.

In 2012, 10,336 people died in alcohol-impaired driving crashes. In 2013, 10,076 people died in alcohol-impaired driving crashes, a 2.5 percent decrease from 2012. Although the general trend of impaired driving fatalities has been declining along with the general declining trend in overall fatalities over the last several years, the percentage of traffic fatalities that involved an impaired driver has remained relatively constant. The development and demonstration of new approaches is necessary to make further progress in reducing the deaths and injuries that are caused by this crime.

In FY 2016, the Impaired Driving Program will develop and demonstrate further countermeasures to reduce the incidence of impaired driving. These efforts will include activities to:

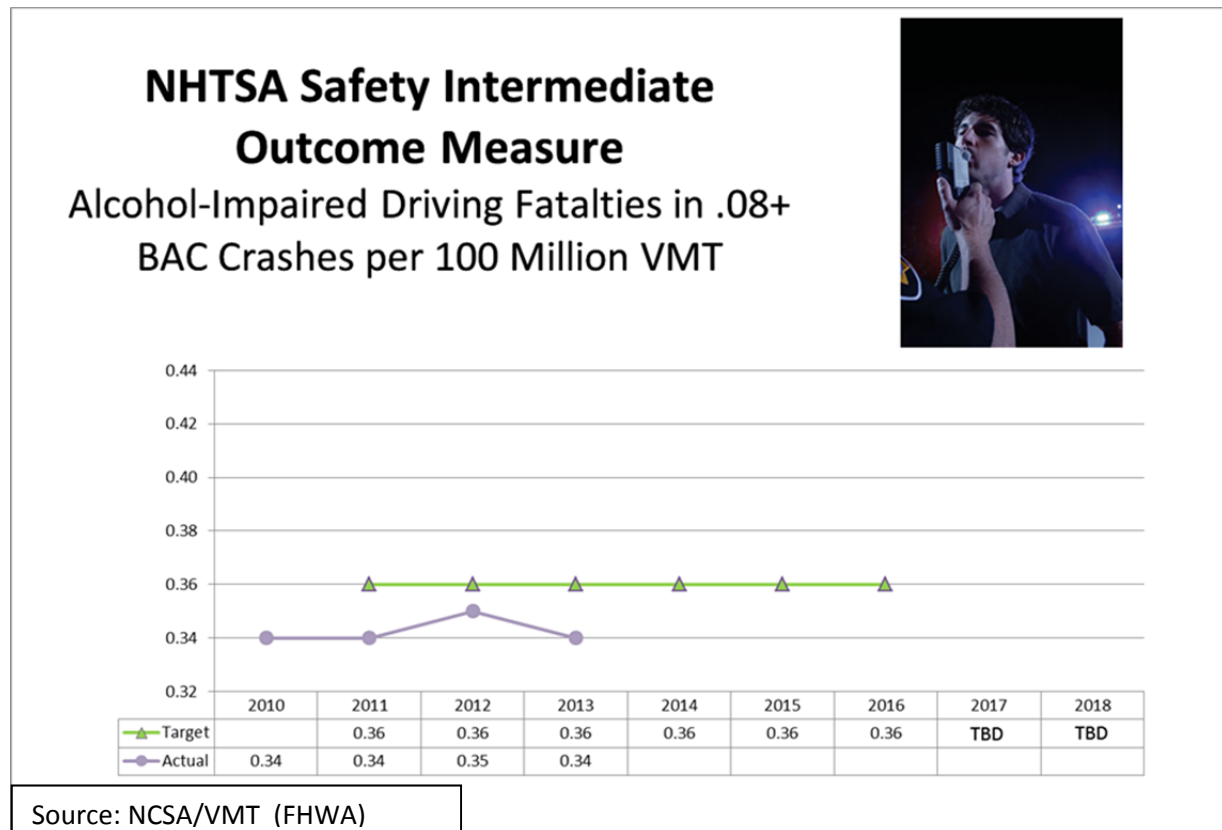
- Continue the demonstration project measuring the effectiveness of applying the problem orientated policing model to reduce impaired driving crashes. This will assist law enforcement agencies in moving towards a sustained enforcement model.
- Assist States in strengthening their ignition interlock programs through implementation of recommendations contained in the Model Guidelines for State Ignition Interlock Programs.
- Release and promote advanced training on impaired driving programs for State and community highway safety specialists on topics such as drug-impaired driving, enforcement techniques, ignition interlocks and no-refusal programs
- Work closely with NHTSA's Vehicle Safety Research activities on the development of in-vehicle technologies capable of passively detecting alcohol-impaired drivers and preventing vehicle operation. Such technologies could be very effective in reducing alcohol-impaired driving deaths when offered on a voluntary, market-driven basis.
- Provide technical assistance to States to increase the number of offenders using ignition interlocks.
- Provide training for medical professionals on the importance of and techniques for counseling patients on the risks associate with alcohol and other drugs and driving.
- Support Law Enforcement Liaisons, Traffic Safety Resource Prosecutors, and Judicial Outreach Liaisons to actively promote the use of high visibility enforcement, ignition interlocks, DWI courts, and proven sentencing and supervision practices, as part of a comprehensive approach to reducing impaired driving.

- Conduct a special study of 18 to 24 year old drivers involved in impaired driving crashes to learn of the circumstances surrounding the crashes to better enable the agency to develop effective programs to address the safety of this high risk group.

What Benefits Will Be Provided To The American Public Through This Request?

Over the past 40 years, a large body of evidence has demonstrated the effectiveness of impaired driving programs in reducing associated crashes, injuries, fatalities and/or recidivism. For example, high visibility enforcement of impaired driving laws has been shown to reduce alcohol-related crashes by as much as 20 percent. Use of ignition interlocks and referral of offenders to Driving While Intoxicated (DWI) courts have been shown to reduce recidivism.

A significant reduction in fatalities associated with alcohol-impaired driving crashes has occurred in the past 30 years. However, the 10,076 people killed in alcohol-impaired-driving crashes in 2013 reflect the critical need to continue and strengthen the Department’s impaired driving program. The benefit the American public receives through the impaired driving program is a reduction in motor vehicle crashes and associated deaths and injuries.



HIGHWAY SAFETY PROGRAMS**Drug Impaired Driving**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,488,000	\$1,488,000	\$1,488,000	\$0

What Is This Program And Why Is It Necessary?

The Drug Impaired Driving Program directly supports the Departmental and agency goals of reducing traffic crashes, fatalities and injuries through research, development and demonstration of effective countermeasures for reducing the incidence of drug impaired driving. The agency focuses on understanding the relationship between drug use and crash risk and on countermeasures such as stronger laws, training for law enforcement, prosecutors, judges and other criminal justice professionals, and public education. NHTSA will continue to maintain and operate a National Sobriety Testing Resource Center/DRE Data System to support the dissemination of impaired driving enforcement information, and provide a platform for the collection of Drug Evaluation and Classification program evaluation and toxicology data.

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

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

In FY 2016, the Drug Impaired Driving Program will continue to research, develop and demonstrate countermeasures to reduce the incidence of drug impaired driving. These efforts will include:

- Delivering training and education materials designed for law enforcement, other criminal justice professionals, community and other stakeholders on drugs and medications that can contribute to impaired driving.

- Delivering updated training to law enforcement in SFST, DRE and ARIDE.
- Increasing the number of Law Enforcement Liaisons (LELs) and State Judicial Outreach Liaisons (JOLs).
- Deliver updated training, education and technical assistance to prosecutors and judges through the network of Traffic Safety Resource Prosecutors (TSRPs), JOLs and national organizations that support criminal justice professionals.
- Publishing an annual report on evaluations of drug use by drivers performed by Drug Recognition Experts.
- Determine best communication techniques to use to heighten public awareness of the risks associated with medicinal and illicit drugs and driving , and the risks of driving while impaired by a combination of drugs (alcohol, illicit, prescription, and over-the-counter).

What Benefits Will Be Provided To The American Public Through This Request?

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

HIGHWAY SAFETY PROGRAMS**Safety Countermeasures**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$4,345,000	\$6,545,000	\$4,595,000	(\$1,950,000)

What is this Program and Why is it Necessary?

The Safety Countermeasures Program addresses a range of behavioral risks associated with pedestrians, bicyclists, motorcyclists, pupil transport, and older driver safety. Together, these populations comprise over 40 percent of traffic fatalities. Given the disparate nature of the populations and safety problems, the program employs a wide range of countermeasures. The agency develops and provides research, program materials and guidelines, State law information and many other resources to assist State and local community coordinators in the following areas:

- Pedestrians: www.nhtsa.gov/Pedestrians
- Bicycles: www.nhtsa.gov/Bicycles
- Motorcycles: www.nhtsa.gov/Safety/Motorcycles
- Pupil Transportation (including school buses): www.nhtsa.gov/School-Buses
- Older drivers: www.nhtsa.gov/Driving+Safety/Older+Drivers
- **Community Traffic Safety:** <http://www.nhtsa.gov/Driving+Safety/Community+Traffic+Safety>

Motor vehicle crashes with pedestrians, accounted for 14 percent of the total fatalities in 2013, and had been gradually increasing since a record 30 year low of 4,109 in 2009 to 4,818 deaths in 2012, then decreasing to 4,735 in 2013. In addition, motor vehicle crashes with bicyclists accounted for an additional 2.3 percent of the total traffic related deaths in 2013, and have been gradually increasing from a record 30 year low of 623 in 2010 to 743 deaths in 2013. Pedestrian and bicyclist fatalities can be reduced through behavioral initiatives including education and law enforcement.

Motorcyclist fatalities (rider/operator and passenger) accounted for 14 percent of traffic fatalities in 2013, and could be substantially reduced by improving critical safety behaviors such as reducing speeding and impaired riding, and increasing DOT-compliant motorcycle helmet use. Motorcyclist fatalities have increased in 12 of the past 14 years, from 2,897 in 2000 to 4,668 in 2013. Motorcycle riders had the highest percentage of alcohol impairment (BAC \geq 0.08) of any motor vehicle operator involved in fatal crashes in 2013 (27 percent for riders, 23 percent for car drivers, 21.3 percent for light truck drivers and 2 percent for large truck drivers).

In 2013, 5,671 people 65 and older were killed in motor vehicle traffic crashes, 17 percent of all traffic fatalities. In 2013, 14 percent of the total U.S. population was 65 and older. Older drivers have multiple vulnerabilities affecting safe driving that are amenable to improvement through counseling, family interventions and licensing controls. Since 2004, an average of 134 fatalities occurs in school transportation related crashes annually. Most of these fatalities (71 percent) were occupants of other vehicles involved in the crash. Non-occupants (pedestrians, bicyclists, etc.) accounted for 21 percent of these fatalities and 8 percent were occupants of a school transportation vehicle. School buses continue to be the safest mode of transportation for getting children back and forth to school.

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

NHTSA's 2015 enacted budget includes a one-time plus up of \$20,000,000. Of these funds NHTSA allotted \$2,200,000 to the Safety Countermeasure Program. The FY 2016 budget reflects a reduction of the \$1,950,000, which reflects a return to FY 2014 funding level (\$2,200,000) plus a request for a program increase of \$250,000.

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

Program	Title	Link
Pedestrians & Bicyclists	<i>Demonstration and Evaluation of the Heed the Speed Program</i>	http://www.nhtsa.gov/staticfiles/nti/pdf/811515.pdf
	<i>Review of Studies on Pedestrian and Bicyclist Safety, 1991 – 2007</i>	http://www.nhtsa.gov/staticfiles/nti/pdf/811614.pdf
	<i>High-Visibility Enforcement on Driver Compliance With Pedestrian Right of Way Laws</i>	http://www.nhtsa.gov/staticfiles/nti/pdf/811786.pdf
	<i>Literature Review on Vehicle Travel Speeds and Pedestrian Injuries</i>	http://www.nhtsa.gov/people/injury/research/pub/HS809012.html
Motorcycles	<i>The Effect of Sight Distance Training on the Visual Scanning of Motorcycle Riders: A Preliminary Look</i>	http://www.nhtsa.gov/staticfiles/nti/pdf/811689.pdf
	<i>Costs of Injuries Resulting from Motorcycle Crashes: A Literature Review</i>	http://www.nhtsa.gov/people/injury/pedbimot/motorcycle/MotorcycleHTML/index.html
	<i>Fatal Single Vehicle Motorcycle Crashes An Examination of Washington State's Vehicle Impoundment Law for Motorcycle Endorsements</i>	http://www-nrd.nhtsa.dot.gov/Pubs/809-360.pdf http://www.nhtsa.gov/staticfiles/nti/pdf/811696.pdf
Older Drivers	<i>Process and Outcomes Evaluation of Older Driver Screening Programs: The Assessment of Driving-Related Skills (ADReS) Older-Driver Screening Tool</i>	http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811113.pdf
	<i>A Compendium of Law Enforcement Older Driver Programs Driver Fitness Medical Guidelines</i>	http://www.nhtsa.gov/people/injury/olddrive/LawEnforcementOlderDriver03/introduction.htm http://www.nhtsa.gov/DOT/NHTSA/Traffic%20Injury%20Control/Articles/Associated%20Files/811210.pdf
	<i>Older Driver Program Five-Year Strategic Plan 2012-2017</i>	http://www.nhtsa.gov/staticfiles/nti/pdf/811432.pdf

In FY 2016, the Safety Countermeasures Program will continue to further safety and reduce traffic fatalities among pedestrians, bicyclists, motorcyclists, and older people. Specific efforts will include:

- Continuing to expand outreach and engage the medical community with on-line training programs on Older Driver Safety, targeting medical residents and other medical professionals to assist in counseling patients on driving fitness.
- Conducting a new demonstration project to further identify cost effective methods to enhance State driver licensing medical review processes and policies.
- Completing a demonstration project to promote helmet use among adults and increase observed helmet use in States without all-rider motorcycle helmet use laws.
- Completing a demonstration program to develop basic guidelines for deployment of effective High Visibility Enforcement of impaired motorcycle operation.
- Continue promoting adoption of updated Motorcycle Operator Licensing Manual and updated motorcycle operator licensing knowledge test by State driver's license administrations.
- Facilitating State motorcycle safety program technical assessments.
- Facilitating State pedestrian and bicycle safety program technical assessments.
- Conducting a demonstration program to develop a community based assessment of bicycle and pedestrian safe mobility for use by State Highway Safety Offices and Departments of Transportation.
- Conducting additional demonstration programs in coordination with FHWA involving FHWA identified Focus Cities for bicycle and pedestrian safety by supporting implementation of education and law enforcement components of a community's pedestrian safety action plan and evaluating utilization of the NHTSA *Pedestrian Enforcement Guide*.
- Developing and updating consumer information for internet access to address safety issues such as: distracted pedestrians and alcohol impaired pedestrians.
- Broadening educational offerings and resources on older driver safety issues to audiences of interest, including nurses, physicians, pharmacists, social service agencies, law enforcement, driver licensing and Area Agencies on Aging.
- Supporting operation and expansion of a Driver Licensing and Medical Fitness to Drive on-line training and resource for State driver's license administrations and highway safety offices.
- Supporting operation and expansion of an on-line Community Traffic Safety Resource to provide information and support to communities on traffic safety issues related to motorcyclist safety, bicyclist safety, pedestrian safety and older driver and pedestrian safety.

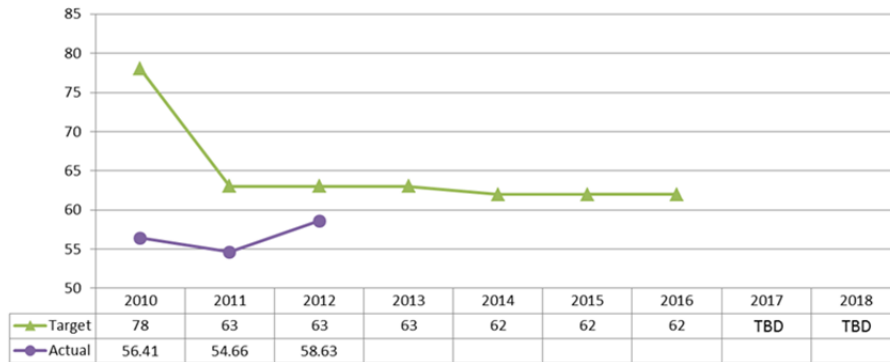
What benefits will be provided to the American Public through this request?

Continued investment in highway safety programs are proven to reduce traffic motor vehicle crashes and resulting injuries. Reduced crashes and injuries contribute to lives saved and

economic vitality by preventing unexpected costs associated with property damage and medical services. Quality of life is also enhanced. Increases in non-motorized transportation also contribute to improvement in the environment and individual health.

MOTORCYCLISTS

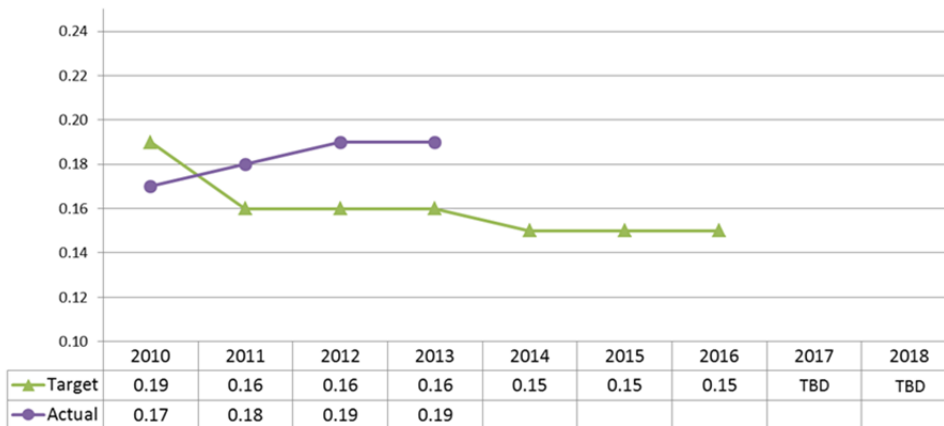
DOT Strategic Goal: Safety Motorcyclist Fatalities per 100,000 Motorcycle Registrations



Source: NCSA/Registration (FHWA)

Non-Occupants (Pedestrians & Bicyclists)

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



Source: NCSA/VMT (FHWA)

HIGHWAY SAFETY PROGRAMS**Occupant Protection**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$10,282,000	\$10,282,000	\$10,282,000	\$0

What is this Program and Why is it Necessary?

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

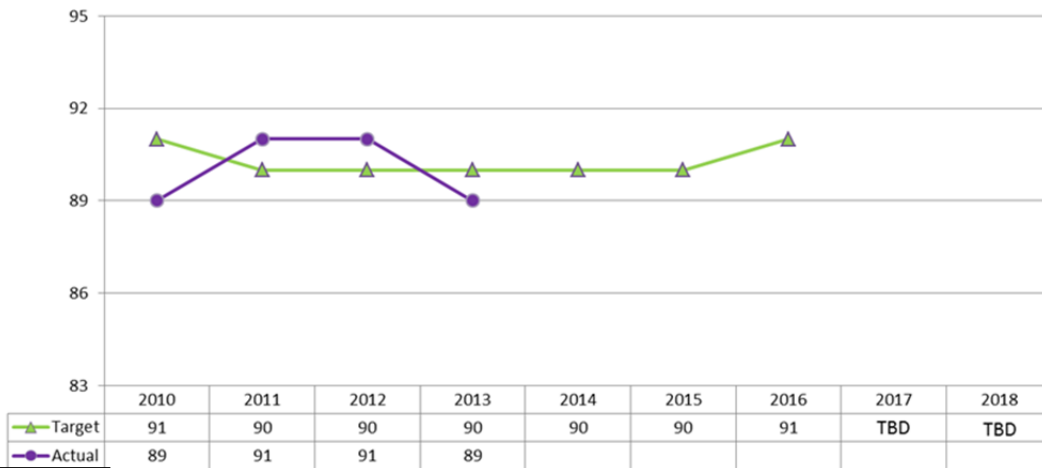
Wearing a seat belt is the single most effective means of saving lives and reducing injuries in crashes. Occupant restraint use has risen gradually for the past several years; however, belt use in serious crashes remains relatively low. In 2013, of those killed in crashes, 10,580 were known to be unrestrained. Seat belts saved 12,174 lives in 2012. An additional 3,031 lives would have been saved in 2012 if all unrestrained passenger vehicle occupants five and older involved in fatal crashes had worn their seat belts.

Why Do We Want/Need to Fund the Program at the Requested Level?

Objective evaluations have shown that education, laws and law enforcement programs have contributed to a steady increase in the national seat belt use rate, reaching 87 percent in 2013. These methods have also been effective in improving child restraint use. In 2013, nineteen States, had seat belt use rates at 90 percent or higher. The annual *Click It or Ticket* campaign has been evaluated repeatedly for over a decade and determined to be a critical factor behind annual increases in seat belt use across the country. Additionally, jurisdictions with stronger seat belt laws continue to exhibit higher use rates than those with weaker laws. A review of many scientifically rigorous studies by the Centers for Disease Control and Prevention documented the value of primary seat belt laws, and empirical evidence continues to confirm the benefit. Increased seat belt use is a significant contributor to reductions in overall traffic deaths and to lower fatality rates per vehicle mile travelled.

NHTSA Safety Intermediate Outcome Measure

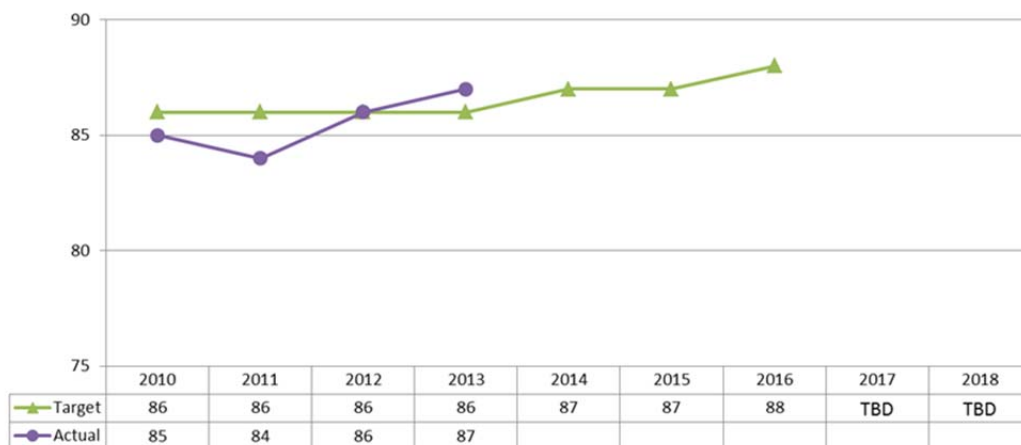
Percent of Child Restraint Use 0- through 7-Year Old



Source: NCSA

NHTSA Safety Intermediate Outcome Measure

Percentage of Front Seat Occupants Using Shoulder Harness Seat Belts



Source: NCSA

The Occupant Protection Program focuses on achieving further increases in overall seat belt and child restraint use and reducing unrestrained fatalities by supporting the enactment of primary seat belt laws, facilitating further adoption of high-visibility enforcement mobilizations, increasing and maintaining proper restraint use for children, and testing the potential of enhanced vehicle technologies to increase seat belt use.

Specifically, we request funds to:

- Continue the annual *Click It or Ticket* (CIOT) campaign emphasizing media and enforcement.
- Promote sustained seat belt and child safety seat enforcement throughout the year and utilize the CIOT campaign to support sustained enforcement efforts.
- Promote the safety benefits of conducting nighttime seat belt enforcement and further integrate nighttime seatbelt enforcement in the national CIOT campaign.
- Continue a test of using problem and community oriented policing models to increase community acceptance of seat belt enforcement and increase seat belt use.
- Initiate a test of new and innovative strategies (both enforcement and non-enforcement) for reaching seat belt non-users.
- Initiate development and test of a targeted program during non-enforcement periods in low seat belt use States to persuade residents to use seat belts, by appealing to residents' common attitudes, experiences and values regarding the importance of personal responsibility
- Identify States and locations with high rates of unrestrained fatalities and low seat belt use to develop strategies for improving performance. Develop and test technical assistance strategies to improve performance.
- Develop a comprehensive strategy to address rural areas with respect to seat belt use.
- Address low seat belt use in secondary law States by working collaboratively with law enforcement to identify strategies to enable enforcement of existing seat belt use laws complemented by a targeted initiative to reinforce the need to use seat belts.
- Work with NHTSA's Vehicle Safety Research office on the development and testing of occupant protection technologies such as seat belt reminder and interlock systems. Such technologies have the potential to be effective in increasing the use of seat belts among non-users and situational users.
- Support data collection and analysis efforts to provide more in-depth understanding of factors associated with seat belt non-use and situational use, and inform approaches to increase use.
- Identify and test strategies to address disparities in child passenger safety in minority communities and build capacity and infrastructure to support child passenger safety efforts for economically disadvantaged populations.

- Continue efforts to educate parents and caregivers about the correct choice of car restraints for children, correct use of car seats and booster seats, and the importance of registering car seats and booster seats.
- As part of an overall youth program, continue a national education campaign directed at 8- to 12-year-olds and their parents to emphasize the importance of proper seating position and seat belt use.

What benefits will be provided to the American Public through this request?

Wearing a seat belt is the single most effective means of saving lives and reducing injuries in vehicle crashes. Seat belt use prevents untold tragedy to American families and saves billions of dollars in medical expenses and lost productivity costs annually. Lap/shoulder belts reduce the risk of fatal injury to front-seat passenger vehicle occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.

From 1975 through 2012, seat belts have saved the lives of over 300,000 passenger vehicle occupants age 5 and older. Over this same time period, an estimated 10,174 lives were saved by child restraints. And these numbers do not reflect the injuries that have also been prevented or mitigated by the use of seat belts. Given the number of lives saved; injuries averted and mitigated; cost savings in terms of medical expenses and lost productivity; and pain, suffering, and other emotional savings, seat belt programs provide, and will continue to provide, a major benefit to the American public.

HIGHWAY SAFETY PROGRAMS**Enforcement and Justice Services**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$3,001,000	\$3,001,000	\$3,001,000	\$0

What is The Program and Why Is It Necessary?

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

www.nhtsa.gov/Driving+Safety/Enforcement+&+Justice+Services.

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

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

Funding at the requested level is necessary to sustain and support effective participation of law enforcement, prosecutors and judges in priority agency behavioral programs. Educating criminal justice professionals requires consistent effort due to emerging traffic safety issues and turnover among criminal justice personnel. This funding will mobilize a network of Law Enforcement Liaisons (LELs) to promote NHTSA priority programs and provide ongoing technical assistance at the community level. Included will be a range of new tools designed to facilitate the adoption of best practices by law enforcement and criminal justice professionals, and information sharing systems to efficiently and effectively deliver these tools. Specific examples of Law enforcement training tools to be revised include: the Standardized Field Sobriety Testing (SFST), Advanced

Roadside Impaired Driving Enforcement (ARIDE), and the Drug Recognition Expert (DRE) courses.

The DDACTS program will be enhanced by expanding the current network of subject matter experts (SMEs) at the State and local level and adding on-line training for LELs. Additionally, a refocused emphasis on speed will require updated tools, such as new analytic methods for identifying locations where speeding occurs, and materials for communicating the hazards associated with speed. New materials and approaches will be necessary to provide States and local jurisdictions with the most effective communication strategies and tools possible.

What Benefits Will Be Provided To The American Public Through This Request?

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

HIGHWAY SAFETY PROGRAMS

Emergency Medical Services

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$2,144,000	\$2,144,000	\$2,644,000	\$500,000

What is The Program and Why Is It Necessary?

The Office of Emergency Medical Services (OEMS) improves the safety of the Nation by assisting States and local areas develop data-driven and evidence-based emergency medical services which improve health outcomes from motor vehicle crashes and other health emergencies. After crashes occur, EMS remains the primary opportunity to **reduce motor vehicle mortality and morbidity**.



By collecting data, evaluating system performance, and fostering collaboration among EMS thought leaders and Federal agencies, NHTSA’s Office of EMS provides emergency medical leaders with the information they need to advance EMS systems and ensure efficient, effective responses to every emergency, every day. At the NHTSA Office of EMS, we: (a) collaborate with national organizations & Federal partners to provide EMS leaders with the information and tools they need to advance EMS systems, (b) foster consensus around strategies to promote more effective and efficient EMS systems, (c) lead projects of national significance to accelerate improvements in the national EMS system.

We manage the [National EMS Advisory Council](#) which, by law, provides advice to the Department of Transportation and to the [Federal Interagency Committee on Emergency Medical Services](#) (FICEMS). FICEMS is required by law to coordinate Federal EMS activities. We



provide a variety of resources for Federal, State, and local EMS organizations at www.EMS.gov.

To ensure that our programs impact EMS systems nationwide the OEMS works closely with the [National EMS Advisory Council](#), multiple national emergency medical services organizations and our Federal partners to identify strategic initiatives of national significance that will improve the consistency and quality of emergency medical



services. OEMS then develops and implements these strategies in collaboration with the Nation's many EMS stakeholders.

A well-functioning EMS system is essential to highway traffic safety and to the health of the Nation; it provides the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. The OEMS works with Federal partners and national EMS organizations to provide national leadership and support improvements to the EMS system.

Effective systems of emergency trauma care can improve survival from severe injuries by as much as 25 percent. Counties with coordinated systems for trauma care have been shown to have crash fatality rates as much as 50 percent lower than counties without trauma systems. Through NHTSA's leadership in developing and implementing the [National EMS Education Agenda for the Future: A Systems Approach](#), there has been [considerable progress](#) in moving the Nation toward more uniform EMS education, National EMS Certification and accreditation of paramedic education programs.

The OEMS extends the return on investment by pursuing strategic national initiatives that are endorsed and supported by the NEMSAC and national EMS organizations. These investments, combined with the enthusiastic implementation of a dedicated national EMS community, are a recipe for success in generating sustainable national EMS system improvements.

Expected FY 2016 Accomplishments:

- Develop, through the National Association of State EMS Officials, additional model legislation and regulations to assist State EMS offices in improving their EMS systems, in implementing the EMS Education Agenda and other activities.
- Complete an evidence-based guideline literature synthesis on a trauma-related topic to support the National Evidence Based Guidelines Process.
- Convene a national stakeholder meeting to address EMS patient, personnel and community priorities to ensure the health, safety and well-being of the EMS and 911 workforce and EMS patients based on NEMSAC recommendations.
- Complete an update of the *National EMS Education Agenda for the Future* based on NEMSAC recommendations.
- Develop, through the National Association of State EMS Officials, model procedures to promote more uniform licensing requirements for military EMS personnel and veterans transitioning into civilian EMS employment.
- Strengthen the resilience of EMS and 911 systems at the local, State and Federal levels by pilot-testing a mass casualty triage addendum to the National EMS Education Standards and Instructional Guidelines.

- Develop a curriculum to educate medical directors of EMS and 911 call centers about Advanced Automatic Collision Notification and promote use of telematics data to improve EMS response to motor vehicle crashes.
- Disseminate, through National Association of State EMS Officials, the National EMS Clinical Care Protocols for State-wide adoption to improve consistency of EMS care throughout the Nation.
- Implement, in coordination with Federal partners on the statutory Federal Interagency Committee on EMS (FICEMS), ten (10) of the thirty objectives of the [FICEMS strategic plan](#).
- Produce and publish at least three (3) NEMSAC reports with recommendations to DOT and FICEMS on key national EMS policy areas.

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

In FY 2016, the OEMS will continue activities to reduce death and disability from motor vehicle crashes and other health emergencies by providing national leadership and coordination to help implement data-driven and evidence-based emergency medical services and 911 systems. In FY 2016, the OEMS will do this by:

- Continuing to support the development of Evidence-based guidelines to improve the delivery of care by EMS providers
- Promoting efforts to establish a national vision for the gathering and utilization of EMS data
- Educating EMS and 911 call centers medical directors about Advanced Automatic Collision Notification and promoting use of telematics data to improve EMS response to motor vehicle crashes
- Beginning efforts, in coordination with Federal partners and national EMS organizations to revisit the *EMS Agenda for the Future*
- Taking steps to improve ambulance safety and the safety of emergency responders
- Initiating efforts to revise the *National Guidelines for the Field Triage of Trauma Patients* which helps to ensure that the right trauma patients are taken to the right medical facility in the right amount of time
- Providing technical assistance and support to State offices of emergency medical services in more uniform approaches to the development and regulation of EMS
- Continuing to support the implementation of the EMS Education Agenda for the Future, the National EMS Culture of Safety Strategy, and the National EMS Workforce Agenda for the Future – consistent with the recommendations of NEMSAC
- Supporting national efforts to reduce barriers for civilian employment of transitioning military EMS personnel and veterans.
- Providing staff and operational support for the FICEMS and NEMSAC

- Continuing coordination with Federal and national preparedness partners to strengthen the resilience of EMS and 911 systems at the local, State and Federal levels and supporting related efforts of the National Security Council staff.

What benefits will be provided to the American Public through this request?

Development of comprehensive, data-driven and evidence-based emergency medical services systems will help to ensure the American Public receives a consistently high quality of emergency medical care for automobile crashes or other emergencies everywhere in the Nation. This prompt, consistent care will help to reduce their discomfort and to increase their survival.

HIGHWAY SAFETY PROGRAMS

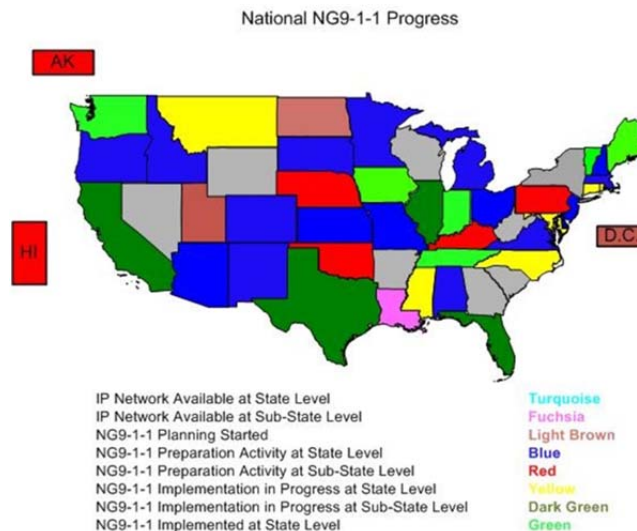
National 9-1-1 Program

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,250,000	\$1,250,000	\$2,750,000	\$1,500,000

What is this Program and Why is it Necessary?

The National 911 Program provides national leadership and coordination of comprehensive, data-driven and evidence-based Next Generation (NG) 911 systems to reduce fatalities and minimize injuries from motor vehicle crashes and other injuries. The program was created as a Federal point of coordination for activities among 911 stakeholders and to provide information that can be used by State and local 911 authorities to improve the 911 system. We work toward achieving these goals through collaboration with Federal agencies, national organizations, and 911 authorities at the State and local levels involved in emergency communications. We develop a variety of resources with their active involvement, including tools that can be used to plan and implement Next Generation (NG) 911.

The current 911 system is outdated and undergoing major transition. Its changing infrastructure will transform over 6,000 independently operated 911 Public Safety Answering Points (PSAPs) into one, interconnected system of over 6,000 components. Without national coordination, the Nation’s 911 system is likely to remain fragmented, and in many communities, unable to provide 911 service to citizens using advanced forms of personal communication. While States play a major role in deploying updated 911 technologies, national coordination is essential in achieving a fully integrated 911 system nationwide.



Resource: National Emergency Number Association - August 5, 2014

We use current funds to develop and distribute resources that have been identified by the 911 community as necessary and of utility in updating and operating local and State 911 systems. We actively involve 911 stakeholders in their development and distribution.

- Examples of resources include:
 - [Guidelines for State NG911 Legislative Language](#),
 - An online 911 legislation tracking database [An Online 911 Legislation Tracking Database](#),
 - A video explaining the benefits of NG911 [A video explaining the benefits of NG911](#),
 - A bimonthly webinar [Bimonthly Webinar](#) to provide information on Federal 911 activities and to share the experiences of early adopters of NG911 technology and
 - A compendium of NG911 standards [Compendium of NG911 Standards](#).

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

Americans rely on 911 as the single point of entry to call for emergency services. Congress established 911 as the National Emergency Number. It is estimated that there are over 240 million 911 calls each year with an increasing number made by cellular and Voice over Internet Protocol (VoIP) telephones as well as text messages.

In one study, after 911 service was implemented, call takers accurately identified twice as many victims of cardiac arrest compared to the time frame previous to 911 deployment. For many emergencies, the chance of survival depends on rapid response, treatment and transport – and citizen access to 911.

During FY 2016, the National 911 Program will support continued improvement of the 911 system to improve emergency response by:

- Continued operation of a national 911 Resource Center (<http://www.911.gov/resources.html>) to provide information and resources to State and local 911 agencies for their conversion to Next Generation 911 and comprehensive 911 system implementation.
- Maintaining and improving www.911.gov as the single portal for accessing information on Federal 911 activities.
- Supporting and promoting minimum training for 911 call takers and strategies for nationwide training implementation.
- Developing and distributing resources on topics (e.g. funding, cybersecurity) that will increase and enhance the ability of State and local 911 authorities to deploy optimal NG911 systems.

- Maintaining operation of the National 911 Profile Database and activities that enable submission of State 911 data to measure national progress towards full implementation of NG911.

What Benefits Will be Provided to the American Public Through this Request?

An updated 911 infrastructure will allow citizens to send text messages, video, photographs and other data to 911, and allow 911 to send this information to emergency responders – something that isn't possible now. The integration of 911 and emergency responder communication systems is essential to achieve seamless information transmission, and for the successful deployment of the National Public Safety Broadband Network.

An updated 911 infrastructure will also allow 911 PSAPs to transfer 911 calls to other PSAPs – important in cases of call overload or when a natural disaster damages 911 PSAPs – neither of which can be done today.

National coordination will facilitate consistency and uniformity among State and local 911 systems. Without this coordination the nation's 911 system is likely to remain fragmented and full implementation of a national NG911 system significantly delayed. In addition, people will not be able to use advanced personal communication devices to call 911 in many communities.

By fostering coordination and collaboration among Federal, State and local 911 stakeholders, cost sharing and cost saving is much more likely to occur.

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$3,000,000	\$1,500,000	\$1,500,000	\$0

What is this Program and Why is it Necessary?

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

NHTSA funds the [NEMSIS Technical Assistance Center](#) to provide critical assistance to States for submission of data to the National EMS Database and for initial data analysis to assess EMS response and patient care. The NEMSIS Technical Assistance Center helps to assure that additional States provide data to the National EMS Database and revises the NEMSIS Data Dictionary.

NEMSIS is the critical link in providing a data-driven, evidence based emergency medical services system that provides information that is valuable in obtaining patient outcomes from traffic injuries. It provides uniform information for EMS medical directors and administrators to improve the provision of emergency medical care to patients. NEMSIS also provides valuable prehospital information that will assist in the development of performance improvement tools and benchmarks for emergency medical services that will be developed in concert with the many national EMS organizations. NEMSIS also enhances research that is essential to support comprehensive, data-driven and evidence-based EMS and 911 systems. In the absence of NEMSIS, there would be no uniform method for collecting and analyzing EMS data to improve patient care, to improve system performance and to enhance research.

NEMSIS is a joint Federal, State, local and private venture. We provide the overall coordination, standards and technical assistance. Local EMS agencies, both private and governmental, purchase the software and collect the patient-side data. State EMS offices manage State EMS data systems including the aggregation of data from local EMS agencies within their jurisdiction, and report a subset of that data to the National EMS database. Information submitted to the National EMS Database is de-identified.

Expected FY 2016 Accomplishments:

- The NEMSIS Technical Assistance Center will increase to 48 the number of States that contribute data to the National EMS Database and will generate at least (4) national reports that provide a descriptive analysis of the national EMS system;
- NEMSIS Version 3.2 will become an American National Standards Institute (ANSI) approved standard which will enhance the ability to link NEMSIS data with other healthcare databases;
- Provide EMS subject matter expertise to at least three (3) community pilot projects demonstrating the integration of local NEMSIS-compliant electronic patient care reports with electronic health records and with health information exchanges to provide EMS with patient outcome information to aid with system improvements;
- Publish the second NEMSIS annual report providing descriptive national data for providers, policymakers, and the National EMS Advisory Council (NEMSAC);
- The NEMSIS Technical Assistance Center will achieve and maintain Federal Information Security Management Act (FISMA) compliance;
- Increase to 10 the number of States that contribute NEMSIS Version 3.2 data to the National EMS Database to further support system improvement by more robust data and enhance availability of motor vehicle crash-specific information.

Why Do We Want/Need to Fund the Program at the Requested Level?

During FY 2016, with the base funding level, we will continue to build on the accomplishments of FY 2015 through the following:

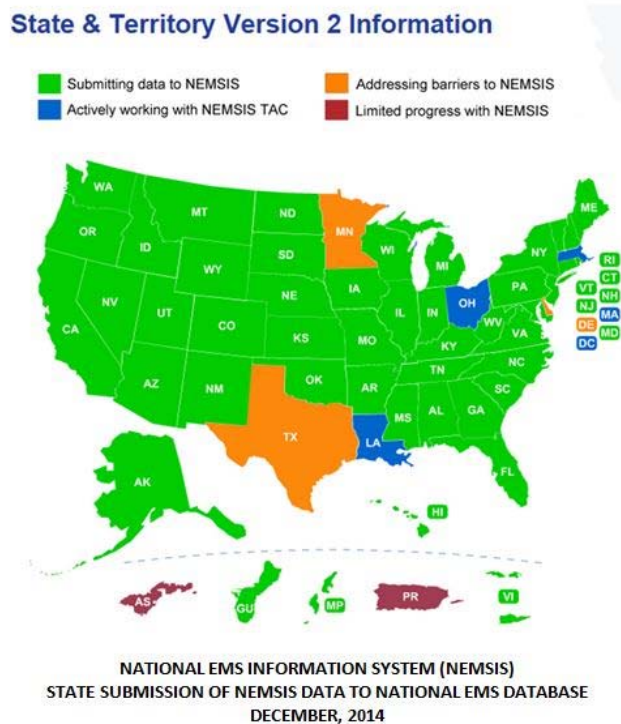
- continue the operation of the NEMSIS Technical Assistance Center including the continued expansion of the [National EMS Data Base](#),
- increase to 50 the number of States that contribute NEMSIS data to the [National EMS Data Base](#)
- continue to increase the percent of each State's EMS "runs" that are reported to the [National EMS Data Base](#)
- increase the quality of NEMSIS data collected
- continue efforts to integrate local NEMSIS-compliant electronic patient care reports with electronic health records and with health information exchanges
- provide technical assistance and support to State and local EMS agencies in their transition to NEMSIS Version 3.2 which will provide better, more robust data at local, State and national levels.
- increase to 15 the number of States that contribute NEMSIS Version 3.2 data to the National EMS database

- provide NEMSIS motor vehicle crash-specific data reporting templates to aid NHTSA Regional Offices, State Highway Safety Offices and State EMS offices in enhancing EMS system response to crashes

NHTSA will use these continued resources to fund the NEMSIS Technical Assistance Center which will facilitate the national coordination and implementation of the National EMS Information System. NEMSIS provides information on a local, State and national level that is essential to the improvement of the care of pre-hospital emergency patients including those injured in motor vehicles crashes.

Although NEMSIS is not mandatory, every State and territory has signed a Memorandum of Understanding acknowledging their support for NEMSIS. Researchers are using the national data on EMS responses and patient outcomes to support EMS system development and publishing articles in the peer-reviewed literature. Several States are linking NEMSIS data with State crash records, trauma registries and other in-hospital databases to improve systems of patient care.

States are voluntarily complying with NEMSIS and submitting data to the National EMS Database as shown in this map:



The NEMSIS continues to provide the underpinning of a data-driven and evidence based emergency medical services system.

What benefits will be provided to the American Public through this request?

The American Public will benefit from the implementation of a National EMS Information System because the information may be used:

- by the local medical director and EMS providers to help evaluate and improve the care provided to patients including those injured in motor vehicle crashes;
- by researchers to help improve the protocols that EMS providers use to guide the care provided to their patients including those injured in motor vehicle crashes;
- to help define performance measures and benchmarks that will help local and State officials improve EMS system performance;
- to guide new educational opportunities for EMS providers that will improve the emergency care they provide;
- to improve EMS systems preparation for disasters and major events and to enhance their resiliency.

HIGHWAY SAFETY PROGRAMS**Driver Licensing**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,002,000	\$1,002,000	\$1,002,000	\$0

What Is This Program and Why Is It Necessary?

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

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

Further, as research is being conducted on Automated Vehicle Technology, NHTSA will provide legislative, program, and administrative guidance to assist States in accommodating automated vehicle operation with regard to driver licensing, driver testing, and vehicle registration.

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

In FY 2016, the Driver Education and Teen Safety Program will focus resources on several key issues, including:

- Working with key stakeholders in the development of standards for on-line and overall delivery of driver education.
- Implementing the strategic plan for the future of driver education.
- Assessing State compliance with national standards for driver education program designed to increase alignment within the States' administrative oversight of driver education.

- Conducting driver education program assessments as requested by the States, and monitoring follow-up actions taken.
- Continuing demonstration projects to develop promising methods to enforce licensing restrictions of GDL and suspended drivers.
- Providing States with guidelines or recommendations to facilitate their accommodation of automated vehicle operation specifically with regard to driver licensing, driver testing, and vehicle registration.

What Benefits Will Be Provided To The American Public Through This Request?

Key components of State driver licensing and driver education programs have proven effective with a number of scientific evaluations showing GDL laws, in particular, to be effective in reducing young driver crashes. Further benefits will be realized by facilitating consistent State-to-State adoption of best practices for driver training and education and by determining the optimal approach for integrating driver education in an overall teen driver safety program.

By the States' adopting model laws and administrative procedures to address new vehicle technology, the motoring public will be assured a safe and efficient accommodation of new automated vehicle systems.

HIGHWAY SAFETY PROGRAMS**Highway Safety Research**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$5,091,000	\$5,091,000	\$20,341,000	\$15,250,000

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

What is this Program and Why is it Necessary?

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

We are proposing a series of new initiatives that will directly contribute to the Department’s strategic goals for safety for reductions in occupant and non-occupant fatalities. The following items are new initiatives in FY 2016:

- **Research on Drug-Impaired Driving** – NHTSA requests an additional \$10 million in FY 2016 to conduct research to improve the understanding of the magnitude of the drug-impaired driving problem so that States may appropriately scale and target countermeasure activities. The need for this information is especially urgent as additional States consider legalization of marijuana use. NHTSA will conduct research on serious injury crash risk associated with driver drug and alcohol use as well as the risk of involvement in selected crash types associated with driver drug and alcohol use. NHTSA will also examine the effect of key State policy differences on prevalence of marijuana use by drivers and will conduct a descriptive analysis of State policies to control the use of marijuana.
- **Driver Fatigue** – NHTSA requests an additional \$3 million in FY 2016 to initiate research to better understand and control the risks of driver fatigue. Topics within this

research agenda include development of an imputation model for estimating the scale of fatigue-related crashes, the development and testing of countermeasures for high risk public safety personnel, and the development and testing of countermeasures for high risk drivers. Through these studies, the agency will be able to address the potential for changes to shift operations and hours of service and for developing informational and persuasive approaches to shape community expectations related to driving while tired.

- **Pedestrian and Bicyclist Safety** – NHTSA requests an additional \$2 million in FY 2016 to improve the quality of program evaluations that are conducted in the pedestrian and bicyclist safety through the establishment of reliable, accurate, and repeatable measures of exposure for pedestrians and bicyclists. This work will complement work done at the Federal Highway Administration.
- **New Travel Authority** – New authority for allocating a portion of the Behavioral International program budget for program related travel. This new authority to allocate 25 percent of program funds for travel purposes would facilitate effective leadership in global road safety and permit limited opportunities to negotiate or deliver targeted international technical assistance without placing a burden on existing travel resources dedicated to program research and development activities conducted by Traffic Injury Control.

Justification for FTE:

In FY 2016, the Office of Behavioral Research is requesting five additional Behavioral Psychologists which is necessary to support and initiate new research activities in the pedestrian and bicycle, drug-impaired driving, and driver fatigue areas as explained below.

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

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

Improved traffic behaviors by drivers and other roadway users are critical to achieving further reductions in motor vehicle fatalities. Behavioral research is needed to provide evidence-based foundation for State and community traffic safety programs. Research is needed to identify more effective and efficient countermeasures for existing traffic risks such

as alcohol-- impaired driving, drugged driving, speeding and non-use of seat belts, and to develop new solutions for emerging problems such as pedestrian and bicyclist safety, fatigue and distracted driving.

During FY 2016, with the base funding level; the Highway Safety Research Program will continue to build on the accomplishments of FY 2015 through the following:

Impaired Driving

- Complete a study to identify strategies for improving the implementation of ignition interlock programs, complete an evaluation of transdermal alcohol monitoring devices, continue to support research on in-vehicle alcohol detection technologies and initiate a literature review on effective countermeasures to reduce underage drinking and driving.
- Continue an evaluation of a demonstration of the “Community Oriented Policing” model as applied to alcohol-impaired driving enforcement.

Drug Impaired Driving

- Initiate a study to assess the feasibility of developing a field test to detect drivers impaired by cannabis.
- In collaboration with NIDA, complete a study, using the National Advanced Driving Simulator (NADS), to determine the extent to which inhaled cannabis, alone or in combination with low levels of alcohol, has an impact on driving skills.
- Complete a study of the accuracy of on-site oral fluid drug detection devices for law enforcement use and assess the effect on law enforcement willingness to look beyond alcohol when investigating driver impairment.
- Conduct a series of critical research investigations to determine the effects of different policies related to marijuana the prevalence of drug-impaired driving in a selection of States, the effects of drug-impaired driving on serious crash risk, and a study on the different State policies related to marijuana control and driving safety.

Occupant Protection

- Continue research to demonstrate less resource intensive programs designed to maintain high usage rates.
- Continue to develop and test ways of institutionalizing educational techniques for informing how to inform the annual cohort of new parents on the appropriate selection and proper use of age/size appropriate restraint system for their children.
- Continue to evaluate a demonstration of the “Community Oriented Policing” model as applied to occupant protection enforcement.

Pedestrian and Bicycle Safety

- Initiate a study on the involvement of distraction in pedestrian crashes, develop a pedestrian and bicyclist countermeasure primer for highway safety professionals and

conduct a follow-up study of the long-term impacts of high visibility enforcement on driver compliance with pedestrian right-of-way laws.

- Longitudinal research on the development and use of reliable, accurate, and repeatable measures of pedestrian and bicyclist exposure will be conducted so that NHTSA and others can appropriately evaluate the effectiveness of traffic safety program initiatives.

Motorcycle Safety

- Continue a study that examines factors that may contribute toward higher motorcycle helmet use rates in some States without universal helmet laws; continue a naturalistic riding study designed to better understand motorcycle riding behavior, risk taking, and willingness to engage in unsafe riding behaviors; and develop a State of the Knowledge report regarding motorcycle safety.

Speeding

- Continue a study to determine the feasibility of using data from the SHRP2 Naturalistic Driving Data to better understand a number of questions related to speed-related behavior, including the relationship between speeding and crashes and near crashes.
- Initiate a new National Traffic Speeds Survey and initiate a naturalistic study that involves the instrumentation of roadways to identify real-world speed-related problems.

Older Drivers

- Complete a study on older driver pedal behaviors.
- Initiate research to assess the utility of backup warning systems (visual and radar) when used by older drivers.
- Continue research on older driver physical fitness and driving performance and mild cognitive impairment and driving ability.

Young and Novice Drivers

- Continue research on how to better integrate driver education with graduated driving licensing programs for novice drivers.
- Complete a field test of hazard perception training to determine whether it reduces subsequent crashes for novice drivers.

Distracted Driving

- Continue research on how to convince drivers of the risks of multitasking while driving
- Initiate research on ways to measure and mitigate the lack of attention to the driving task (e.g., mind wandering).

Driver Fatigue

- Develop and test an imputation model for exploring the scale of fatigued driving and its effects on safety, using available data resources to identify factors highly associated with fatigue-related crashes. Countermeasures will also be developed for high risk populations that include public safety personnel and other drivers exposed to shiftwork, and strategies for reaching high-risk populations will be developed.

EMS Research

- Initiate research to monitor and evaluate the adoption of evidence based guidelines currently under development that are designed to provide EMS systems with scientifically validated and more effective pre-hospital care to the American public.
- Initiate research into the scope and nature of the fatigue problem in delivery of EMS services, along with evidenced based guidelines on how to reduce the incidence of ambulance crashes and patient treatment errors in which fatigue played a role.

What Benefits will be provided to the American Public through this request?

Highway safety research provides the basis for designing, testing and implementing data-driven programs that have been demonstrated to reduce crashes, deaths and injuries and that save society millions of dollars that would otherwise be lost to the preventable costs of traffic crashes in America.

HIGHWAY SAFETY PROGRAMS**Behavior International Program**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$100,000	\$100,000	\$100,000	\$0

What is the Program and Why is it Necessary?

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

The Behavioral International Program establishes cooperative relationships with the agency’s traffic safety counterparts from other nations, providing the Department with opportunities to learn from the experience and research of those who address similar issues. With the increasing globalization of markets, emerging problems such as driver distraction and drugged driving have global effects. Through international connections, the Department is able to collect information about the nature of the traffic safety issues and the effectiveness of countermeasures deployed in other nations in order to utilize these insights in planning U.S. strategies. The Behavioral International Program also provides opportunities for international outreach and leadership.

Results from the Behavioral International Program are seen both in examples of international leadership and tangible global safety progress. Technical assistance being delivered to road safety leaders in India is facilitating the development of a testing and certification laboratory to support the adoption of breath alcohol measurement devices. Top-level officials from the India Ministry of Road Transport and Highways visited NHTSA in 2014 to begin bi-lateral discussions that will assist in the establishment of a lead Federal highway safety agency in India. The program’s leadership was also demonstrated in the 2012 Traffic Safety Data System Development Workshop conducted by NHTSA for representatives of more than 15 nations of the Asia Pacific Economic Cooperation. Examples of institutional achievement include a redirection of United Nations Economic Commission for Europe (UNECE) Working Party1 (WP.1), to include increased focus on coordinating global traffic safety behavior approaches and increased emphasis on assisting emerging nations. Critical future activities include the alignment of international driver licensing requirements related to autonomous vehicles to ensure continued reciprocity.

In FY 2016, expected accomplishments of the Behavioral International Program will include:

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

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

During FY 2016, with the base funding level; the Behavioral International Program will continue to build on the accomplishments of FY 2015 through the following:

- Expand global road safety leadership by utilizing existing forums including the United Nations Road Safety Collaboration and the United Nations Economic Commission of Europe Working Party 1 on Road Safety.
- Focus collaboration and technical assistance on global road safety opportunities with high potential, such as the Government of India, which have measureable safety concerns, are receptive to assistance, and have the ability to affect the safety of large numbers of road users.
- Implement a new intergovernmental agreement with the Government of India to provide technical assistance for the development of a lead Federal highway safety agency.

New Initiative:

For FY 2016, new authority is requested to allocate 25 percent of the Behavioral International budget to support program-related travel. A modest number of annual international trips are necessary to achieve the objectives of enhancing U.S. leadership in global road safety and providing targeted assistance to high-potential locations. Previously this limited travel, such as annual participation in UNECE Working Party 1 meetings and 2-3 trips per year to negotiate or deliver international technical assistance, has been supported with travel funds allocated to

Traffic Injury Control. New authority for the use of 25 percent of Behavioral International program funds would increase the effectiveness of the international program and relieve a burden on the Traffic Injury Control budget.

How Does This Program Benefit the American Public?

International leadership in road safety benefits the American public in several ways. Sharing U.S. experience and technical expertise with developing nations is first a humanitarian effort that can improve the quality of life of individuals around the globe, addressing the cause of more than 1.2 million deaths each year and the leading cause of death for young people worldwide. Global road safety leadership is also an effective means for international diplomacy and enhancing global community. In addition, U.S. efforts to improve global road safety can contribute to the adoption of common vehicle safety standards, driver licensing processes, and traffic codes, thereby facilitating international trade, travel, and international development.

HIGHWAY SAFETY PROGRAMS**National Driver Register**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$3,500,000	\$3,500,000	\$3,500,000	\$0

NOTE: These amounts do not reflect the NDR administrative expenses (\$1.575M), which are included under HS administrative expenses.

What Is This Program and Why Is It Necessary?

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

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

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

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

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

NHTSA is requesting \$3,535,000 in program funding to operate the NDR in FY 2016. This request is an increase of \$35,000 from FY 2015. With the requested level of funding, NDR will

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

What Benefits Will Be Provided to the American Public Through This Request?

The NDR process an average of 100 million transactions from State and Federal users in a year and identifies between 9 and 10 million probable problem drivers, many of who were convicted of driving under the influence of drugs or alcohol. From 2002 to 2013, State and Federal use of the NDR increased 103 percent for inquiry transactions to the NDR system. In the past five years the NDR processed 460,000,000 transactions for State and Federal customers. Continued efficient processing of transactions in the State Division of Motor Vehicles (DMV) offices often result in decreased wait times for driver license customers. The NDR is a mission critical system in NHTSA and currently contains 53 million pointer records in the system.

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

What Is the Request and What Funds Are Currently Spend on the Program?

FY 2016 - NCSA - BUDGET REQUEST

\$45,966,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 -2015
Traffic Records	\$1,650,000	\$1,650,000	\$2,000,000	\$350,000
Crash Data Collection*	\$32,150,063	\$29,650,063	\$41,166,000	\$11,515,937
Fatality Analysis Reporting System (FARS/FastFARS)*	\$0	\$0	\$0	\$0
National Automotive Sampling System (NASS)*	\$0	\$0	\$0	\$0
State Data Systems	\$0	\$0	\$0	\$0
Special Crash Investigations	\$0	\$0	\$0	\$0
Data Analysis	\$1,666,000	\$1,666,000	\$2,800,000	\$1,134,000
Total	\$35,466,063	\$32,966,063	\$45,966,000	\$12,999,937

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

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

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

In FY 2016 we are requesting \$45,966,000 for NCSA programs, which is \$12,999,937 more than the FY 2015 enacted funding level. Funding at this level will allow us to maintain our core programs and continue implementation of the new modernized data collection systems. Key initiatives include:

Traffic Records

- Provide additional technical resources for traffic records systems improvements by establishing “Go-Teams” to provide an in-depth analysis of a particular system chosen by the State.
- Update the *Traffic Records 101* on-line training course for State traffic records professionals and develop training for State executive policy-makers on how best to collect, manage, and use traffic records data.

Data Collection

Fatality Analysis Reporting System (FARS)/FastFARS

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

National Automotive Sampling Systems (NASS) General Estimates System (GES)

- Maintain the current ability to collect a nationally representative sample of police crash report data through 2015.
- Create analysis files and make the data available to the public.

State Data Systems (SDS)

- Process State data crash files from 35 States’ files to provide data sets containing police accident report (PAR) information to support NHTSA’s rulemaking, research, and evaluation programs such as the New Car Assessment Program (NCAP), backover crashes, and vehicle aggressiveness.
- Collect non-traffic data critical to understanding deaths and injuries in motor vehicle non-impact incidents and crashes that occur on non-public roads, driveways, parking lots, and other private areas.

Special Crash Investigations (SCI)

- Conduct on-site and remote crash investigations to identify unintended consequences of vehicle-related crashes or incidences, support potential recalls and other agency enforcement efforts and conduct countermeasures research.

Data Modernization

- Begin deployment of the consolidated IT investment that will support FARS and the replacement of NASS, the Crash Report Sampling System (CRSS) and Crash Investigation Sampling System (CISS),
- Deploy the new CRSS in calendar year 2016 with between 50-60 new sample sites and continue to develop additional system modernization and enhancements,
- Continue deployment of Phase 1 CISS sample sites, including gaining cooperation of local officials, establishing crash notification procedures, and pilot training new collection procedures for implementation..

Data Analysis

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,650,000	\$1,650,000	\$2,000,000	\$350,000

What Is This Program and Why Is It Necessary?

NHTSA's Traffic Records program provides technical assistance to the States for the improvement of State traffic safety information systems which consists of six systems: crash, driver, vehicle, roadway, citation/adjudication, and EMS/injury surveillance. These systems provide the data that NHTSA uses to administer its programs as a data-driven agency and feed NHTSA's modernized data systems. State traffic records are the source of safety data that feeds directly into the modernized data files created as a result of NHTSA's data modernization project.. State traffic records are also essential to the implementation and evaluation of State highway safety policies and programs. Additional information on our Traffic Records program can be found at <http://www.nhtsa.gov/Data/Traffic+Records>.

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

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

In FY 2016, the request for the Traffic Records program is \$2,000,000, which is \$350,000 more than the FY 2015 enacted funding level. This increase is requested to expand the success of the State traffic records assessment program, the State technical assistance Go Teams and the Crash Data Improvement Program (CDIP). This additional money will enable NCSA to assist up to 8 more States improve their traffic records data systems—quality data at the State level feeds directly into the modernized data systems at the national level.

Funding at this level will enable the Traffic Records program to accomplish the following:

- Provide technical support for 17 State traffic records systems assessments to enable those States to qualify for the Section 405 State Traffic Safety Information Systems Grants program to benchmark the current status of State traffic safety information systems and provide States with recommendations on ways to improve each of the six core systems.
- Continue a gap analysis of completed traffic records assessments to identify and report on trends in State traffic records systems.
- Deliver timely, useful technical assistance to State traffic records personnel seeking to improve their data systems by deploying technical assistance “GO Teams” to five States to that provide in-depth analysis of a particular issue as identified by the State.
- Initiate the Crash Data Improvement Program (CDIP) to assist States to improve the quality of their crash data and align their crash data with the Model Minimum Uniform Crash Criteria (MMUCC).
- Support States adoption of the National Information Exchange Model (NIEM) to integrate traffic records data using Information Exchange Package Documentation (IEPD for MMUCC and FARS/GES IEPD
- Update the Traffic Records 101 on line training course to provide technical training to State traffic records professionals.
- Deliver technical training for State executive policy-makers on how best to collect, manage and use traffic records data.
- Support the update of ICDMAP software to help integrate crash data and crash outcomes. ICDMAP, generate injury severity scores based on hospital discharge codes, needs to be updated to run on modern computer systems and to account for recent updates in hospital discharge codes. Support the Association of Traffic Records Information Professional’s (ATSIP) annual International Forum on Traffic Records and Highway Safety Information Systems, and host workshops and technical transfer sessions for State participants.

What Benefits Will Be Provided to the American Public Through This Request?

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$32,150,063	\$29,650,063	\$41,166,000	\$11,515,937

Note: In FY's 2014 & 2015, \$1.6M and \$0.5M, respectively, of the Crash Data Collection is funded from the Vehicle Safety account.

**Crash Data Collection is partially funded from the Vehicle Safety account, but the majority of the funding is provided for under the Highway Safety Research & Development Account.*

What Is This Program and Why Is It Necessary?

Safety is the Department of Transportation’s top priority. For NHTSA, this priority means reducing the human and economic cost of motor vehicle traffic crashes and other incidents involving motor vehicles. To accomplish this goal, sound science must be combined with quality data. Quality data are the backbone of everything NHTSA does, by providing the empirical information necessary for saving lives and reducing economic costs. Data are essential for both our behavioral and vehicle safety efforts. This program includes our current crash data collection efforts (FARS, NASS-GES, SDS and SCI) and phase in of the new Crash Investigation Sampling System (CISS) and the new Crash Report Sampling System (CRSS) that are part of our data modernization effort.

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

Current Data Collection Systems

Fatality Analysis Reporting System (FARS)/FastFARS

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

The FARS is the most referenced motor vehicle crash data system in the world. It is vital to NHTSA, the Department, the Congress, the States, and many others to determine and to track the results of public policy as well as specific programs and activities implemented to reduce fatalities on the Nation's highways. Data collected in FARS are used extensively to develop overall policies and priorities, shape and support regulations, and investigate defects. The latest technology is used to improve efficiency in data collection and improve the quality and quantity of data we collect. FARS is a unique data file that serves as a central source of national highway fatality data containing a standard set of data on each fatal crash. Recent uses include identifying crash avoidance safety needs as well as the evaluation of State grant programs. FARS provides the necessary data for the agency and Department strategic plans to track performance related to relevant performance metrics and goals.

National Automotive Sampling System General Estimates System (NASS GES)

The National Automotive Sampling System (NASS) General Estimates System (GES) is a data collection system that provides crash data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. The NASS GES will be replaced during this fiscal year by an updated sample system called the Crash Report Sampling System, which is described under the data modernization project.

State Data Systems

The State Data Systems is a compilation of data programs based on existing State data files or State crash reports. These include the State data crash files program and the Not-in-Traffic Surveillance (NiTS) program. The State data crash files program consists of data files collected from 34 individual State data systems and processed into standard formats to complement the crash data collected in our other systems. The Not-in-Traffic Surveillance (NiTS) program

collects non-traffic data on a pilot basis in response to provisions in SAFETEA-LU and the Cameron Gulbransen Kids Transportation Safety Act of 2007 (KT) Safety Act.

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

Special Crash Investigations

The Special Crash Investigations (SCI) program employs highly trained crash reconstructionists to perform in-depth investigations on specific motor vehicle crashes. The emphasis may change from year to year due to emerging issues that require quick responses. In addition, SCI remains the rapid response team for crashes that the Office of Defects Investigations requires for immediate research supporting potential recalls and other agency enforcement efforts. Information on our SCI program is available on our website at www.nhtsa.gov/SCI.

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

Data Modernization

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

Designed in the 1970s, the NASS Crashworthiness Data System was intended to have up to 75 data collection sites and collect data on all types of motor vehicles. However, over time the

program was limited to concentrate on passenger vehicle crashes that resulted in serious injuries in only 24 sites. At the same time, the data needs of the transportation community have increased and changed over the last three decades. In recent years, the transportation community has been increasingly more interested in adding data elements related to what happens before a crash and related crash avoidance safety countermeasures. However, many safety analysts still require information on the crashworthiness of vehicles. Recognizing the importance as well as the limitations of the current NASS system, NHTSA is undertaking this modernization effort. The modernization effort will include two new systems that will begin deployment in FY 2016: the Crash Report Sampling System and the Crash Investigation Sampling System.

Crash Report Sampling System (CRSS)

The Crash Report Sampling System (CRSS) is the sole source for standardized information on a national sample of police-reported traffic crashes of all severities. CRSS creates an annual file of uniformly coded crash report information that can be weighted to create nationally representative estimates of crashes and to track crash trends. This newly created system replaces the GES by collecting data in newly selected sites.

The CRSS is the sole source for trends on the number and severity of crash-related non-fatal injuries in the United States. The CRSS provides the necessary data for NHTSA's and the DOT's strategic plans as well as data for the metrics that are used to track performance of NHTSA's activities and contributions to Departmental goals.

Crash Investigation Sampling System (CISS)

The Crash Investigation Sampling System (CISS) is the sole source for nationally representative in-depth data on crashes resulting in at least one towed, passenger vehicle. The CISS uses highly trained crash investigators to perform detailed crash investigations. Comprehensive documentation of scene evidence, vehicle damage, crash avoidance technologies and thorough coding of all crash-related injuries from medical records is required for each case. CISS creates an annual file of standardized, crash report information on a national sample of police-reported traffic crashes. The CISS replaces the NASS Crashworthiness Data System and is being phased in over several years to ensure the highest quality data collection by trained investigators.

NHTSA and stakeholders, such as the automotive industry and safety researchers, use the data to quantify the relationship between occupants and vehicles in the real-world crash environment as well as crash avoidance technologies. These data provide the foundation for a comprehensive understanding of the relationship between vehicle crash severity and occupant injury, which are then utilized to initiate, develop, and evaluate effective countermeasures.

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

In FY 2016, NHTSA is requesting a total of \$41,666,000 for crash data collection (\$41,166,000 from the Highway Safety program and \$500,000 from the Vehicle Safety program) to sustain our crash data collection efforts (FARS, NASS-GES, SDS and SCI) and to continue phasing in the new modernized systems (CISS and CRSS). The Crash Data Collection budget is requesting an increase to maintain our standing as the world leader in motor vehicle safety data. The increase directly supports NHTSA's data modernization effort to continue to phase in additional sites of our new sampling systems, CRSS and CISS in response to data users increased and changing needs for more relevant data. Although the \$25 million provided in FY 2012 was essential for the planning and development of the modernized data systems, additional funding is absolutely necessary to implement the new systems.

In FY 2016, the basic operation of the FARS/FastFARS program requires coordination with the Data Modernization Project to sustain the current levels of operations in the State cooperative agreements, timeliness and quality of data. When combined with the Data Modernization Project, the FARS/FastFARS Program will continue to:

- Perform a census of all fatal motor vehicle traffic crashes occurring in the 50 States, the District of Columbia, and Puerto Rico.
- Create a 2014 final file and a 2015 preliminary file.
- Provide the FastFARS data for quarterly and annual projections of motor vehicle traffic fatalities.
- Continue to improve data collection methods, data quality and timeliness for dissemination to decision-makers.

In FY 2016, the NASS GES program will close out the calendar 2015 crash data, providing data for internal and external analysis for the development and evaluation countermeasures. Efforts in FY 2016 include the following:

- Create a file for analysis and make the data in the 2015 annual file available to the public,
- Phase out the old GES by ceasing to collect data in the old sites and closing down these sites to make way for the new CRSS.

The State Data System program will provide valuable information for analyses and data collection programs that directly support NHTSA's mission. These efforts will include:

- Continue collecting and processing data annually from 34 State data crash files.
- Continue gathering available information about non-traffic crashes and non-crash motor vehicle incidents.

The SCI program will continue to perform in-depth investigations on approximately 100 cases across the country through three investigation teams. The expected emphasis areas include:

- Expanded support to the Office of Defects Investigation's early detection of alleged or potential vehicle defects, and;
- New and rapidly changing technologies in crash avoidance technologies, advanced occupant protection, alternative fuel vehicle crashworthiness, rollover injury and ejection mitigation, school bus occupant protection, heavy vehicle crashworthiness, motorcoach crashes, motorcycle helmets, the performance of child safety seats equipped with Lower Anchors and Tethers for Children (LATCH) and injuries involving children in and around motor vehicles.

FY 2016 will be another critical implementation year for the Data Modernization Project. Using the FY 2012 Data Modernization dedicated funding and data collection requested funds, NHTSA will undertake the following modernization activities:

- Begin closing down the two existing IT legacy investments used to support FARS and NASS,
- Begin deployment of the consolidated IT investment that will support FARS and the replacement of NASS, the Crash Report Sampling System (CRSS) and Crash Investigation Sampling System (CISS),
- Deploy the new CRSS in calendar year 2016 with 60 newly selected sample sites and develop plans for additional enhancements,
- Continue to establish new sample sites for CISS, including gaining cooperation of local officials, establishing crash notification procedures, pilot training new collection procedures for implementation, and hiring and training the new field investigators to operate between 32 and 40 sites in calendar year 2017,
- Finalize development of statistical procedures to estimate the variance and standard error in the new CRSS and CISS samples.
- Begin deployment of modernized data products and services that enable new analysis capabilities for the modernized systems

Justification for Additional FTEs:

In FY 2016 NCSA is requesting 1.0 additional FTE funded through Highway Safety Research and Development for a crash investigator and a program analyst to support implementation and operation of the data modernization project including one crash investigator to support the new Crash Investigation Sampling System and one program analyst to support the new Crash Reporting Sampling System.

What Benefits Will Be Provided to the American Public Through This Request?

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

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

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

NHTSA utilizes the in-depth crash investigations data from the SCI Program to support to the Office of Defects Investigation's early detection of alleged or potential vehicle defects and investigate emerging issues such as crashes involving backover, rollover, ejection mitigation systems, event data recorders, and motorcoaches to support recent rulemaking activities.



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

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

The cornerstone of the detailed investigations and a major component of our data modernization effort is the Crash Investigation Sampling System (CISS). The CISS is a data collection system that provides crash data on a nationally representative sample of police-reported motor vehicle crashes and related injuries. CISS's nationally representative injury and fatal crash data are studied by researchers around the world and utilized by NHTSA for implementing and evaluating almost every motor vehicle safety standard that has been created to reduce crash consequences. The data are used to

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$1,666,000	\$1,666,000	\$2,800,000	\$1,134,000

What Is This Program and Why Is It Necessary?

The Data Analysis program is the foundation that provides critical information and analytical and statistical services to all our program areas and to the overall traffic safety community. With the new modernized data systems being deployed this year, analysis must keep pace with the changing data environment. Additionally, this program disseminates traffic safety data to the public through a broad spectrum of media. The program's published reports are used by government agencies (Federal, State, local and international), research institutions, motor vehicle manufacturers, safety groups, international highway safety advocates and the general public to improve traffic safety. The program provides data and analysis in the development of DOT's and NHTSA's strategic plans and promotes cross-modal data-driven approaches to resolving roadway safety issues. The program provides much needed expertise to all the data users by sharing their in-depth technical knowledge. Data and analytical support are also provided to the States in tracking their highway safety performance targets as well as for the States to apply for the grant programs.

We rely on data to build, develop, and improve our vehicle and behavioral safety programs and to measure their performance. The Data Analysis program produces critical annual traffic safety publications, conducts research on specific highway safety topics and reports on those investigations, and provides data and statistical analysis to external customers and our own programs. The Data Analysis program also provides the analytical support in the agency for its strategic planning, rulemaking and defects investigation efforts and will expand its supporting activities in vehicle electronics analysis. The program provides data to the public by making it available, accessible and transparent in support of the administration's open government initiative through NHTSA's website and www.safety.data.gov and www.data.gov.

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

In FY 2016 NHTSA is requesting a total of \$2,800,000 for the Data Analysis program, which is an increase of \$1,134,000 from FY 2015 enacted funding level. The funding will enable the program to accomplish the following:

- Provide quarterly estimates of fatalities for CY 2015 and CY 2016.

- Support and respond to internal and external requests for data and analysis.
- Provide analytical and data support in the Department's distracted driving initiative and in the Department's new Pedestrian and bicyclist safety initiative.
- Produce the Annual Assessment of Motor Vehicle Traffic Crashes including the Traffic Safety Facts Annual Report and the 16 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics that are used to track performance of NHTSA's activities and contribution to Departmental goals.
- Provide data and analytical support in DOT and NHTSA strategic plans.
- Provide expert statistical analysis to internal and external customers in a broad range of statistical and traffic safety areas, such as alcohol-impaired driving occupant protection drug driving, motorcycle safety and other areas of interest.
- Conduct statistical and data analysis to support agency's vehicle and behavioral safety programs, defects investigation and emerging issues.
- Enhance data dissemination procedures to improve the distribution of timely traffic safety information for program reviews and State grants by NHTSA and FHWA.
- Provide estimates of benefits in terms of lives saved by belts, air bags, minimum drinking age law, child safety seats and motorcycle helmets.
- Provide statistical and survey data expertise towards NHTSA's Data Modernization effort and other data collection initiatives.
- Conduct sample designs for special studies to expend the new modernized Crash Data systems.
- Update and maintain the State and Traffic Safety Information (STSI) portal.
- Conduct Geo-spatial analysis to support the Data Driven Approaches to Crime and Traffic (DDACTS) program, Advanced Automatic Collision Notification (AACN) Research project and other location based analyses.
- Evaluate and prototype innovative web-based reporting technologies and methods to provide timely and easier access to NHTSA's vast crash resources.
- The additional funding for the Data Analysis program will directly support NHTSA's data modernization efforts by enhancing NHTSA's data analysis service for all of NHTSA and the general public: Develop and deploy new analytics and data dissemination technologies and methods to provide timely access to NHTSA's vast crash data resources especially to accommodate increased data needs during certain situations (safety recalls, consumer advisories, etc.).
- Acquire resources to design and deploy data dissemination protocols to enhance the quality and timeliness of data and analytic products, especially data from the modernized data collection system in an easier way to customers.
- Support and respond to increasing number of internal and external requests for data and analysis based on specific areas of interest.

What Benefits Will Be Provided to the American Public Through This Request?

Vehicle and behavioral safety programs are evaluated for effectiveness using crash data. The annual safety data release and publications provide the foundation to the mission-critical work on highway safety. The Data Analysis program provides the annual performance targets for DOT and NHTSA based on historical data analysis. Data and analytical expertise required for the States towards their new performance targets are also provided. Without the Data Analysis program, NHTSA, DOT, States and the larger highway safety community would not be able to effectively carry out their current programs or modify their programs based on data analysis. The expertise and support from the Data Analysis program enables the States to make inroads in highway safety to continue to see declines in fatalities, injuries and the economic toll from motor vehicle crashes.

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT**ADMINISTRATIVE
EXPENSES**

The FY 2016 budget request includes a total budget of \$152,000,000 and 191 FTE. Of this amount \$43,511,000 is for administrative expenses, which is an increase of \$886,063 above FY 2015. The net increase is due to 1.3 percent proposed raise and 9 new FTEs.

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

**NHTSA
FY 2016 HIGHWAY SAFETY ADMINISTRATIVE EXPENSES**

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	FY 2016 vs FY 2015 Change
Salaries and Benefits	\$26,146,995	25,870,917	\$28,963,000	\$3,092,083
Travel	505,515	505,515	506,000	\$485
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	7,305,476	7,305,476	7,306,000	\$524
Printing	-	-	-	-
Other Services	6,336,576	6,612,654	5,520,000	(\$1,092,654)
Supplies	1,080,375	10,380,375	1,080,000	(\$9,300,375)
Equipment	-	-	-	-
Unallocated	-	-	-	\$0
Total Administrative Expenses	\$41,374,937	\$50,674,937	\$43,375,000	(\$7,299,937)
FTE (includes indirect FTE)	178	178	187	9
Reimbursable FTE*	4	2	0	-

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

This FY 2016 budget request for other services also includes \$779,000 for program evaluation, which supports Executive Orders 12866 and 13563, which is \$200,000 more than the FY 2015 enacted funding level. Executive Order 12866 requires Federal agencies to evaluate the costs and benefits of proposed and final rules in Regulatory Impact Analyses. Executive Order 13563 requires the agency to periodically review its existing significant regulations to determine whether any such regulations should be modified, streamlined, expanded, or repealed. These funds provide cost estimates for many of our new rules and keep our standards current with ever changing technology.

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

Description	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request
Obligations by Program Activity			
Section 402 Formula Grants	234,885,616	235,000,000	241,146,351
Section 406 Safety Belt Performance (2-year limitation)	-	-	-
Section 406 Safety Belt Performance NASS Modernization (no-year)	4,094,800	-	-
Section 406 Safety Belt Performance (2-year limitation) 2011/2012	-	-	-
Section 408 State Traffic Info. System Improvements	-	-	-
Section 410 Impaired Driving Countermeasures	-	-	-
Section 2009 High Visibility Enforcement Program	28,721,968	29,000,000	29,000,000
Section 2010 Motorcyclist Safety	-	-	-
Section 2011 Child Safety and Booster Seat Grants	-	-	-
Section 405 Occupant Protection Grants	-	43,520,000	44,592,484
Section 405 State Traffic Safety Information Systems Grants	58,947,148	39,440,000	40,412,438
Section 405 Impaired Driving Countermeasures Grants	53,420,849	142,800,000	146,319,585
Section 405 Distracted Driving Grants	142,800,000	23,120,000	23,690,256
Section 405 Motorcyclist Safety Grants	7,312,000	4,080,000	4,181,045
Section 405 State Graduated Driver Licensing Laws	4,080,000	13,600,000	13,935,151
Section 403h In-Vehicle Alcohol Detection Device Research	5,440,000	5,440,000	5,574,060
Administrative Expenses - Chapter 4 of Title 23	24,178,006	25,500,000	28,148,630
NHTSA Sec 154/164 Penalties to 402 Program - Flex Transfers	100,378,609	-	-
Total Direct Obligations	664,258,996	561,500,000	577,000,000
Reimbursable Program	-	-	-
Total New Obligations	664,258,996	561,500,000	577,000,000
Budgetary Resources			
Unobligated balance available, start of year	188,166,253	187,715,420	188,715,420
<i>Adjustments to unobligated bal</i>			
Adjustments to unobligated balance, October 1			
Recoveries of prior year unpaid obligations	1,265,232	-	-
Anticipated Recoveries of prior-year unpaid obligations (unobligated balances) (+ or -)	-	1,000,000	1,000,000
Unobligated balance available (total)	189,431,485	188,715,420	189,715,420
Budget Authority			
Appropriations (disc):			
Appropriation (trust fund)(disc.)	561,500,000	561,500,000	577,000,000
<i>Adjustments to appropriations (disc.)</i>			
<i>Transferred from other accounts (appropriations (+)</i>	239,343,098	-	-
Portion applied to liquidate contract authority (-)	(800,843,098)	(561,500,000)	(577,000,000)
Appropriation (disc.) (total)	-	-	-
Contract Authority (mand.)			
Contract Authority (mand.)	561,500,000	561,500,000	577,000,000
Transferred to other accounts	-	-	-
Transferred from other accounts	100,378,609	-	-
Unobligated balances permanently reduced	-	-	-
Collected (disc) (cash) (unexpired only)	-	-	-
Contract authority (mand.) total	661,878,609	561,500,000	577,000,000
Total budgetary resources available	851,310,094	750,215,420	766,715,420
Change in Obligated Balance			
Obligated balance, brought forward, Oct 1: (gross)	885,191,624	914,008,698	790,507,880
Obligations incurred, unexpired accounts	663,594,674	561,500,000	577,000,000
Outlays (gross)	(633,512,369)	(684,000,818)	(679,561,880)
Recoveries of prior year unpaid obligations, unexpired	(1,265,232)	(1,000,000)	(1,000,000)
Unpaid obligated balance, end of year (gross)	914,008,697	790,507,880	686,946,001
Outlays (gross), detail			
Outlays from new discretionary authority	131,119,380	230,215,000	236,570,000
Outlays from discretionary balances	502,392,989	453,785,818	442,991,800
Federal sources	-	-	-
Total outlays (gross)	633,512,369	684,000,818	679,561,800

**HIGHWAY TRAFFIC SAFETY GRANTS
OBJECT CLASS SCHEDULE**

Description	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request
Direct Obligations			
Personnel Compensation			
Full-time permanent	8,531,597	10,253,782	11,136,496
Other than full-time permanent	106,472	139,897	74,899
Other personnel compensation	162,020	249,252	199,513
Total personnel compensation	8,800,089	10,642,931	11,410,908
Civilian personnel benefits	2,493,440	2,583,638	2,884,251
Travel and Transportation of Persons	263,589	376,875	376,875
Transportation of things	-	-	-
Rental payments to GSA	309,348	427,544	427,544
Communications, utilities, and miscellaneous charges	1,113,227	-	-
Printing and reproduction	-	-	-
Other services	39,699,174	40,469,012	42,049,422
Research and development contracts	-	-	-
Supplies and materials	35,000	-	-
Equipment	186,106	-	-
Grants and subsidies	610,694,701	507,000,000	519,851,000
Total new obligations	663,594,674	561,500,000	577,000,000

EXHIBIT III-1

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

	FY 2014 ACTUAL	FY 2015 ENACTED	FY 2016 REQUEST	FY 2016 - FY 2015 CHANGE
Section 402 Formula Grant Program	\$ 235,000	\$ 235,000	\$ 241,146	\$ 6,146
Section 2009 High Visibility Enforcement	29,000	29,000	29,000	\$ -
Section 405 National Priority Safety Programs*	272,000	272,000	278,705	278,705
<i>Section 405 Occupant Protection Grants</i>	43,520	43,520	44,592	1,072
<i>Section 405 State Traffic Safety Information System Grants</i>	39,440	39,440	40,412	972
<i>Section 405 Impaired Driving Countermeasures Grants</i>	142,800	142,800	146,320	3,520
<i>Section 405 Distracted Driving Grants</i>	23,120	23,120	23,690	570
<i>Section 405 Motorcyclist Safety Grants</i>	4,080	4,080	4,181	101
<i>Section 405 State Graduated Driver Licensing Laws</i>	13,600	13,600	13,935	335
<i>Section 403h In-Vehicle Alcohol Detection Device Research*</i>	5,440	5,440	5,574	134
Grant Administrative Expenses	25,500	25,500	28,149	2,649
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS (TF)	\$ 561,500	\$ 561,500	\$ 577,000	\$ 15,500

FTE's:

Direct Funded	91	91	98	7
Reimbursable, allocated, other	-	-	-	-

Note: Totals may not add due to rounding.

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

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

EXHIBIT III - 1a

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2015 TO FY 2016
Appropriations, Obligation Limitations, Contract Authority, and Exempt Obligations**

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

ITEM	Change from FY 2015 to FY 2016 FTEs by Program	Change from FY 2015 to FY 2016 FTEs by Program
Highway Safety Grants Base	561,500	91
Adjustments to Base		
FY 2016 #FTE Per Program Change	91	7
Annualization of FY 2015 Pay Raise	37	
Annualization of FY 2015 FTE	-	-
FY 2016 Pay Raise	111	
GSA Rent	0	
WCF	(957)	
Inflation	-	
Program Increases/Decreases	3,457	
Other Services	-	
Unallocated	-	
Subtotal, Adjustment to Base	2,650	7
Program Increases/Decreases	12,850	-
Total Net Increases/Decreases	15,500	7
FY 2016 REQUEST	577,000	98

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance Statement

The NHTSA Highway Safety Grant programs are the foundation for NHTSA's national priority safety programs implemented in the States. Using performance measurement methodology, States identify emerging highway safety program problems and direct programs and resources where to the most promising countermeasures to save lives and prevent injuries. The 2016 Budget is developed with the expectation that the proposed GROW AMERICA Act will be passed. Consistent with MAP-21, several of the grant programs have been restructured to provide States with resources to improve highway traffic safety for all road users. As of 2012, pedestrian fatalities have increased for the last three consecutive years, while bicycle fatalities increased for two years. To address these trends, the Secretary and NHTSA proposes to expand efforts on pedestrian and bicycle safety, including financial support for related State efforts on education, training, and enforcement. NHTSA will increase efforts to improve older driver safety, teen safety, motorcycle cycle and lifesaving response to crashes through the Emergency Management Services. NHTSA has seen examples of more lives lost when grant resources dedicated to occupant protection and other priority safety programs have been decreased in States such as one State where a reduction in occupant protection enforcement campaigns resulted in more fatalities. It is imperative that NHTSA continue to fund cornerstone safety programs such as, occupant protection and impaired driving, while also having the flexibility of funding new and emerging highway safety problems. Any funds available before the last day of any fiscal year may be reallocated from Sec. 405 subsections to Sec. 402 and/or Sec. 405 subsections. A total of \$577,000,000 is proposed for NHTSA's Highway Traffic Safety Grants in FY 2016.

FY 2016 – Highway Traffic Safety Grants \$577,000,000

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
Program Activity	536,000,000	536,000,000	548,851,370	12,851,370
Administrative Expenses	25,500,000	25,500,000	28,148,630	2,648,630
Total	\$561,500,000	\$561,500,000	\$577,000,000	\$15,500,000

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

The State and Community Highway Safety formula grant program is the backbone of State highway safety programs. These grants directly support the Department's safety goals by providing flexibility to States to address highway safety problems. States can use these grants

for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; driver distraction; drowsy driving; and other safety countermeasures to address problems documented in States' highway safety plan.

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

Section 405, National Priority Safety Programs includes mission-critical traffic safety grants, as outlined in the subsections below.

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

The grant program includes a number of eligibility criteria, including encouraging development of comprehensive Statewide occupant protection strategic plans and of countermeasures focusing on rural and nighttime belt use, two particularly significant occupant protection issues. The program maintains the criteria of enacting and enforcing a primary seat belt law. Also, the performance based program provides States that have achieved high belt use rates significant flexibility on how to expend grant funds. With observed national seat belt usage now at 87 percent, States are turning to countermeasures focused on high-risk populations. In FY 2016, States will continue focusing on those most at risk of being killed or injured in a crash due to non-belt use and will continue to participate in the national *Click It or Ticket* high visibility enforcement campaign.

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

The State Traffic Safety Information System Grant program provides funds to States to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data to identify priorities for State and local highway safety programs. States are required to establish new reporting standards and establish a State Traffic Record Coordinating Committee (TRCC). This program directly supports the Road Safety Plan, which calls for improved highway safety data. States will continue to launch efforts to make needed traffic records systems improvements. NHTSA, other DOT modes, States, and safety organizations rely on NHTSA data to support our shared mission to save lives and prevent injuries in the United States.

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

The Impaired Driving Countermeasures Grant program provides incentives to States to enact laws and implement programs to reduce impaired driving related fatalities and injuries,

which represent approximately one-third of all traffic deaths in the United States each year. The amended grant program builds on the success of the existing program, establishes qualifying criteria for States based on their performance on certain benchmarks, and provides dedicated funding for adoption of an ignition interlock law. All States are eligible for grants, but the conditions that would be applied to the administration and expenditure of these grants would differ for each State based on its safety performance. The grant program establishes three State categories: 1) Low Range States; 2) Mid-Range States; and 3) High Range States, based on their impaired driving fatality rates. In addition, the program provides additional incentive funds to States that adopt a mandatory ignition interlock law for all offenders. In FY 2016, States will continue to increase the deployment of ignition interlock programs, establish DWI courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and DRE training for the law enforcement community.

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

This Distracted Driving Grant program provides incentives to States to enact and enforce complying laws to prevent distracted driving. States would be able to expend grant funds on activities related to enforcement of these laws or other behavioral highway safety activities. NHTSA will use up to \$5 million to develop and place broadcast and print media to support the enforcement of State laws. Media message will focus on reaching those segments of the population most likely to engage in distracted driving behavior.

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

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

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

This State Graduated Driver Licensing Laws program promotes State adoption and implementation of effective graduated driver licensing laws. The program requires that novice drivers under the age of 21 comply with a 2-stage licensing process and outlines minimum standards a State graduated licensing program must implement in order to receive grant funds. The GROW AMERICA Act proposes a new grant using a portion of the GDL grant funds to incentivize the adoption by States of Novice Teen Driver Education and Training Administrative Standards.

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

The proposed GROW AMERICA Act authorizes up to 2 percent of available grant funds under Sec 405 to be used to research in-vehicle technologies that prevent alcohol-impaired driving. Alcohol-impaired driving remains a major factor with more than ten thousand highway deaths each year involving a driver over the legal blood alcohol limit. Technology that could detect a driver’s blood alcohol content passively, without affecting driver convenience, and prevent impaired drivers from operating the vehicle could be very effective on a voluntary, market-driven basis in reducing alcohol-impaired driving deaths. Two technical approaches, one touch-based and the other breath-based, were identified as having considerable promise. Prototypes have been developed and installed in a research vehicle. Significant research still remains to ensure repeatable measurements and reliability over the duration of a vehicle lifecycle. This work, along with continued human subject tests to evaluate real world performance and additional tests to evaluate sensor performance, are all critical elements of this FY 2016 budget request.

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

The Section 2009 High Visibility Enforcement (HVE) program will provide funding for NHTSA media campaigns. The HVE funds are used to pay for broadcast and online media to support State law enforcement efforts. Paid media will include advertisements in both English and Spanish-language and will continue to focus on those most at risk (18 - 34 year old males) of a traffic fatality as indicated by analysis conducted by the agency’s National Center for Statistical Analysis. Funding in FY 2016 will support continued national and State efforts to increase safety belt use through media buys for the *Click It or Ticket* campaign and the impaired driving crackdowns for Labor Day and December.

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

This category reflects NHTSA’s salaries and administrative expenses associated with carrying out the agency’s Highway Safety Grant programs. {Included are the costs associated for salaries and benefits of 1 additional FTE above the FY 2015 request of 6 new FTEs}. This request is to achieve the recommended staffing level for Regional Program Managers, supporting the expanded State oversight responsibilities required for NHTSA in the proposed GROW AMERICA Act. The FTE requested is for a regional program manager. Additional agency administrative expenses are included within the descriptions of the Highway Safety Research and Development and Vehicle Safety programs. The projected 5 percent increase will also support the enhanced information system that is scheduled to be deployed in FY 2015. This request includes funding for on-going support of the existing Grants Tracking System and funding for

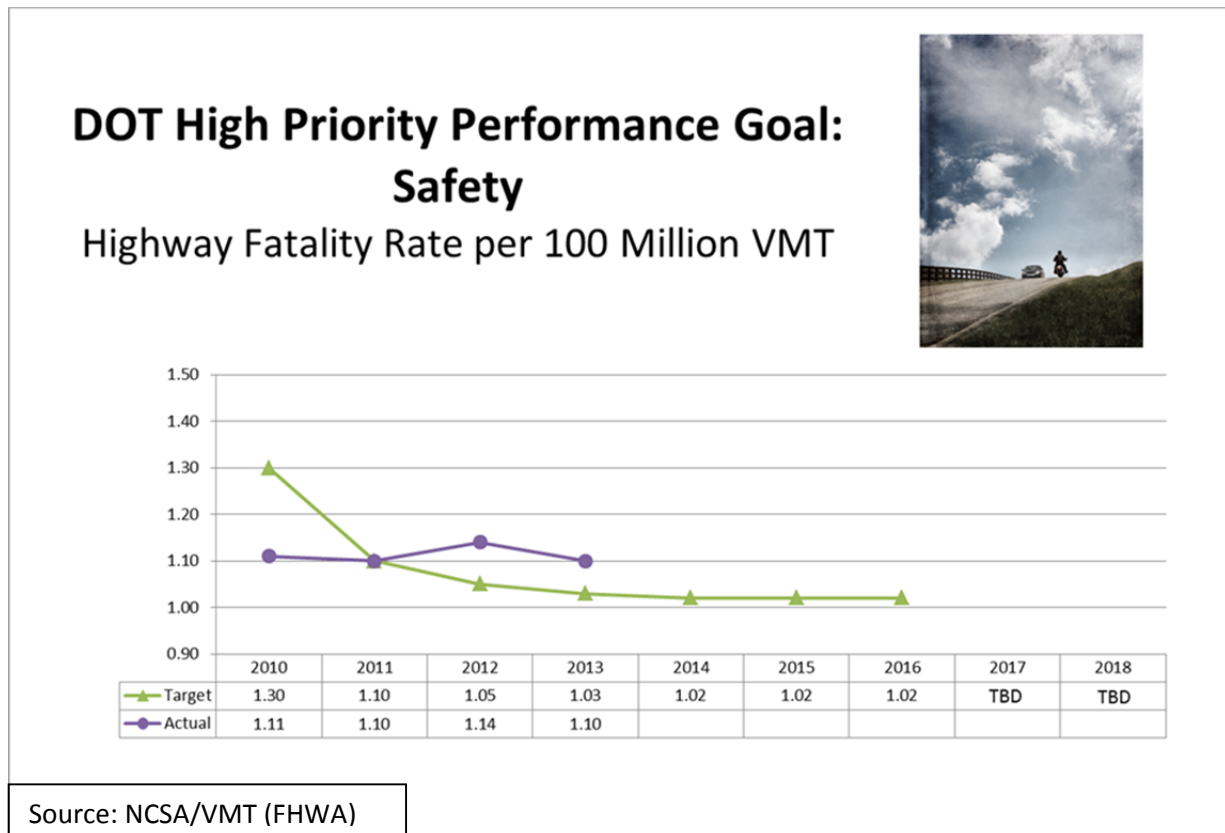
needed grants data systems improvements including completion of a new cradle-to-grave grants management system including a grant application system. This mission critical system provides NHTSA the mechanism(s) to achieve implementation of the proposed GROW AMERICA Act requirements for State highway safety grant program oversight. The Highway Safety Grant program supports the Department's safety goals by providing flexibility to States to address highway safety problems. States can use these grants for the following activities: alcohol and other impaired driving countermeasures; police traffic services; occupant protection, including child passenger safety; traffic records; emergency medical services; motorcycle safety; pedestrian and bicycle safety; speed management; distracted driving; and other safety countermeasures to address problems documented in States' highway safety plans.

Detailed Justification for Highway Traffic Safety Grant Programs

What Do I Need To Know Before Reading This Justification?

NHTSA's FY 2016 budget request highlights:

- Programs that address the Nation's major behavioral highway safety issues: high risk impaired drivers, unbelted motor vehicle occupants, distracted drivers and motorcycle fatalities. These grants will provide States and local communities a means of maintaining and expanding traffic enforcement to reduce crashes, injuries and fatalities and improve quality of life.
- Maximum flexibility for State partners, including use of a single application process for all the grant programs with one annual deadline and making grant eligibility criteria more performance-based and more objective for easier compliance and administration.
- Full accountability using problem identification and analysis to allocate resources and measuring outcomes using jointly established performance measures.
- Focus on building highway safety program partnerships and program capacity.



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

FY 2016 – HIGHWAY TRAFFIC SAFETY GRANTS

\$548,851,370

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
Section 402 State and Community Formula Grants*	\$235,000,000	\$235,000,000	\$241,146,351	\$6,146,351
Section 2009 High Visibility Enforcement	\$29,000,000	\$29,000,000	\$29,000,000	\$0
Section 405 - National Priority Safety Programs	\$272,000,000	\$272,000,000	\$278,705,019	\$6,705,019
<i>Sec 405 - Occupant Protection Grants</i>	<i>\$43,520,000</i>	<i>\$43,520,000</i>	<i>\$44,592,484</i>	<i>\$1,072,484</i>
<i>Sec 405 - State Traffic Safety Information System Grants</i>	<i>\$39,440,000</i>	<i>\$39,440,000</i>	<i>\$40,412,438</i>	<i>\$972,438</i>
<i>Sec 405 - Impaired Driving Countermeasures Grants</i>	<i>\$142,800,000</i>	<i>\$142,800,000</i>	<i>\$146,319,585</i>	<i>\$3,519,585</i>
<i>Sec 405 - Distracted Driving Grants</i>	<i>\$23,120,000</i>	<i>\$23,120,000</i>	<i>\$23,690,256</i>	<i>\$570,256</i>
<i>Sec 405 - Motorcyclist Safety Grants</i>	<i>\$4,080,000</i>	<i>\$4,080,000</i>	<i>\$4,181,045</i>	<i>\$101,045</i>
<i>Sec 405 - State Graduated Driver Licensing Laws</i>	<i>\$13,600,000</i>	<i>\$13,600,000</i>	<i>\$13,935,151</i>	<i>\$335,151</i>
<i>Sec 403h - In-Vehicle Alcohol Detection Device Research</i>	<i>\$5,440,000</i>	<i>\$5,440,000</i>	<i>\$5,574,060</i>	<i>\$134,060</i>
Total	\$536,000,000	\$536,000,000	\$548,851,370	\$12,851,370

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

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$235,000,000	\$235,000,000	\$241,146,351	\$6,146,351

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

Why Is This Program Necessary?

In 2013, the Nation lost 32,719 people to motor vehicle crashes in highway crashes. In addition to the human suffering caused by the tragedy of highway crashes, NHTSA estimates that in 2010, the total economic cost of motor vehicle crashes in the US was \$277 billion (Administrator’s comment says \$871 billion). This grant program provides the foundation for State efforts to address and reduce crashes. MAP-21 maintains key components of the existing law while providing new features to aid States in improving safety. These include:

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

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



How Do You Know The Program Works?

The State and Community Formula Grant program has supported traffic safety efforts since the passage of the initial Highway Safety Act in 1966. This would be the lowest fatality rates on record, although the number remains unacceptably high.

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

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

The Department is requesting \$241 million in FY 2016, an increase of \$6 million above FY 2015. The Section 402 grant program is critical to allow individual States and territories to address their specific highway safety problems that may not be addressed through national efforts and/or are best addressed at the State level. In addition to funding critical highway safety initiatives in the States, the request will support the implementation of a comprehensive State-wide traffic safety enforcement program to ensure continued traffic enforcement in resource challenged States and communities, pool funding across jurisdictions for joint highway safety programs, and a planned drawdown to fund the cooperative research and evaluation program of highway safety countermeasures to be jointly managed by NHTSA and the States (See Highway Safety Programs for more information).

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$43,520,000	\$43,520,000	\$44,592,484	\$1,072,484

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

States could qualify for funding in two ways. First, they could participate in the nationwide *Click It or Ticket* campaign and have a seat belt use rate of 90 percent or above. Alternately, States with seat belt use rates of less than 90 percent would have to participate in the national *Click It or Ticket* mobilization and meet 3 of 6 criteria.

Why Is This Program Necessary?

When used properly, occupant protection devices including seat belts and child passenger safety seats can be 45 to 60 percent effective in reducing the risk of fatal injury in a crash. We estimate that among vehicle occupants age 5 and older in 2012, seat belts saved an estimated 12,174 lives. If all unrestrained passenger vehicle occupants age 5 and older had worn seat belts in 2012, an estimated 3,031 additional lives could have been saved. Efforts to increase seat belt and child safety seats save lives and avoid injuries.

How Do You Know The Program Works?

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

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

Seat belt use is 87 percent, up from less than 60 percent in 1993, when the first *Click It or Ticket* enforcement campaign was held. Thirty-three States, DC, Puerto Rico and the 4 Territories all have primary seat belt laws; and all 50 States have child restraint laws.

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

The Department is requesting \$44.6 million in FY 2016, an increase of \$1.1 million above FY 2015. Since research shows that proper occupant protection of adults and children is the single most effective way to save lives and reduce injuries in crashes, additional funding is needed to increase usage. With observed national seat belt usage now at 87 percent, States are working to use countermeasures focused on high risk populations like nighttime drivers, young drivers and passengers, pickup truck drivers and passengers, and minority populations.

HIGHWAY TRAFFIC SAFETY GRANTS**Section 405 State Traffic Safety
Information System Improvement Grants**

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$39,440,000	\$39,440,000	\$40,412,438	\$972,438

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

Why Is This Program Necessary?

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

How Do You Know The Program Works?

Since the program began in FY 2005, the States have implemented improvements in such areas as moving from paper reports to electronic reports allowing broader, timelier dissemination and analysis of data. The reports are more accurate, timely, uniform, and complete. The program has also provided better accessibility to those in need of the reports. The end result is the States are able to examine what countermeasures should be developed to improve safety on the Nation’s highways and make more efficient use of resources.

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

The Department is requesting \$40.4 million in FY 2016, an increase of \$1 million above FY 2015. Highway safety grant programs are data-driven, requiring States to document safety problems to be addressed using Federal and State funds. Without accurate, timely data, State and Federal governments cannot properly identify safety trends, or emerging safety problems.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$142,800,000	\$142,800,000	\$146,319,585	\$3,519,585

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

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

Why Is This Program Necessary?

In 2013, there were for 10,076 deaths in alcohol-impaired driving motor vehicle traffic crashes. Additionally, according to the latest National Roadside Survey, 11 percent of daytime drivers and 15 percent of nighttime drivers test positive for drugs.. Enforcement of strong impaired driving laws has proven to reduce impaired driving and the resultant fatalities and injuries caused by impaired driving crashes.

How Do You Know The Program Works?

Strategies the States are encouraged to promote with Sec. 405 funds, such as checkpoints, Driving While Intoxicated (DWI) courts, Administrative License Revocation (ALR) legislation, use of interlocks, and others were researched and have been proven to decrease recidivism and keep drunk drivers off the road. Evaluation results can be found in *Countermeasures That Work* and other NHTSA publications. The percent of alcohol-impaired driving fatalities has declined from 48 percent in 1982 to 31 percent in 2012.

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

The Department is requesting \$146.3 million in FY 2016, an increase of \$3.5 million above FY 2015. Funding will allow States to increase the deployment of ignition interlocks, establish DWI courts, expand the use of Traffic Safety Resource Prosecutors (TSRPs), and expand Advanced Roadside Interdiction and Detection (ARIDE) training and DRE training for law enforcement. In recent years, more than 30 percent of drivers involved in fatal crashes have a Blood Alcohol Concentration level of 0.08 or higher and 10,076 people were killed in these crashes in 2013. Progress in addressing impaired driving crashes has been mixed. Some States and communities have demonstrated a commitment to address impaired driving issues and have achieved considerable success, and others have achieved more limited success. Additional incentive to work on life-saving countermeasures in all States is needed.

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$23,120,000	\$23,120,000	\$23,690,256	\$570,256

The Distracted Driving Prevention Grant program provides incentives to States to enact and enforce complying laws to prevent distracted driving. States would be able to expend grant funds on activities related to the enforcement of these laws or other behavioral highway safety activities. NHTSA will use up to \$5 million to develop and place broadcast and print media to support the enforcement of State laws. Media messages will focus on reaching those segments of the population most likely to engage in distracted driving behavior.



Why Is This Program Necessary?

In 2013, 3,154 people died in crashes involving a distracted driver. Surveys indicate that most drivers are aware of the dangers of driving while talking on a cell phone or while texting. However, one survey found that two thirds of drivers admitted to talking on their cell phone while driving last year, and 21 percent indicated that they had sent or read a text message while driving. The youngest Americans are most at risk, but they are not alone. At any given moment during the daylight hours, approximately 660,000 vehicles are being driven by someone using a hand-held cell phone. People of all ages are using a variety of hand-held devices, such as cell phones, mp3 players, personal digital assistants, and navigation devices, when they are behind the wheel. This request is intended to spur States to enact laws to prevent distraction, and provide them the resources to enforce these laws.

How Do You Know The Program Works?

NHTSA’s experience in trying to increase use of seat belts has demonstrated the effectiveness of strong laws coupled with highly visible enforcement. NHTSA recently completed a

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

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

The Department is requesting funding of this program at \$23.7 million in FY 2016, an increase of \$570,256 above FY 2015. Ownership and use of cell phones, personal digital assistants, geographic information systems and other potentially distracting devices in motor vehicles has increased dramatically the last few years, and is expected to continue to grow. Unless the Nation acts soon to discourage use of these devices while driving, more people will be killed or injured by distracted drivers. This funding level should provide adequate incentive to encourage States to pass and enforce laws to prevent distracted driving.

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$4,080,000	\$4,080,000	\$4,181,045	\$101,045

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

Why Is This Program Necessary?

Motorcyclist fatalities increased by 132 percent in the ten year period from 1998 to 2008. In 2009, motorcyclist fatalities dropped for the first time in over ten years – a decrease of 16 percent from 2008 to 2009. There was a minimal rise of 1 percent between 2009 and 2010, a 2.5 percent increase between 2010 and 2011 and a 7.7 percent increase between 2011 and 2012. However, there was a decrease of 6.4 percent from 2012 to 2013. The number of motorcycle registrations also rose by 118 percent between 1998 and 2012. The increase in fatalities has occurred among all age groups and in all regions of the country and has offset safety improvements in other areas, such as passenger vehicle occupant safety.

How Do You Know The Program Works?

Motorcycle helmets are highly effective in protecting motorcycle riders’ heads in a crash and are effective in reducing rider fatalities: 37 percent for riders and 41 percent for passengers, and brain injuries by 41 to 69 percent. Motorcyclist safety training and public awareness and outreach programs targeting motorists are countermeasures that are prominently featured in most State motorcyclist safety programs. This program will provide States more flexibility in

expending grant funding. Funds could be spent on a variety of activities, with an emphasis on enforcement and the promotion of helmet use laws, rather than solely motorcycle awareness and training.

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

NHTSA is requesting \$4.2 million in FY 2016, an increase of \$101,045 above FY 2015. Motorcyclist fatalities have increased by 116 percent from 1998 to 2012 while registrations have risen 118 percent during the same time period. Funds allow States to continue and expand efforts to reduce motorcycle crashes and increase State flexibility for using funds to improve motorcycle safety.

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$13,600,000	\$13,600,000	\$13,935,151	\$335,151

The State Graduated Driver Licensing Laws program encourages States to adopt and implement effective graduated driver licensing laws. The program establishes minimum standards for novice teen driver licensing programs including a 2-stage licensing process with a learner’s permit stage and an intermediate stage. The grant program would allow States to expend funds on the enforcement of a 2-stage licensing program, training of law enforcement personnel, administrative activities, and the development of educational materials. Seventy-five percent of funds may also be used for any eligible project or activity under the Section 402 State and Community Formula Grant Program. The GROW AMERICA Act proposes a new grant using a portion of the GDL grant funds to incentivize the adoption by States of Novice Teen Driver Education and Training Administrative Standards.

Why Is This Program Necessary?

Motor vehicles crashes are the leading cause of death for those age 15 to 20 years-old. In 2013, 1,691 novice teen drivers died in the motor vehicle crashes.

How Do You Know The Program Works?

In NHTSA’s *Countermeasures That Work* document, studies indicate that a 2-stage driver licensing program decreases novice teen driver death and injury. The number of young drivers involved in fatal crashes has decreased by 53 percent from 2004 to 2013. This dedicated funding will promote State adoption and implementation of standardized graduated driver licensing programs.

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

NHTSA is requesting \$13.9 million in FY 2016, an increase of \$355,151 above FY 2015. Novice driver licensing programs vary across States. This program will promote States to adopt and expand their efforts to reduce young driver deaths through the implementation of standardized and comprehensive multi-stage driver licensing programs.

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$5,440,000	\$5,440,000	\$5,574,060	\$134,060

What Is This Program and Why Is It Necessary?

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

In 2013, 10,076 people were killed in alcohol-impaired driving crashes. Drivers are considered to be alcohol-impaired when their blood alcohol concentration (BAC) is 0.08 grams per deciliter (g/dL) or higher. These alcohol-impaired-driving fatalities accounted for 31 percent of the total motor vehicle traffic fatalities in the United States. This program is part of the agency’s continuing effort to reduce the adverse consequences of alcohol-impaired driving, and the agency believes that use of vehicle-based, alcohol detection technologies could help to significantly reduce the number of alcohol-impaired driving crashes, deaths and injuries by preventing drivers from driving while their BAC is at or above the legal limit.

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

In FY 2016 NHTSA is requesting \$5.6 million for the In-Vehicle Alcohol Detection Device Research program, an increase of \$134,060 above the FY 2015 enacted level. This level of funding will enable the agency to build upon the program’s impressive progress, including the expected delivery of a prototype research vehicle in 2015. Additional development is needed to improve accuracy and precision performance and to decrease measurement time to meet or exceed the stringent performance specifications over the duration of a vehicle lifecycle. Extensive human subject testing is needed to measure performance under a wide variety of conditions and to evaluate real world performance. The funds also will be used to accelerate development of the component technologies and further develop sensor calibration methods.

Finally, instrumentation of additional research vehicles and field operational trials are needed to demonstrate the feasibility of the technology.

What Benefits Will Be Provided to the American Public Through This Request?

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

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

FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	Change FY 2016 - 2015
\$29,000,000	\$29,000,000	\$29,000,000	\$0

This request will provide funding for NHTSA media campaigns. The National Occupant Protection campaign (*Click It or Ticket*) occurs during the Memorial Day period and consist of two weeks of high-visibility enforcement to increase the use of seat belts supported by two weeks of paid national media and earned media activities. The same model is followed in the impaired driving campaigns to reduce alcohol-impaired operation of motor vehicles, which take place around Labor Day and during the December holiday season. Using the “Drive Sober, or Get Pulled Over” message, the HVE funds are used to pay for broadcast and online media to support State law enforcement efforts.

Paid media will include advertisements in both English and Spanish language and will continue to focus on those most at risk (18 - 34 year old males) of a traffic fatality as indicated by analysis conducted by the agency’s National Center for Statistical Analysis. Paid media will focus on media venues that deliver programming particularly suited to this audience for both impaired driving (21 - 34 year old males) and occupant protection (18 – 34 year old males), including late night, sports programming and alternative media consumed by the target audiences. The impaired driving advertising will also include focus on impaired motorcyclists, as motorcyclists have continued to be overrepresented in alcohol-related crashes; and on newly-arrived Hispanics, using Spanish-language media venues.



Why Is This Program Necessary?

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

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

How Do You Know The Program Works?

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

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

The Department is requesting \$29 million in FY 2016, at the same level as FY 2015. The funding in this area will support continued national and State efforts to increase safety belt use through media buys for CIOT. The FY 2015 budget requests funding for three media buys; one occupant protection mobilization for Memorial Day and two impaired driving crackdowns - Labor Day and December.

HIGHWAY TRAFFIC SAFETY GRANTS**ADMINISTRATIVE EXPENSES**

The FY 2016 budget request includes a total budget of \$577,000,000 and 98 FTE. Of this amount \$28,148,630 is for administrative expenses, which is an increase of \$2,648,630 above FY 2015.

The increase supports the salary and benefits of 7 additional FTE bringing the total FTE level for Regional Operations to 98. This investment supports the Regional workload and staffing analysis conducted in FY 2006. The remaining increase will support rising costs associated with an improvement and maintenance of the automated Grant Tracking System. Significant upgrades to this system allow for improved and more transparent vouchering of grant allocations to the States.

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

**NHTSA
FY 2016 SAFETY GRANTS ADMINISTRATIVE EXPENSES**

Program Activity	FY 2014 Actual	FY 2015 Enacted	FY 2016 Request	FY 2016 vs FY 2015 Change
Salaries and Benefits	\$13,226,569	12,051,704	\$14,341,630	\$2,289,926
Travel	376,875	376,875	377,000	\$125
Transportation of Things	-	-	-	-
Rent, Communications & Utilities	427,544	427,544	428,000	\$456
Printing	-	-	-	-
Other Services	11,469,012	12,643,877	13,002,000	\$358,123
Supplies	-	-	-	-
Equipment	-	-	-	-
Unallocated	-	-	-	\$0
Total Administrative Expenses	\$25,500,000	\$25,500,000	\$28,148,630	\$2,648,630

FTE (includes indirect FTE)	91	91	98	7
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The FY 2016 request for administrative expenses also includes \$4,967,000 for Safety Research and \$1,656,000 for the National Occupant Protection Use Surveys (NOPUS). Specifically, the requested funding for Safety Research and NOPUS will allow us to pursue the following activities:

- Support distraction initiative by reporting driver use rates of cell phone and other electronic devices.
- Implement the re-designed 2016 NOPUS survey and report overall seat belt use and motorcycle helmet use.
- Report on the results of child restraint use and belt use among rear-seat occupants from the 2015 NOPUS.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH GENERAL FUND - APPROPRIATIONS

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007*	\$0	2007**	\$0
2008*	\$0	2008	\$126,572,000
2009*	\$0	2009	\$127,000,000
2010	\$129,774,000	2010	\$140,427,000
2011	\$132,837,000	2011	\$140,146,146
2012	\$170,708,723	2012	\$140,146,000
2013***	\$0	2013****	\$140,146,000
2014	\$148,343,000	2014	\$134,000,000
2015*****	\$0	2015*****	\$130,000,000
2016*****	\$0	2016*****	\$0

* Requested as contract authority from the Trust Fund.

** Enacted from the Trust Fund.

*** In FY 2013, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.

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

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

*****In FY 2016, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2013 and 2014.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

OPERATIONS AND RESEARCH VEHICLE SAFETY RESEARCH TRUST FUND - CONTRACT AUTHORITY

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$122,000,000	2007***	\$107,750,000
2008	\$122,000,000	2008****	\$0
2009	\$127,000,000	2009****	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013*	\$188,000,000	2013	\$0
2014	\$0	2014	\$0
2015*****	\$152,000,000	2015	\$0
2016*****	\$179,000,000	2016	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$122,000,000	2007***	\$107,750,000
2008	\$122,000,000	2008****	\$0
2009	\$127,000,000	2009****	\$0
2010	\$0	2010	\$0
2011	\$0	2011	\$0
2012	\$0	2012	\$0
2013*	\$188,000,000	2013	\$0
2014	\$0	2014	\$0
2015*****	\$152,000,000	2015	\$0
2016*****	\$179,000,000	2016	\$0

* In FY 2013, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.

***For FY 2006 and 2007, enacted as direct appropriation from Trust Fund.

****For FY 2008 and 2009, enacted as direct appropriation from General Fund.

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

*****In FY 2016, the Administration proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2013 and 2014.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

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

Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$105,250,000	2007	\$107,750,000
2008	\$107,750,000	2008	\$107,750,000
2009	\$105,500,000	2009	\$105,500,000
2010	\$107,329,000	2010	\$105,500,000
2011	\$117,376,000	2011	\$105,500,000
2012*	\$133,191,276	2012*	\$109,500,000
2013*	\$150,000,000	2013**	\$115,500,000
2014*	\$118,500,000	2014*	\$123,500,000
2015	\$122,000,000	2015	\$138,500,000
2016	\$152,000,000	2016	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$105,250,000	2007	\$107,750,000
2008	\$107,750,000	2008	\$107,750,000
2009	\$105,500,000	2009	\$105,500,000
2010	\$107,329,000	2010	\$105,500,000
2011	\$117,376,000	2011	\$105,500,000
2012*	\$133,191,276	2012*	\$109,500,000
2013*	\$150,000,000	2013**	\$115,500,000
2014*	\$118,500,000	2014*	\$123,500,000
2015	\$122,000,000	2015	\$0
2016	\$152,000,000	2016	\$0

* For FY's 2012-2016, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

NATIONAL DRIVER REGISTER TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$4,000,000	2007	\$4,000,000
2008	\$4,000,000	2008	\$4,000,000
2009	\$4,000,000	2009	\$4,000,000
2010	\$4,078,000	2010	\$4,000,000
2011	\$4,170,000	2011	\$4,000,000
2012*	\$0	2012*	\$0
2013*	\$0	2013*	\$0
2014*	\$0	2014*	\$0
2015*	\$0	2015*	\$0
2016*	\$0	2016*	\$0

Liquidation of Contract Authorization

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$4,000,000	2007	\$4,000,000
2008	\$4,000,000	2008	\$4,000,000
2009	\$4,000,000	2009	\$4,000,000
2010	\$4,078,000	2010	\$4,000,000
2011	\$4,170,000	2011	\$4,000,000
2012*	\$0	2012*	\$0
2013*	\$0	2013*	\$0
2014*	\$0	2014*	\$0
2015*	\$0	2015*	\$0
2016*	\$0	2016*	\$0

* For FY's 2012-2016, National Driver Register is eliminated as a separate account and combined with the Highway Safety Research and Development fund.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY MODERNIZATION INITIATIVE NATIONAL DRIVER REGISTER

GENERAL FUND - APPROPRIATIONS

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$0	2007	\$0
2008	\$0	2008	\$0
2009	\$0	2009	\$0
2010	\$0	2010	\$3,350,000
2011	\$2,530,000	2011	\$3,350,000
2012	\$0	2012	\$0
2013	\$0	2013	\$0
2014	\$0	2014	\$0
2015	\$0	2015	\$0
2016	\$0	2016	\$0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

APPROPRIATIONS HISTORY

HIGHWAY TRAFFIC SAFETY GRANTS TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations			
<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$583,750,000	2007	\$587,750,000
2008	\$599,250,000	2008	\$599,250,000
2009	\$619,500,000	2009	\$619,500,000
2010	\$626,047,000	2010	\$619,500,000
2011	\$620,697,000	2011	\$619,500,000
2012	\$556,100,000	2012	\$550,328,000
2013	\$643,000,000	2013*	\$554,500,000
2014	\$561,500,000	2014	\$561,500,000
2015	\$577,000,000	2015	\$561,500,000
2016	\$577,000,000	2016	\$0

Liquidation of Contract Authorization			
<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2007	\$583,750,000	2007	\$587,750,000
2008	\$599,250,000	2008	\$599,250,000
2009	\$619,500,000	2009	\$619,500,000
2010	\$626,047,000	2009	\$619,500,000
2011	\$620,697,000	2011	\$619,500,000
2012	\$556,100,000	2012	\$550,328,000
2013	\$643,000,000	2013*	\$554,500,000
2014	\$561,500,000	2014	\$561,500,000
2015	\$577,000,000	2015	\$561,500,000
2016	\$577,000,000	2016	\$0

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

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION		FY 2014 Actual	FY 2015 Enacted	FY 2016 Pres Bud	FY 2016 Applied
A. Research and Analysis		66,300	60,316	84,156	-
	Vehicle Safety (VS)	30,887	28,500	39,690	-
	Data Collection (T)	35,413	31,816	44,466	-
1. Crashworthiness		19,188	17,300	19,190	-
VS	a. Safety Systems	8,210	7,400	8,210	-
VS	b. Biomechanics	10,978	9,900	10,980	-
2. Crash Avoidance		10,199	9,300	12,400	-
VS	a. Crash Avoidance	8,088	7,400	10,400	-
VS	b. Heavy Vehicles	2,111	1,900	2,000	-
3. Data Collections & Analyses (T)		35,413	31,816	44,466	-
VS	a1. Crash Data Collection (T)*	1,597	500	500	
HS	a2. Crash Data Collection (T)*	32,150	29,650	41,166	
VS	b1. Fatality Analysis Reporting System (T)	-	-	-	
HS	b2. Fatality Analysis Reporting System (T)	-	-	-	N/A
VS	c1. National Automotive Sampling System (NASS)(T)	-	-	-	N/A
HS	c2. National Automotive Sampling System (NASS)(T)	-	-	-	N/A
HS	d. State Data Systems (T)	-	-	-	N/A
HS	e. Special Crash Investigations (T)	-	-	-	N/A
HS	f. Data Analysis Program (T)	1,666	1,666	2,800	N/A
VS	4. Alternative Fuels Vehicle Safety	1,500	1,400	3,000	-
VS	5. Vehicle Electronics and Emerging Technology	-	-	4,100	-
VS	6. Vehicle Test Center - Ohio	-	500	1,000	-
B. Highway Safety Research		5,091	5,091	6,142	-
Subtotal		71,391	65,407	90,298	-
C. Administrative Expenses **		48,403	48,408	54,241	-
	Vehicle Safety (VS)	26,604	25,993	27,419	-
	Highway Safety (HS)	2,565	2,937	8,122	-
	Data Collection Technology	19,234	19,477	18,700	-
Total R&D = VS+HS Research and Analysis, VS+ HS Admin		65,147	62,522	81,373	-
Subtotal, Technology Investment (T)		54,647	51,293	63,166	-
Total NHTSA		119,794	113,815	144,539	-
Memo: Percentage Administrative to Total		40.4%	42.5%	37.5%	0.0%

Note: Totals may not add due to rounding.

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

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

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SUPPLEMENTAL ATTACHMENT

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2016 REQUEST- NHTSA HIRING PRIORITIES
TOTAL FULL-TIME EQUIVALENTS / POSITIONS**

		Annualized	
	Office	FTEs	FTPs Positions
Rulemaking (VS)	Safety Standards Support	4	8 Engineers
	New Car Assessment Program	1	2 Engineers
		5	10
Enforcement (VS)	Vehicle Safety Compliance	1.5	3 Engineers
		0.5	1 Importation Program Specialists
		1	2 Fuel Economy Program Specialist
		3	6
	Defects Investigation	11	22 Engineer
		0.5	1 Mathematical Statistician
		2	4 Data Analyst
		1	2 Investigation Coordinator
		2.5	5 Field Investigator
		0.5	1 Tire Specialist
		0.5	1 Child Passenger Safety Specialist
		4	8 Safety Defects Specialist
		3	6 Program analyst
		1.5	3 Writers
		0.5	1 Technical Editor
		1	2 Statistician
		0.5	1 Certified Project Manager
		28.5	57
Research & Analysis (VS)	Safety System	0	0
	Biomechanics	0.5	1 Engineer
	Heavy Vehicles	0.5	1 Engineer
	Crash Avoidance	1	2 Engineer
	Alternative Fuel Vehicle Safety	0.5	1 Engineer
	Vehicle Electronics & Emerging Technology	2	4 Engineer
	Vehicle Research and Test Facility	1.5	3 Engineer
		6	12
NCSA	Crash Data Collection (VS)	1	2 Crash Investigator
	Crash Data Collection (HS)	0.5	1 Crash Investigator
	Crash Data Collection (HS)	0.5	1 Program analyst
		2	4
Highway Safety R&D (HS)	Highway Safety Research	7.5	15 Research Psychologists
		7.5	15
Highway Safety Grants		7	7 Highway Safety Specialists (regional program managers)
Total 2016 FTEs		59	111

Congressional Reporting/Follow-Up to Action Plans

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

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

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

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