Section III

Trust Funds

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, 49 U.S.C. 301, and part C of subtitle VI of 49 U.S.C., $229,750,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account), of which $48,405,000 shall remain available until September 30, 2010: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which, in fiscal year 2008, are in excess of $229,750,000 for programs authorized under such sections.

EXHIBIT III - 1

OPERATIONS AND RESEARCH
APPROPRIATION SUMMARY BY PROGRAM ACTIVITY TABLE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

($000)

	FY 2006 Enacted	FY 2007 CR	FY 2007 PRES. BUD.	FY 2008 REQUEST	CHANGE FY 2007 - 2008
Rulemaking	27,929	14,013	14,155	12,768	-1,387
Enforcement	34,982	18,094	18,277	18,277	0
Highway Safety Program	56,244	42,856	41,059	42,559	1,500
Research and Analysis	92,847	74,177	64,849	65,678	829
General Administration	11,689	0	0	0	0
Office of the Administrator	6,441	0	0	0	0
Administrative Expenses	0	80,992	88,910	90,468	1,558
TOTAL, OPERATIONS AND RESEARCH	**230,132**	**230,132 1/**	**227,250 1/**	**229,750**	**2,500**
FTEs					
*Direct Funded	504	542	542	530	-12
other	0	0	0	0	0

1/ For budget presentation purposes we have adjusted the FY2007 Request to move all administrative expenses from the various program categories and combining these amounts into an Administrative Expenses line item.

OPERATIONS AND RESEARCH
Program and Performance

A total of $229,750,000 million is proposed for NHTSA's Operations and Research program in FY 2008, and will support program activities in the following areas within the agency:

Rulemaking Programs ($12,768,000) – Activities funded through this program support the Department's Safety goal through the promulgation of Federal motor vehicle safety standards for the motor vehicle fleet, and related safety equipment. Rulemaking also supports the Safety goal through testing programs for the vehicle fleet and the development of consumer information on motor vehicle safety, including the New Car Assessment Program. The Department's Global Connectivity goals are supported through Rulemaking's efforts in international harmonization of vehicle standards. Additionally, Rulemaking programs support the automotive fuel economy standards required by the Energy Policy and Conservation Act, which support the Departmental goal of Environmental Stewardship.

Enforcement Programs ($18,277,000) – 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 from the highways.

Highway Safety Programs ($42,559,000) – NHTSA's highway safety programs support the Department's safety goals through behavioral research, demonstrations, technical assistance, and national leadership activities emphasizing alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluations, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures. NHTSA coordinates with numerous Federal partners, State and local governments, the private sector, universities, research units, and safety associations and organizations to leverage resources and achieve optimal delivery of safety messages. Additionally, NHTSA's highway safety programs support DOT's Global Connectivity goals through international cooperation on behavioral traffic safety issues.

Research and Analysis Programs ($65,678,000) – Research and Analysis program activities support DOT Safety goals by conducting motor vehicle safety research and development. These programs support all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research activities will continue to concentrate on improving vehicle crashworthiness and crash avoidance, with emphasis on increasing seat belt use, decreasing alcohol involvement in crashes, decreasing the number of

rollover crashes, improving vehicle-to-vehicle crash compatibility, and improved data systems.

Administrative Expenses ($90,468,000) – This activity incorporates all of NHTSA's administrative expenses associated with carrying out the agency's Behavioral Research program as authorized by Section 403 of Title 23, U.S.C. and the Vehicle Research program as authorized by Chapter 301 of Title 49, and part C of subtitle VI of Title 49, U.S.C. Included herein are the costs associated with the salaries and benefits for all NHTSA employees who work on these programs together with all other related expenses such as travel, office space rent, supplies, equipment, etc.

EXHIBIT III - 2

OPERATIONS AND RESEARCH

SUMMARY ANALYSIS OF CHANGE FROM FY 2007 TO FY 2008

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Appropriations, Obligation Limitations, and Exempt Obligations

ITEM	CHANGE FY 2007-2008	Non-Add Columns			Total
		FY 2008 PC&B by Program	FY 2008 FTEs by Program	FY 2008 Contract Expenses	
FY 2007 Base					
Operations and Research					**227,250**
Adjustments to Base					
Annualization of FY 2007 Pay Raise	579				
FY 2008 Pay Raise	1,533				
GSA Rent	-46				
Working Capital Fund	797				
Inflation	204				
Subtotal, Adjustment to Base	3,067	0	0	0	**3,067**
New or Expanded Program					
Increases/Decreases					
Safety Performance	-1,387				
Enforcement					
Highway Traffic Safety Program	-153				
Research and Analysis	2,482				
Administrative Expenses	-1,509	65,945	530	1,640	
Subtotal, New or Expanded Program Increases/Decreases	-567				**-567**
Total FY 2008 Request	**2,500**				**229,750**

Detailed Justifications
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Explanation of Programmatic Funding for Rulemaking

Rulemaking	**$12,768,000**
Overview: In FY 2008, NHTSA is requesting $12,768,000 to conduct Rulemaking programs, as defined below.	
Safety Standard Support	$2,800,000
New Car Assessment Program	$7,893,000
Fuel Economy Program	$1,880,000
Climate Control	$20,000
Theft and Other Programs	$175,000

Detailed Justification for Rulemaking

Safety Standard Support	FY 2008 Request: $2,800,000

Overview:

NHTSA's Safety Standard Support provides funds required to provide the technical support needed to develop Federal Motor Vehicle Safety Standards (FMVSS) in the key areas of Crash Avoidance and Crashworthiness. This support includes test method development, an assessment of costs and lead time, injury reduction benefits, and testing of products to establish base line performance.

Rulemakings required under SAFETEA-LU are also supported under Safety Systems programs. Support of these regulations directly affect DOT's success in reaching its goals to reduce highway fatalities to 1.0 per 100 million vehicle miles traveled (VMT) and to reduce the motorcycle and large truck and bus fatality rates.

This program also contributes to the Department's Global Connectivity goals, as the program also supports the agency's efforts to work with other countries to establish vehicle safety best regulatory practices and the global technical regulations called for under the United Nations' 1998 Global Agreement.

- In FY 2008, NHTSA requests $2,800,000 for Safety Standards Support, which reflects a $500,000 increase over the FY 2007 request. This increase will allow the agency to focus on rulemakings required under SAFETEA-LU. SAFETEA-LU requires final rules for roof crush, door locks, ejection mitigation, and side impact protection by July 1, 2008, February 2008, October 1, 2009, and July 1, 2008, respectively.

FY 2007 Base:

In FY 2007, Safety Standards Support will continue many initiatives to develop and finalize standards that cross-cut several of the agency's vehicle safety programs. Primarily, these efforts fall in the areas of crash avoidance, crash worthiness, and international policy and harmonization.

Crash Avoidance

- Improve passenger vehicle tires to reduce the number of failures
- Improve truck tires to reduce the number of truck tire failures (a continuation).
- Evaluate systems to maintain tire inflation pressure on heavy truck tires, thereby improving heavy truck fuel economy and reducing the number of truck tire failures.
- Reduce the stopping distance of large truck tractors to reduce the severity and number of heavy vehicle crashes.
- Continue rulemaking on ESC for passenger vehicles to reduce loss of control and rollover crashes.

- Reduce the number of crashes, injuries and fatalities involving motorcycles.

Crashworthiness

- Development of NPRM for ejection mitigation.
- Development of final rule for roof crush.
- Finalize final rule for door locks.
- Finalize final rule for side impact occupant protection.
- NPRM development for bus occupant protection.

International Policy and Harmonization

- Conduct a testing program in support of a Global Technical Regulation (GTR) for pedestrian safety.
- Conduct collaborative testing program in support of a GTR for Hydrogen fuel cell vehicles.
- Monitor, acquire, and disseminate foreign vehicle safety standards to agency program offices in support of current and future NHTSA rulemaking and related activity.
- Translate select FMVSS into key foreign languages to support Agency, Department and interagency efforts to support global harmonization and NHTSA's international strategies.

Additional activities will entail cost and lead time studies on a heavy truck tire standard upgrade, ejection mitigation, and head restraint requirements. In FY 2007, regulatory review assessments will be conducted on:

- child restraints;
- seat belt assemblies;
- school bus pedestrian safety devices;
- new tires on vehicles other than passenger cars;
- electric-powered vehicles;
- transmission shift lever sequence starter interlock; and
- transmission braking effect.

Anticipated FY 2007 Accomplishments:

Crash Avoidance

- Development of NPRM for commercial vehicle tires.
- Development of Final Rule to reduce stopping distance for heavy truck tractors.
- Development of NPRM to develop test procedures to evaluate tire Bead Retention for passenger vehicle tires.
- Continue rulemaking on ESC to reduce loss of control and rollover crashes.

Crashworthiness

- Development of NPRM for ejection mitigation.
- Development of final rule for roof crush.
- Finalize final rule for door locks.
- Finalize final rule for side impact occupant protection.
- NPRM development for bus occupant protection.

International Policy and Harmonization

- Establishment of a Global Technical Regulation (GTR) for motorcycle brakes.
- Conclude development work to establish a GTR for head restraints at the UN Group of Experts on Passive Safety (GRSP).
- Negotiate a suitable framework for the development of a GTR for tires that considers costs and benefits for the US fleet of vehicles.

Cost and Leadtime

The agency expects to complete cost and lead time studies will be conducted on a heavy truck tire standard upgrade, ejection mitigation, and head restraint backset.

Regulatory Review Assessments

The agency expects to complete regulatory review assessments will be conducted on:

- child restraints/assemblies;
- seat belt assemblies;
- school bus pedestrian safety devices;
- new tires on vehicles other than passenger cars;
- electric-powered vehicles;
- transmission shift lever sequence;
- starter interlock; and
- transmission braking effect.

FY 2008 Budget Request

Efforts in FY 2008 will focus on rulemakings required under SAFETEA-LU. SAFETEA-LU requires final rules for roof crush, door locks, ejection mitigation, and side impact protection by July 1, 2008, February 2008, October 1, 2009, and July 1, 2008, respectively.

Crash Avoidance

- Develop and evaluate improved restraints for drivers who are seated in wheel chairs.
- To improve fuel economy and reduce tire failures, conduct testing and evaluation of both TPMS and automatic tire inflation systems for heavy truck tires.
- Conduct testing on passenger vehicle tire bead unseating, including component and vehicle-based testing, to continue with the Congressional mandate to improve tire safety.
- Continue motorcycle conspicuity studies, updating previous research to reduce the number of motorcycle crashes.
- Evaluate automatic headlight leveling systems designed to reduce nighttime glare to oncoming drivers.
- Continue the Headlight Benefit Study to establish a baseline for benefits for headlight improvements and adoption of new technologies.

Crashworthiness

- Develop test procedures, performance requirements, cost and benefit estimates for occupant protection final rules for roof crush, ejection mitigation, side impact, and bus occupant protection.

International Policy and Program

- Development of a Global Technical Regulation (GTR) on hydrogen fuel cell vehicles by conducting individual and joint testing programs.
- Development of a draft GTR for passenger vehicle tires.

Cost and Leadtime studies will be conducted on the improvement of performance of severe service heavy truck/tractor brakes and activities to evaluate heavy truck electronic stability control.

Regulatory review assessments will be conducted on:

- tire selection and rims and passenger car non-pneumatic tires;
- door locks/latches;
- air brake systems;
- steering control systems;

- glazing;
- platform lift systems and installations in motor vehicles;
- compressed natural gas fuel container integrity; and
- the integrity of compressed natural gas vehicles.

Detailed Justification for Rulemaking

New Car Assessment Program (NCAP)	FY 2008 Request: $7,893,000

Overview:

Title II of the Motor Vehicle Information and Cost Savings Act of 1972, required the agency to provide consumers with a measure of relative crashworthiness of passenger motor vehicles. The program was then expanded to include rollover ratings. Later, the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act required that a child restraint safety rating consumer information program be established. Both Acts sought to create informed consumers within the vehicle and child restraint marketplaces, while driving both industries to manufacture safer products. Today, for example, greater than 90 percent of vehicles receive a 5-star frontal crash rating for both the driver and passenger while the percentage of overall "A" ratings awarded for child safety seats increased almost 5 percent from 2005.

Through NCAP, the agency provides consumers with accurate comparative ratings on vehicles and child restraints. This program informs consumers of the relative safety of vehicles based on front and side impact, as well as rollover rating, based on a 5-star system. Currently, NHTSA disseminates this information through its website www.safercar.gov, which provides NCAP crash and rollover ratings since 1990. Section 10307 of SAFETEA-LU requires a final rule for placing safety ratings on vehicle price labels by September 1, 2007 to make NCAP rating more conspicuous to consumers than ever before.

- In FY 2008, NHTSA is requesting $7,893,000 for the New Car Assessment Program. This request is, in total, $2,607,000 less than the FY 2007 request for NCAP. In FY 2006 and 2007, the agency requested additional funds, as authorized under Section 10307 of SAFETEA-LU to accelerate the testing program necessary to be to provide the ratings information to manufactures to be placed on vehicles as they are deployed into the market. Rulemaking will be completed in implemented in FY 2007.

  While the agency received a corresponding increase of $2,607,000 under Section 10307 of SAFETEA-LU for NCAP funding in FY 06 and requested this amount in FY 07, the change in fleet percentage tested made available by the increase in FY 2006 funds will not happen until Quarter 1 of FY 07. Likewise, the increase in the percentage from the FY 2007 funding will not happen until Quarter 1 of FY 2008. For this reason, NHTSA still anticipates a 10% increase in coverage in 2008, despite the reduction in funds.

  - FY 2008 funds will allow the agency to provide consumers with comparative vehicle safety and child seat ratings, as well as front, side, and rollover vehicle safety ratings through www.safercar.gov, in agency publications, and at the point of sale (per Section 10307 of SAFETEA-LU). Funds will also allow the program to evaluate child restraints for ease of use, provide consumers with child safety seat ratings through NHTSA's website at www.NHTSA.dot.gov, further enhance the

information provided through this website, and continued development and dissemination of brochures and other vehicle safety materials.

FY 2007 Base:

Activities within NCAP will continue to improve consumer access to new car and child restraint information through the following specific initiatives:

- Provide consumers with front, side, and rollover comparative vehicle safety ratings for Model Year '07 vehicles.
- Provide consumers with comparative ease of use child restraint ratings for 95 percent of the market.
- Meet or increase 2006 levels for dissemination of safety ratings as well as general vehicle and child safety information to consumers via www.safercar.gov and publications.
- As mandated by Section 10307 of SAFETEA-LU, develop procedures to disseminate safety ratings at the point of sale of new vehicles via a safety label.

Anticipated FY 2007 Accomplishments:

- Complete and implement a final rule for placing safety ratings on vehicle price labels by September 1, 2007, as mandated by Section 10307 of SAFETEA-LU.
- Provide front and side impact safety ratings on approximately 85 percent of new MY'07 vehicles by crash testing approximately 70 vehicles (45 frontal; 25 side).
- Provide rollover ratings on approximately 75 percent of new MY'07 vehicles by testing approximately 60 vehicles for rollover resistance.
- Provide Ease of Use ratings on approximately 95 percent of the child seat on the market.
- Begin implementation of program enhancements based upon comprehensive review completed in 2006.
- Further enhancements and additions of information will be made to www.safercar.gov, the NHTSA web-based portal dedicated to the promotion of NCAP safety ratings and other vehicle safety-related topics to meet or increase the number of visitors to www.safercar.gov above the 2006 level by expanding partnerships.
- Development and dissemination of brochures and other vehicle safety materials to provide additional information to consumers.
- Maintain or increase the number of Spanish language materials in combined efforts through www.safercar.gov and hotline programs.

FY 2008 Budget Request

NCAP relies on testing to cover a sufficient percentage of the vehicle fleet and child seat market in order to give consumers the information necessary to make informed purchasing decisions and to provide market incentives for manufacturers to produce safer vehicles and child seats. In order to realize safety benefits from this testing, these results and ratings, availability and proper usage of safety features, child restraints and information on emerging safety issues must all be disseminated appropriately to the widest possible audience to meet consumer needs.

- Provide consumers with comparative vehicle safety and child seat ratings.
- Provide consumers with front, side, and rollover vehicle safety ratings through www.safercar.gov, in agency publications, and at the point of sale.
- Evaluate child restraints for ease of use and provide consumers with child safety seat ratings through NHTSA's website at www.NHTSA.dot.gov.
- Further enhancements and additions of information to www.safercar.gov, and continued development and dissemination of brochures and other vehicle safety materials.

Detailed Justification for Rulemaking

Fuel Economy	FY 2008 Request: $1,880,000

Overview:

The Energy Policy and Conservation Act of 1975, requires NHTSA to establish and revise, as appropriate, the average fuel economy standards for the passenger car and light truck fleets based on the following criteria:

- economic practicability;
- technological feasibility;
- the effect of other motor vehicle standards of the government on fuel economy; and
- the need of the United States to conserve energy.
    - In FY 2008, NHTSA requests $1,880,000 for the Fuel Economy program, which reflects a $598,000 increase over the FY 2007 request. A pending proposal in Congress would give the agency the authority to reform the passenger car standards, further reducing gasoline consumption. The increase requested in FY 2008 will allow the agency, pending this authority, to complete an NPRM for passenger cars, which would include reforming that CAFE program. Additionally, FY 2008 funding will allow NHTSA to further refine technology assessment to refine cost and effectiveness estimates made by the National Academy of Sciences, further augment existing sources of data to improve modeling activities to help set future fuel economy standards and further refine theories used for fuel economy modeling activities to help NHTSA assess the societal costs and benefits of future standards.

FY 2007 Base:

NHTSA will continue to work in the following areas for light truck Corporate Average Fuel Economy (CAFE) standards:

- Conduct a technology assessment to refine cost and effectiveness estimates made by the National Academy of Sciences;
- Augment existing sources of data to improve modeling activities to help the agency evaluate and determine future fuel economy standards; and
- Refine theories used for modeling activities to improved results and help the agency better assess the economic and safety impact of future fuel economy standards.

Anticipated FY 2007 Accomplishments:

- Improved modeling system for future CAFE Rulemakings
- Updated Technology cost and effectiveness study
- Improved database for vehicle fuel economy data and trends

FY 2008 Budget Request

Successful efforts within NHTSA's Fuel Economy program will reduce consumption of gasoline used by light duty fleet without negatively impacting safety and jobs. A pending proposal by the administration in Congress would give the agency the authority to reform the passenger car standards, further reducing gasoline consumption.

The FY 2008 budget request will support work continuing in the following areas for light truck and passenger car CAFE:

- Pending this authority, NHTSA will complete an NPRM for passenger cars, which would include reforming that CAFE program;
- Further refinement of technology assessment to refine cost and effectiveness estimates made by the National Academy of Sciences;
- Further augmentation of existing sources of data to improve modeling activities to help set future fuel economy standards; and
- Further refinement of theories used for fuel economy modeling activities to help NHTSA assess the societal costs and benefits of future standards.

Detailed Justification for Rulemaking

Transportation/Climate Change Center	FY 2008 Request: $20,000
Overview: 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 partners with other Departmental modes to fund these activities. Transportation activities accounted for over a quarter of total U.S. greenhouse gas emissions in 2002. The Center's steering committee decides, on an annual basis, how to apply the Center's funds. Annually, the funds are allocated to outside research through competitive awards, or to internal DOT /Volpe Center research. Center-funded research publications and documents are published annually and distributed, and also posted on the Center's website.	
FY 2007 Base: NHTSA will continue to support intermodal activities through the Center for Climate Change and Environmental Forecasting.	
FY 2008 Budget Request NHTSA will continue to support intermodal activities through the Center for Climate Change and Environmental Forecasting.	

Detailed Justification for Rulemaking

Theft Program	FY 2008 Request: $175,000

Overview:

While improvements have been made in motor vehicle theft prevention, vehicle theft remains a persistent problem in the U.S. More than 1 million motor vehicle thefts occur annually in this country, causing lose of mobility and economic impact to those effected. NHTSA is required by 49 U.S.C. 33104(b)(4) to periodically obtain and publish accurate and reliable theft data. The National Crime Information Center (NCIC) of the Federal Bureau of Investigation provides this data. The NCIC is a governmental system that receives vehicle theft data from approximately 23,000 criminal justice agencies and other law enforcement authorities throughout the United States. This national data includes the reported thefts of self-insured and uninsured vehicles, not all of which are reported to other data sources.

- NHTSA requests $175,000 for its Theft programs in FY 2008, a $122,000 increase over the FY 2007 request. This increase will allow the agency to conduct a technology study to identify and evaluate a newly developed means of parts-marking to determine if they are sufficiently permanent and otherwise meet the purposes and definitions of parts marking and be viable alternatives to be included under 49 CFR Part 541, as well as an Anti-theft Device Study to provide a comparative analysis of the antitheft attributes of the devices voluntarily installed in low-theft vehicles in comparison with those for which manufacturers have been granted parts exemptions under 49 CFR Part 543, and to evaluate the effectiveness of each in effectively reducing and deterring theft. Additionally, the FY 2008 funding request will provide for the publication of the annual insurer report by September 2008.

FY 2007 Base:

- Publication of annual report required by law. The report focuses on an assessment of information on theft and recovery of motor vehicles (including passenger cars, light trucks and multipurpose vehicles), comprehensive insurance coverage, and actions taken by insurers to reduce motor vehicle thefts.

Anticipated FY 2007 Accomplishments:

- Publication of annual report by September 2007.

FY 2008 Budget Request

The FY 2008 budget request will fund the following projects:

- A Technology Study to identify and evaluate newly developed means of parts-marking (for example, data dots) to determine if they are sufficiently permanent and otherwise meet the purposes and definitions of parts marking and be viable alternatives to be included under 49 CFR Part 541.
- An Anti-theft Device Study to provide a comparative analysis of the antitheft attributes of the devices voluntarily installed in low-theft vehicles in comparison with those for which manufacturers have been granted parts exemptions under 49 CFR Part 543, and to evaluate the effectiveness of each in effectively reducing and deterring theft.
- Publication of annual insurer report by September 2008.

Explanation of Programmatic Funding for Enforcement

Enforcement	**$18,277,000**
Overview: In FY 2008, NHTSA is requesting $18,277,000 to conduct Enforcement programs, as defined below.	
Vehicle Safety Compliance	$7,696,000
Safety Defects Investigation	$10,429,000
Odometer Fraud	$152,000

Detailed Justification for Enforcement

Vehicle Safety Compliance	FY 2008 Request: $7,696,000

Overview:

The agency's Vehicle Safety Compliance program contributes to the Department's goals to reduce highway fatalities. Failure of motor vehicles and items of motor vehicle equipment to comply with Federal safety standards can lead to fatalities, injuries, and property damage. The agency's Vehicle Safety Compliance program conducts testing, inspection, analysis, and investigations to identify motor vehicles, motor vehicle equipment, and imported vehicles that do not meet applicable FMVSS and regulations. When a noncompliance is confirmed the manufacturer or Registered Importer must recall and remedy the noncompliance. The program also determines whether vehicles that were not manufactured to comply with U.S. safety standards may be imported based on evidence that the vehicles can be modified so as to comply.

- In FY 2008, $7,696,000 is requested for the Vehicle Safety Compliance program, consistent with the FY 2007 request. Funding the program at this level will allow the agency to complete critical vehicle crashworthiness, crash-avoidance and critical-equipment compliance testing by September 2008, as well as to begin enforcement of new CAFE regulations for light trucks.

FY 2007 Base:

In FY 2007, the agency will continue compliance testing to enforce the FMVSS and other regulations and will continue its efforts to give special emphasis toward enforcement of noncompliant equipment such as lighting and tires.

Anticipated FY 2007 Accomplishments:

- The agency will initiate compliance testing for new standards concerning tire pressure monitoring systems and light vehicle tires, increase field inspections and investigations of imported noncompliant safety equipment, and complete registered importer applications and vehicle importation eligibility petitions in a timely manner.

FY 2008 Budget Request

In FY 2008, funding is requested to:

- Complete critical vehicle crashworthiness and crash-avoidance compliance testing by September 2008.
- Complete critical-equipment compliance testing (including noncompliant safety equipment) by September 2008.
- Begin enforcement of new CAFE regulations for light trucks.

Detailed Justification for Enforcement

Safety Defects Investigation	FY 2008 Request: $10,429,000

Overview:

NHTSA's Safety Defect's Investigation program investigates, and where appropriate, seeks recalls of vehicles and vehicle equipment that pose an unreasonable safety risk. Since 1995, recalls for safety-related defects have been at record highs. NHTSA developed a new data warehouse/system to access a substantially increased amount of early warning reporting (EWR) data submitted by manufacturers pursuant to the requirements of the Transportation Recall Enhancement, Accountability, and Documentation (TREAD) Act. The agency analyzes the EWR data to determine whether anomalies or trends exist that potentially indicate the presence of a safety-related problem. The agency is using this information to supplement its complaint database and assist us in deciding whether to open a defect investigation. Since 2000, NHTSA has influenced, on average, the recall of 10.5 million vehicles and related equipment annually for safety-related defects.

- The FY 2008 Safety Defects Investigation request is $10,429,000, which is consistent with the FY 2007 request. The FY 2008 request will enable NHTSA's defects investigation program to maintain an average completion time for an investigation at eight months, maintain the quality of the screening and investigation processes, maintain or enhance 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.

FY 2007 Base:

FY 2007 recalls for safety-related problems are expected to remain at high levels. Each safety recall prevents potentially dangerous, and sometimes fatal, incidents from occurring. In FY 2007, NHTSA will ensure that its staff are able to:

- analyze, in a thorough and timely manner, the large volume of manufacturers' information, including fatality and injury reports, aggregate data reports, and field reports;
- use that information to determine when to follow up with manufacturers for additional information, when to open an investigation, and how to prioritize defect investigations;
- pursue defect investigations based on consumer complaints, EWR data, and other data when warranted in an aggressive manner driven by accurate and scientific analysis of the facts to prevent serious injury and/or fatalities; and
- monitor recalls to ensure that they are conducted in a timely manner, that the remedy is adequate, and that the scope is correct.

Anticipated FY 2007 Accomplishments:

In FY 2007, the Defects Investigation program will:

- Continue to analyze EWR data submitted by manufacturers on a quarterly basis.
- Continue to validate the appropriateness of analytical tools.
- Continue to identify and locate manufacturers who have not submitted EWR data, and ensure that those who fall within the reporting requirements comply.
- Continue to open investigations, where appropriate, and aggressively pursue the recall of products with safety-related defects.
- Continue to monitor recalls to ensure adequacy of scope, remedy and timeliness.

FY 2008 Budget Request

The FY 2008 budget request provides funding to:

- Maintain the average completion time for a defect investigation at eight months.
- Maintain the quality of the screening and investigation processes. (Approximately, 50 percent of all opened investigations end with a safety recall or other manufacturer action to correct a problem.)
- Maintain or enhance the vehicle recall completion rate of 72 percent (based on a five-year average).
- Continue to monitor recalls for adequacy of scope and remedy.
- Continue to respond to Congressional and consumer inquiries and ensure that all public information related to investigations, recalls, and complaints is current.

Detailed Justification for Enforcement

Odometer Fraud Investigation	FY 2008 Request: $152,000

Overview:

Odometer tampering continues to be a serious crime and consumer fraud issue, often masking the overall safety and unanticipated repairs necessary for used vehicles. In 2002, NHTSA determined that there are more than 450,000 vehicles sold each year with odometers that have been rolled back, defrauding American car buyers out of at least $1 billion annually. During the past three years, the numbers of odometer fraud cases have escalated. New car prices coupled with the increased demand for late model, low mileage used cars, has made odometer fraud more profitable than ever. Strong enforcement of the Federal and State odometer laws (i.e., prosecutions with stiff sentences), appears to be the most effective deterrent.

The agency works under cooperative agreement 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. Since 1984, odometer fraud investigations have resulted in 253 criminal convictions in 36 States with prison sentences ranging from one month to eight years, criminal fines totaling $2,943,400, and court ordered restitution totaling $10,070,900.

- In FY 2008, NHTSA requesting $152,000 for Odometer Fraud Investigation programs, funding consistent with the FY 2007 request. The FY 2008 request will provide NHTSA the ability to award cooperative agreements to five State enforcement agencies to investigate odometer fraud for criminal prosecution, injunctions against violators, and recovery of damages for defrauded consumers. Through these cooperative agreements, NHTSA plans 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 and roadworthy.

FY 2007 Base:

In FY 2007, NHTSA will award cooperative agreements to two State enforcement agencies that will investigate odometer fraud for criminal prosecution, injunctions against violators, and recovery of damages for defrauded consumers.

NHTSA will also award cooperative agreements to two State enforcement agencies that will each assign an investigator to NHTSA for one year to receive in-depth training in odometer fraud investigations. The assignment of these investigators will add to the number of investigations that the Office of Odometer Fraud Investigation will be able to complete.

Anticipated FY 2007 Accomplishments:

In FY 2007, NHTSA will continue to provide nationwide enforcement of the Federal odometer law.

FY 2008 Budget Request

The FY 2008 budget request provides funding to award cooperative agreements to five State enforcement agencies that will investigate odometer fraud for criminal prosecution, injunctions against violators, and recovery of damages for defrauded consumers. The cooperative agreements will assist NHTSA's efforts in encouraging States to initiate new odometer fraud activities or enhance existing programs designed to reduce the occurrence of odometer fraud in those States. Through these cooperative agreements, NHTSA plans 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 and roadworthy.

Explanation of Programmatic Funding for Highway Safety Programs

Highway Safety Programs	**$42,559,000**
Overview: In FY 2008, NHTSA is requesting $42,559,000 to conduct Highway Safety programs, as defined below. ** includes $500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training* *** includes $1.25m for Enhanced 9-1-1 Act Implementation, and $250,000 for National Emergency Medical Services Information Systems* **** Includes $1.2m for Drug Impaired driving as authorized by Section 2013 of SAFETEA-LU and excludes $4.967 million of Highway Traffic Safety Grants funding*	
Impaired Driving	$11,206,000
Drug Impaired Driving	$1,488,000
Pedestrians/Bicycle/Pupil Transportation	$1,453,000
Older Driver Safety	$1,700,000
Motorcycle Safety	$992,000
National Occupant Protection	$11,132,000
Enforcement and Justice Services*	$2,699,000
Emergency Medical Services	$2,320,000
Enhance 9-1-1 Act Implementation**	$1,500,000
Driver Licensing	$1,002,000

Highway Safety Research* **	$6,379,000
Emerging Traffic Safety Issues	$588,000
International Program	$100,000

Detailed Justification for Highway Safety Programs

Impaired Driving	FY 2008 Request: $11,206,000

Overview:

Traffic fatalities in alcohol-related crashes fell by 0.2 percent, from 16,919 in 2004 to 16,885 in 2005. The 16,885 alcohol-related fatalities in 2005 (39% of total traffic fatalities for the year) represent a 5-percent reduction from the 17,732 alcohol-related fatalities reported in 1995 (42% of the total).

NHTSA's impaired driving priorities focus on the effectiveness of high visibility enforcement (HVE), support for the criminal justice system (including police, prosecutors, and judges), and alcohol screening and brief intervention. This system-wide approach is aimed at reducing impaired driving, the apprehension of offenders, appropriate and consistent prosecution and adjudication of those offenders, treatment for problem offenders, and reducing recidivism of impaired driving.

In addition to it three main priority focus areas within the impaired driving program, NHTSA is also promoting activities aimed at curbing underage drinking.

- In FY 2008, NHTSA is requesting $11,206,000 for Impaired Driving programs, which is $94,000 less than the FY 2007 level. The FY 2008 budget request focuses on the agency's three priority areas for impaired driving: high visibility enforcement, support for the criminal justice system, and screening a brief intervention. NHTSA's Impaired Driving program will seek ways to advance the strategies promoted by SAFETEA-LU under the Section 410 Alcohol Impaired Driving Countermeasures Incentive Grant Program.

FY 2007 Base:

High Visibility Enforcement

- Support States in utilizing HVE coupled with paid and earned media during crackdown periods, and sustained HVE activities throughout the year to reduce impaired driving fatalities.
- Specific emphasis will also be placed on addressing impaired motorcycle operators.
- Focus specific attention on the ten States with the highest alcohol-related fatality rates.

Prosecution & Adjudication

- Promote the use of Traffic Safety Resource Prosecutors and DWI Courts in the States.
- Continue to evaluate selected DWI courts and test innovative adjudication strategies and alternative sanctions.

Screening and Brief Intervention

- NHTSA will continue to support routine use of alcohol screening and brief

intervention (ASBI), particularly in trauma centers and emergency departments, where research has proven it to be effective.

- Assess the feasibility and effectiveness of ASBI through other settings, such as colleges, communities, and workplaces.

High Risk Populations

- Demonstrate an underage drinking enforcement campaign, coupled with media and marketing, and will work in collaboration with the Interagency Coordinating Committee on the Prevention of Underage Drinking (**ICCPUD**), which is comprised of Federal agencies concerned about this issue.
- Demonstrate effective strategies for reducing impaired driving among high risk populations, such as Hispanics, Native Americans, 21-34 olds and youth that include culturally-relevant strategies, messages and materials and are deemed credible and appropriate by each population segment.
- Complete its comprehensive demonstration impaired driving program in New Mexico.

Communications

- Promote a new impaired driving HVE message during law enforcement crackdown periods and sustained enforcement efforts and the "*Buzzed Driving is Drunk Driving*" social norming message to further reduce impaired driving.

Research & Data

- Conduct a national roadside survey to test the prevalence of alcohol and drug use among drivers.
- Complete a demonstration of a Model DWI Tracking Systems in four States and continue a demonstration program of the system in one additional State. Publish guidelines for the States model system and provide technical assistance.

Anticipated FY 2007 Accomplishments:

- Achieve alcohol fatality rate of 0.49 per 100 million vehicle miles traveled.

High Visibility Enforcement

- Increase the number of law enforcement agencies participating in the national crackdown and sustained HVE efforts, particularly in the ten high alcohol-related fatality rate States.

Prosecution and Adjudication

- Establish State Traffic Safety Resource Prosecutors in at least half the States.
- Expand the number of DWI/Drug Courts handling DWI cases to 300, with at least one DWI or hybrid DWI/Drug Court in at least half of the States.

Screening and Brief Intervention

- Support technical assistance and training for ASBI, following the adoption of the anticipated American College of Surgeons – Committee on Trauma's verification requirements that Level 1 & 2 Trauma Centers establish procedures for

conducting ASBI.

High Risk Populations

- Support State and local efforts to reduce underage drinking, and drinking and driving among youth under age 21, including a series of town hall meetings to promote further local action.
- Complete the development of two youth marketing campaigns on youth access to alcohol, drinking and driving, and parental responsibility, including one on HVE programs, and another on social norming.
- Develop recommendations and promising practices for reducing impaired driving among high risk populations, including 21-34 year olds and Hispanics.
- Conduct an impaired driving technical assessment of Indian Country in cooperation with the Bureau of Indian Affairs, and develop plans to address priority recommendations derived from the assessment.
- Complete data collection and analysis for the comprehensive impaired driving system demonstration in New Mexico and disseminate lessons learned to assist other States.

Communications

- Implement a national impaired driving communications plan and accompanying materials to provide earned media to support State impaired driving programs. This effort will focus on impaired motorcycle operators.

FY 2008 Budget Request

The FY 2008 budget request focuses on the agency's three priority areas for impaired driving: high visibility enforcement, support for the criminal justice system, and screening a brief intervention. NHTSA's Impaired Driving program will seek ways to advance the strategies promoted by SAFETEA-LU under the Section 410 Alcohol Impaired Driving Countermeasures Incentive Grant Program.

High Visibility Enforcement

- Coordinate and support national HVE impaired driving crackdowns. Increase law enforcement participation in national crackdown periods, as well as in sustained enforcement efforts to maximize the effects of HVE on reducing fatalities, particularly in the ten States with the highest impaired driving fatality rates.
- Develop and implement effective yearlong enforcement plans, in conjunction with effective communications plans.
- Promote strategies to reduce the time necessary to process an impaired driving arrest and support low staffing sobriety checkpoints and multi-agency coordination efforts to assist law enforcement agencies in maximizing staff to reduce impaired driving.

Support of the Criminal Justice System

- Expand training and education for prosecutors and judges using the growing network of Traffic Safety Resource Prosecutors (TSRPs) and Judicial Outreach

Liaisons (JOLs), utilizing strategies such as distance learning.

- Increase the number of DWI courts by offering training to courts who wish to establish a DWI court or enhancement training to existing Drug Courts that wish to add a DWI Court component.

Alcohol Screening and Brief Intervention

- Continue to collaborate with national medical organizations to institutionalize the practice of routine alcohol screening and referral. Following the adoption of accreditation requirements requiring routine alcohol screening in trauma centers, work with other medical organizations to implement similar standards.

Communications

- Develop and implement a national impaired driving communications plan and accompanying materials to provide earned media to support State impaired driving programs. This effort will focus on impaired motorcycle operators.

Other Initiatives

- Demonstrate effective strategies to address challenges with implementing Administrative License Revocation (ALR) laws. Disseminate research to States regarding High (0.15+) BAC Laws, and develop strategies for successful for ignition interlock programs to help prevent impaired driving recidivism.
- Develop and disseminate program strategies, targeted messaging and relevant delivery mechanisms that reduce impaired driving among high risk populations (Hispanics, Native Americans, 21-34 olds and youth), including a national underage drinking enforcement campaign, based on existing models of HVE efforts. Coordinate with ICCPUD agencies to reduce underage drinking.
- Develop more effective State impaired driving systems to: increase BAC testing and reporting, to improve evidence against impaired driving offenders, improve the accuracy of impaired driving statistics to assist various government agencies in identifying addressing impaired driving problem areas and identify models for operating a State or local self-sufficient impaired driving programs.

Detailed Justification for Highway Safety Programs

Drug Impaired Driving	FY 2008 Request: $1,488,000

Overview:

Research has shown that up to 18 percent of the fatally injured drivers on our nations highways test positive for illicit drugs – most often in combination with alcohol. NHTSA's Drug Impaired Driving program is creating a national Drug Evaluation and Classification infrastructure to enable accurate detection of drug impairment by trained law enforcement officers. NHTSA continues to seek ways to streamline and improve the education process for law enforcement, prosecutors and judges, as well as develop strategies to address the impact of prescription and over-the-counter drugs on driving and traffic crashes.

As a crucial component of the DEC program, NHTSA supports the Drug Recognition Expert (DRE) training program, which is currently comprised of a total of 5,768 actively credentialed law enforcement officers. NHTSA collects completed evaluations by these officers in order to provide trend information regarding drug use, as well as provide a tool to monitor the effectiveness of the DEC training. Forty-two States, including the District of Columbia, and 2,519 law enforcement agencies are using the DEC program data system to record completed drug evaluations. These efforts support the agency's goal to reduce the rate of impaired driving through activities with State partners to increase the deployment of DEC specialists to detect and arrest drug impaired drivers.

- In FY 2008, NHTSA is requesting $1,488,000 for Drug Impaired Driving programs, which is $12,000 less than the FY 2007 budget request. The FY 2008 request will allow the agency to: maintain and refine the Drug Evaluation and Classification program, including DRE training; develop streamlined training programs and technical support for law enforcement officers, prosecutors and judges; complete the assessment and description of current State and Federal laws relating to drug-impaired driving, and complete efforts to develop a model statute for States relating to drug-impaired driving.

FY 2007 Base:

In FY 2007, the Drug Impaired Driving program will:

- Provide technical assistance to facilitate State participation in the Drug Evaluation and Classification (DEC) program.
- Conduct State program assessments to determine conformance and consistency with Standardized Field Sobriety Testing (SFST) training.
- Revise and update training programs for prosecutors, judges and law enforcement officials related to drug impaired driving.

- Collect data to assess and describe current State and Federal laws relating to drug-impaired driving.
- Continue efforts to develop a model statute for States relating to drug-impaired driving.
- Improve the collection of critical data from evaluations and arrests made by law enforcement officers utilizing the Drug Evaluation and Classification program.
- New hand held devices for law enforcement personnel will be demonstrated to streamline the collection of data relating to drug impairment.

**Related research activity is being conducted to establish a baseline for drug impairment on the highway.*

Anticipated FY 2007 Accomplishments:

The FY 2007 accomplishments are as follows:

- Adopt the Drug Evaluation and Classification program in additional States, as conditions require.
- Provide Advanced Roadside Impaired Driving Enforcement training curriculum to the States as an intermediate level of training designed to improve enforcement by officers that are not certified Drug Recognition Experts.
- Deliver the Drug Impairment Training course for Education Professionals to school resource officers to encourage the identification of students in need of assistance. Explore other uses of this training in juvenile detention facilities and in the workplace.
- Improve utilization of the SFST training in States.
- Conduct State SFST program assessments in additional states, as conditions require.
- Train additional prosecutors, judges, school resource officers regarding drug impairment, detection, and sanction and treatment options.
- Coordinate with other Federal agencies on strategies and activities to address drug impaired driving.
- Improve the collection of critical data from evaluations and arrests made by law enforcement officers utilizing the Drug Evaluation and Classification program.
- Demonstrate new hand held enforcement devices to streamline the collection of data relating to drug impairment.

FY 2008 Budget Request

The Drug Impaired Driving Program focuses on maintaining and refining the Drug Evaluation and Classification Program. The 2008 budget request provides funding to:

- Focus on maintenance and refinement of the Drug Evaluation and Classification program, including Drug Recognition Expert (DRE) training.
- Development of streamlined training programs and technical support for law enforcement officers, prosecutors and judges.
- Complete the assessment and description of current State and Federal laws relating to drug-impaired driving, as required by Section 2013(d) of SAFETEA-LU.
- Complete efforts to develop a model statute for States relating to drug-impaired driving as required by Section 2013(d) of SAFETEA-LU.
- Continue efforts with State partners to increase the deployment of DEC specialists to detect and arrest drug impaired drivers.

**Related research activity is being conducted to establish a baseline for drug impairment on the highway.*

Detailed Justification for Highway Safety Programs

Pedestrian, Bicycle and Pupil Transportation	FY 2008 Request: $1,453,000

Overview:

Pedestrian and bicycle fatalities constitute about 13 percent of annual traffic fatalities. In 2005, 5,849 pedestrians and pedalcyclists died in traffic-related crashes, an increase of 5.7% over 2004 rates. Children and older adults are especially at risk in pedestrian crashes, and children and youth are at risk for bicycle crashes. However, the average age of bicyclists killed in traffic-related crashes has increased from 29.7 years in 1995 to 38.5 years in 2005. Alcohol impairment is a factor among adult victims in these crashes: one-third of the pedestrians killed and almost one-fifth of the bicyclists killed are legally impaired. Although the number of deaths associated with school bus transportation is small, safe travel for children to and from school is a priority for the Agency, and school bus transportation represents the safest form of travel for school children. The agency's Pedestrian, Bicycle and Pupil Transportation programs contribute to the Department's safety goals by developing countermeasures that seek to reduce the rate of non-occupant highway fatalities per 100 million VMT.

- In FY 2008, NHTSA requests $1,453,000 for Pedestrian, Bicycle, and Pupil Transportation programs, a $212,000 decrease from FY 2007 levels.
    - The FY 2008 budget request will enable the agency to: implement strategies for pedestrian safety identified in the pedestrian safety strategic plan; provide continued technical assistance and support for implementation of pedestrian safety action plans prepared by States and cities with high fatality rates; create a bicycle safety marketing campaign for adults based on the findings from the focus group research conducted in FY 2007; and perform an analysis of existing Safe Routes To School (SRTS) resources, and create the additional resources needed for communities to establish and evaluate SRTS.

FY 2007 Base:

Pedestrians

- Implement initiatives identified in the agency's 2006 pedestrian safety strategic plan.
- Collaborate with public health experts to develop new ways to better measure pedestrian exposure rates to strengthen linkages between Smart Growth (an umbrella term to denote the concept of building safe, healthy, and livable communities that utilize multimodal transportation systems) and pedestrian safety organizations.
- Continue to support the three community demonstration projects designed to improve the safety of older pedestrians.

- Continue to collaborate with FHWA to assist States in developing and implementing comprehensive pedestrian safety action plans.
- Support projects to reduce the incidence of alcohol-related pedestrian fatalities.

Bicycles

- Implement of the *National Strategies for Advancing Bicycle Safety.*

Pupil Transportation

- Develop new SRTS educational materials to further promote the program.

Anticipated FY 2007 Accomplishments:

- Provide technical assistance and funding to States and cities with high pedestrian fatality rates to develop and implement action plans that address specific challenges to pedestrian safety at the State and local level.
- Update the pedestrian law enforcement guide and develop a law enforcement training program.
- Implement a program to reduce the rate of pedestrian and bicycle fatalities among Hispanic youth and families, which data indicates are currently over-represented in such crashes.
- Conduct focus groups of adult bicyclists that will determine effective safety messages and marketing strategies to influence safe and sober riding.
- Provide technical assistance to promote, support, and enhance SRTS programs and promote the use of the SRTS On-Line Guide. This comprehensive reference manual was developed to assist school officials, community planners, engineers, and public health officials in implementing successful SRTS programs.

FY 2008 Budget Request

Key efforts within NHTSA's pedestrian and bicycle programs will be aimed at garnering further support from law enforcement to enforce pedestrian and bicycle laws, as well as motor vehicle laws that will help reduce pedestrian and bicycle fatalities. To this end, NHTSA will promote existing and develop new law enforcement training materials on pedestrian and bicycle safety.

Additional initiatives within the pedestrian, bicycle, and pupil transportation program will focus on the following activities aimed at reaching the Department's goal to reduce non-occupant fatalities.

- Implement strategies for pedestrian safety identified in the pedestrian safety strategic plan.
- Provide continued technical assistance and support for implementation of pedestrian safety action plans prepared by States and cities with high fatality

rates.

- Create a bicycle safety marketing campaign for adults based on the findings from the focus group research conducted in FY 2007.
- Perform an analysis of existing SRTS resources, and create the additional resources needed for communities to establish and evaluate SRTS.

Detailed Justification for Highway Safety Programs

Older Driver Safety	FY 2008 Request: $1,700,000

Overview:

More than 35 million Americans today are age 65 or over, representing 12 percent of the U.S. population. By 2030, this population will double. At that time, 1 in 5 Americans will be age 65 and above. Not only will the older population increase, but more will drive later in life than in previous generations. If current fatality rates remain unchanged, this trend projects to a potential increase of up to three-fold in the number of older driver occupant fatalities by 2020. Medical providers, social services providers, law enforcement, licensing, as well as older drivers and caregivers are critical audiences for countermeasure information and education because of the roles they play in older drivers' lives. Each group can address different aspects of older driver safety. By working with these groups, NHTSA creates a complete approach to a growing problem. NHTSA's Older Driver Safety program seeks to maintain mobility through driving, where feasible, as well as provide older drivers and their caregivers with alternatives to driving when driving cessation is necessary due to medically-based reasons.

- In FY 2008, NHTSA request $1,700,000 for Older Driver Safety programs, a $1,200,000 increase over FY 2007 funding levels. This request reflects the authorized level for this program under SAFETEA-LU, and will be used to carry out the initiatives outlined in the older driver plan required of the agency by Section 2017 (a) of SAFETEA-LU.

FY 2007 Base:

The Older Driver program will support activities in the older driver plan submitted to Congress as required by Section 2017 (a) of SAFETEA-LU, including the following initiatives:

- Promote tools, materials and training developed jointly by NHTSA, medical and other organizations (such as the American Medical Association, American Society on Aging, American Occupational Therapy Association, and American Association of Family Physicians) to professionals who work with large populations of older patients/clients.
- Promote training for law enforcement using NHTSA's Older Driver Law Enforcement Course.
- Establish demonstration programs designed to increase medical, law enforcement, and family referrals to licensing authorities.
- Continue demonstration project using the Drive Well Toolkit with partners in the social services arena.
- Conduct market research on older drivers to understand how they transition from driving and to develop message strategies on older driver safety.

**Related research activity is being conducted to support the Older Driver program.*

Anticipated FY 2007 Accomplishments:

- Support American Association of Motor Vehicle Administrators' review of state medical review standards to assess State medical standards of practice.
- Develop guidelines for States to use in licensing medically at-risk drivers.
- Conduct outreach to judge and prosecutor groups to encourage assessment of potentially at-risk drivers.
- Develop a program to increase the number of occupational therapy generalists who can perform basic assessment of driving related functional abilities.
- Promote training for law enforcement using NHTSA's Older Driver Law Enforcement Course.

FY 2008 Budget Request

NHTSA's FY 2008 Budget request supports activities in the older driver plan submitted to Congress as required by Section 2017 (a) of SAFETEA-LU.

- Promote and coordinate medical review guidelines with State licensing agencies. Guidelines that harmonize medical consensus with licensing requirements will be completed in 2007; this effort will promote the new guidelines to licensing agencies. Guidelines that harmonize medical consensus with licensing requirements will assist States in establishing or strengthening a system to allow for medical, law enforcement and family referral of potentially at-risk drivers.
- Revise materials in the Physician's Guide for Assessing and Counseling Older Drivers based on the outcomes of evaluation of the existing book.
- Continue demonstration program designed to increase referrals to licensing authorities.
- Develop and disseminate a communication and marketing campaign, based on the research conducted on FY2007, on older driver safety and transitioning from driving.
- Develop tools and training for nurses and other medical professionals who work with older patients and clients.

**Related research activity is being conducted to support the Older Driver program.*

Detailed Justification for Highway Safety Programs

Motorcycle Safety	FY 2008 Request: $992,000

Overview:

In 2005, motorcycle fatalities increased to 4,553, a number 115% more than that of the historic low of 2,116 in 1997, and an increase for the eighth consecutive year, making motorcycle fatalities 10% of the all motor vehicle fatalities. Additionally, motorcycle rider fatalities related to alcohol increased by 10% in 2005. Per vehicle miles traveled in 2004, motorcyclists were about 34 times as likely as passenger car occupants to die in motor vehicle traffic crashes and 8 times as likely to be injured, with head injury as the leading cause of death. NHTSA estimates that motorcycle helmets reduce the likelihood of a crash fatality by 37 percent.

An increase in fatalities is partially due to the 42 percent sales increase of new unit motorcycles since 1997. This increase in sales has created a demand for State operator training programs that many states cannot meet. Alcohol continues to play a major role in motorcyclist fatalities (40 percent) and the number of fatally injured motorcyclists who were improperly licensed remains high (24 percent).

NHTSA's Motorcycle Safety program focuses on promoting the use of proper personal protective equipment, including helmets, and to mitigate fatalities and injuries in the event of a motorcycle crash, working with States to increase properly licensed motorcyclists, increasing rider skills through training, and promoting motorist awareness of motorcyclists on the road. Also, NHTSA is focusing attention on the role of alcohol in motorcycle fatalities and partnering with national stakeholders to promote motorcycle safety.

- In FY 2008, NHTSA is requesting $992,000 for Motorcycle Safety, a $192,000 increase over the FY 2007 request. This increase is to reduce the rate of increase of motorcycle fatalities that the nation has experienced over the last several years through heightened impaired rider and Share the Road activities.

FY 2007 Base:

The FY 2007 Motorcycle Safety program will continue to implement programs aimed at achieving the agency's goal of reducing the expected rate of increase in motorcycle rider highway fatalities per 100 million motorcycle VMT through the following specific initiatives:

- Initiate demonstration projects implementing heightened enforcement and education programs to reduce impaired riding.
- Develop a communication campaign to be used by States, local communities, and motorcycle organizations, to increase the awareness of motorcyclists based on the model Share the Road language developed under the Section 2010(g) of SAFETEA-LU.
- Continue to hold quarterly meetings with representatives of national motorcycle

safety organizations to coordinate efforts to improve motorcycle safety.

- Work with licensing agencies to increase licensing among motorcycle operators.
- Develop an interactive CD-ROM to teach peer-to-peer intervention techniques to motorcyclists and others to reduce impaired riding.
- Continue the demonstration programs implementing 'promising practices' identified from a review of State training and licensing programs released in 2005.

Anticipated FY 2007 Accomplishments:

- Distribute a State and community implementation guide for the *National Agenda for Motorcycle Safety.*
- Continue to provide technical assistance workshops to assist States in strengthening administration of rider training programs and in building capacity to meet increasing training needs and reduce training backlogs.
- Continue the Agency's on-going project to evaluate methods to enhance crash avoidance skills.
- Complete the Motorcycle Characteristics Study, identifying riding habits, training, and licensing characteristics of motorcycle operators.
- Form new partnerships with AARP, insurance companies, State licensing and registering entities, and health/medical organizations to assist with reaching older/returning motorcyclists.
- Distribute and promote the use of an interactive CD-Rom to teach peer-to-peer intervention techniques to motorcyclists and others to reduce impaired riding.
- Transmit a report to Congress on the findings of a study of educational and other activities targeted at reducing impaired riding as mandated by Section 2003 (g) of SAFETEA-LU.
- Continue to incorporate motorcycle operators in HVE impaired driving crackdowns.
- Develop and distribute updated motorcycle licensing guidance to State motor vehicle administrators.

FY 2008 Budget Request

In FY 2008, NHTSA's motorcycle safety activities will continue to work toward the Department's goal of reducing the motorcycle rider fatality rate per 1,000 registrations.

In addition, NHTSA will:

- Continue to support demonstration projects that use law enforcement to implement general deterrence impaired riding programs to reduce alcohol-related

motorcycle crashes to provide other States and communities with models of enforcement activities to decrease impaired riding.

- Distribute and promote the Share the Road materials developed in 2006, as mandated by Section 2010(g) of SAFETEA-LU, to States and local communities, as well as motorcycle organization to increase motorist awareness of motorcycles.
- Develop and test countermeasure strategies based on the results of research on the riding habits, training, and licensing characteristics of motorcycle operators with a focus on older motorcyclists.
- Work with law enforcement to increase their awareness of the motorcycle crash problem and provide guidance on efforts they can undertake to decrease crashes.
- Develop technical assistance resources to assist States in determining characteristics of motorcycle crashes. Subsequently, the agency will develop and implement programs to address the identified problems.
- Continue to hold regular meetings with motorcycle safety stakeholders to identify ways to coordinate efforts to reduce motorcycle crashes.

Detailed Justification for Highway Safety Programs

National Occupant Protection	FY 2008 Request: $11,132,000

Overview:

While overall restraint use is at an all-time high, 55% of all passenger vehicle fatalities were unrestrained in 2005. Proper use of vehicle occupant protection systems, including seat belts and child passenger safety (CPS) seats, afford motor vehicle occupants the best protection in the event of a crash. NHTSA's National Occupant Protection program significantly impacts the Department's safety goals by reducing both the number and rate of motor vehicle fatalities. NHTSA's program strategies focus on support for enactment of primary seat belt laws, leadership and support for conducting high visibility enforcement (HVE) mobilizations, and focused strategies for increasing belt use among high-risk populations. NHTSA's National Occupant Protection program directly supports the agency's goals to increase overall seat belt use and to increase restraint use among 0-7 year olds.

- In FY 2008, NHTSA is requesting $11,132,000, which is a $92,000 decrease from the requested FY 2007 level. FY 2008 funding will allow the agency to continue the development and implementation of programs to achieve the agency's occupant protection goals, specifically through the support of the passage and enforcement of primary belt laws, high visibility enforcement mobilizations, and CPS safety seat education efforts.

FY 2007 Base:

In FY 2007, NHTSA will undertake occupant protection program activities that reach beyond traditional community-based program models to include participation of the State Highway Safety Offices in statewide and regional efforts to promote occupant protection. Specifically, these programs will include:

- Continued support of the national *Click it or Ticket (CIOT)* mobilizations.
- Demonstration of the feasibility of coordinated regional campaigns that include enforcement combined with paid and earned media with emphasis on specific low-use populations.
- Development of communication strategies and materials to reach hard-core non-seat belt users.
- Promotion of multiple high visibility law enforcement (HVE) seat belt emphasis periods throughout the year.
- Continued support for enactment of primary belt laws.
- Continued support for an educational infrastructure to reach parents and caregivers with information on correct use and installation of CPS systems.

Anticipated FY 2007 Accomplishments:

- Conduct demonstration projects to increase seat belt use among high-risk and low-use populations, as identified by observation surveys and crash data. These include: nighttime drivers, drivers in rural areas, pick-up drivers, 8-15 year olds, and teens. NHTSA will disseminate findings from these and earlier demonstrations to assist States and local communities in developing strategies to reach these high risk groups.
- Coordinate region-wide paid and earned media efforts for States participating in the national mobilizations.
- Provide incentive grant funding to encourage implementation of primary seat belt laws through the Section 406 Safety Belt Performance Grants.
- Identify and demonstrate new communications strategies and messages to reach hard-core non-seat belt users.
- Provide leadership and guidance to insure continued participation by States in National and regional *CIOT* mobilization efforts.

FY 2008 Budget Request

In FY 2008, NHTSA will continue to develop and implement occupant protection programs to achieve the agency's goals of increasing overall belt use rates and increasing restraint use among children under 7. NHTSA supports the passage and enforcement of primary belt laws, high visibility enforcement mobilizations, and CPS safety seat education efforts as effective strategies to improve occupant protection.

Specifically, NHTSA requests funds to:

Click it or Ticket

- Provide continued leadership and guidance to facilitate increased participation by States and communities in National and regional Click It or Ticket (CIOT) mobilization efforts (planned for May 2008).
- Purchase of national paid media during the annual CIOT mobilization and other key periods to educate the public about enforcement efforts.
- Develop and place of media buys to support national *CIOT* mobilization.

High-Risk Populations

- Conduct additional demonstration projects to develop strategies for increasing seat belt use among high-risk populations, such as nighttime drivers, drivers in rural areas, pick-up truck drivers, 8-15 year olds. Disseminate findings of these and earlier community demonstrations.

- Encourage and assist other regions to replicate strategies identified in region-wide demonstration projects addressing low seat belt use among rural residents and pick up truck occupants.
- Develop public service announcements, in partnership with the Ad Council, supporting occupant protection initiatives directed at youth and teens.
- Implement new communications strategies and messages identified and tested in FY 07 to reach high risk, hard core non-seat belt users.
- Create new and strengthened partnerships with key national organizations representing populations with lower-than-average seat belt use rates (e.g., teens and rural populations); and develop new training and educational outreach and marketing materials to reach these populations.
- Develop law enforcement strategies to maintain high seat belt use rates achieved in the general population as well as in high-risk and underserved populations.
- Improve strategies to increase seat belt use among 8-15 year olds, including communications techniques and messages.
- Test strategies to adapt the CIOT model to be more appropriate for high-risk audiences, such as rural residents and pick-up truck and commercial vehicle drivers.

CPS

- Improve and intensify media strategies to increase booster seat occupant protection use through partnerships with the Ad Council and other media outlets.
- Maintain a high level of proper child restraint use by institutionalizing the national network of certified child passenger technicians.

Laws

- Provide incentive grant funding through the Section 406 Safety Belt Performance Grant program to encourage implementation of primary seat belt laws.
- Support law enforcement organizations in training traffic patrol officers in effective techniques for enforcing seat belt and child passenger safety laws, including seat belt provisions in graduated drivers license laws.
- Disseminate lessons learned from study of the effectiveness of seat belt provisions in graduated drivers licensing laws.

Detailed Justification for Highway Safety Programs

Enforcement and Justice Services	**FY 2008 Request: $2,699,000***
**includes $500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training*	

Overview:

The support of traffic safety laws by State and local law enforcement is key to modifying unsafe driving behavior by establishing the expectation of the motoring public that infractions of the law will be noticed and punished swiftly and appropriately. This principle is called general deterrence, and provides the basis of many of NHTSA's traffic enforcement and safety initiatives. State law enforcement efforts are supported by the media campaigns for seat belt mobilizations and impaired driving crackdowns. The Enforcement and Justice Services (EJS) programs will continue to provide guidance and support to law enforcement personnel in dealing with police pursuits and efficient and effective traffic enforcement operations. Investing in all segments of the criminal justice and traffic adjudication system, assures steady and sustained reductions in motor vehicle crash injuries and fatalities.

EJS activities also include technical assistance and training to the law enforcement community on the causes of vehicle related law enforcement officer deaths by providing the best approaches for traffic law enforcement officers to perform their duties. NHTSA's EJS programs also demonstrate the impact of traffic enforcement on the apprehension/mitigation of other criminal activities, as many criminals are detected during routine traffic stops for other, more severe crimes and outstanding warrants.

- In FY 2008, NHTSA requests $2,699,000 for EJS programs (including $500,000 for Law Enforcement Training), an overall decrease of $18,000 below the requested FY 2007 level. This increase reflects the $500,000 authorized under Section 2017(b) to conduct law enforcement training on police pursuits.
    - Additionally, the FY 2008 budget request will allow the agency's EJS programs to continue efforts to coordinate with the criminal justice system to build effective support for laws and initiatives that support the reduction of highway-related fatalities.

FY 2007 Base:

Enforcement and Justice Services programs will focus on the following activities in FY 2007 to provide technical assistance and training to all facets of the criminal justice system in support of NHTSA's goals:

- Increase law enforcement participation for high visibility mobilizations and crackdowns on seat belts and impaired driving.
- Reduce the number of vehicle-related deaths in the law enforcement community.
- Develop protocols for DWI Paperwork Reduction system integration into State data systems.

- Address speed-related crashes based on the results of the speed demonstration projects conducted through FY 2006.
- Develop and disseminating a speed communications plan for the States that promote HVE and social norming messages addressing school zones, secondary roads and residential zones.
- Develop a first responder vehicle safety program as mandated under Section 2014 of SAFETEA-LU.
- Address the safety issues of police pursuits.
- Providing technical assistance to communities for automated enforcement options and high-visibility enforcement.
- Develop market performance specifications and community guidelines for the implementation of new and existing automated enforcement systems.
- Enhance DWI prosecutions by expanding Traffic Safety Resource Prosecutor positions to improve and enhance prosecutor technical support and training.
- Promote and provide traffic safety educational courses for the judiciary and DWI Courts.
- Promote the Functional Standards for courts who are adding or modifying their case management systems.

Anticipated FY 2007 Accomplishments:

- Implement a speed demonstration project using automated speed enforcement technologies, as appropriate, accompanied by appropriate messaging.
- Develop a police pursuit video targeting a reduction in the number of vehicle-related deaths in the law enforcement community.
- Disseminate a first responder vehicle safety program as mandated under Section 2014 of SAFETEA-LU.
- Distribution of the Law Enforcement Driver Training Reference Guide, including a module dealing with the issues of police pursuits as mandated by Section 2017 (b) of SAFETEA-LU.
- Distribution of the Speed Communications Plan and marketing materials.
- Provide technical assistance to communities for automated speed enforcement options and distribute program and guidelines for proper use of automated speed enforcement devices.
- Develop and market performance specifications and community guidelines for the implementation of new and existing automated enforcement systems.

- Enhance DWI prosecutions by expanding Traffic Safety Resource Prosecutor positions to improve and provide national prosecutor technical support and training.
- Promote and provide traffic safety educational courses for the judiciary; and promote DWI Courts.
- Promote the Functional Standards for courts who are adding or modifying their case management systems.

FY 2008 Budget Request

In FY 2008, EJS will continue its efforts to coordinate with the criminal justice system to build effective support for laws and initiatives that support the reduction of highway-related fatalities.

Law Enforcement

- Expand efforts relating to Police Pursuits, based on materials developed through Section 2017 (b) of SAFETEA-LU. Increased awareness of issues surrounding pursuits will reduce the number of deaths and injuries to both involved law enforcement personnel and those not directly involved in the pursuit.
- Continue efforts relating to first responder vehicle safety program (SAFETEA-LU).
- Conduct a research project to examine technological alternatives to terminate pursuits, such as spike strips, deployable GPS devices to track violators vehicles and electrical disruption devices that might immobilize a fleeing vehicle.
- Continue intermodal speed demonstration with automated speed enforcement (ASE) project with the Federal Highway Administration (FHWA) and the Federal Motor Carrier Safety Administration (FMCSA). This speed demonstration program will reduce speed related fatalities.
- Demonstration of comprehensive seat belt, impaired driving and speed high visibility enforcement project at the community level, utilizing the media and marketing materials developed in 2007.
- Continue the revision and automate Police Staffing Allocation Manuals. The Police allocation manuals will allow law enforcement to rationally redirect resources to traffic enforcement activities.
- Continue implementation of protocols for DWI Paperwork Reduction system integration into State data systems. Integration of DWI Paperwork Reduction system into a State data system will enhance data collection effectiveness while reducing the time required for administrative activities.
- Enhance efforts to reduce the number of vehicle-related deaths in the law enforcement community.

- Revise law enforcement training programs in speed measurement, impaired driving, occupant protection programs, older drivers and motorcycle safety. Enhanced law enforcement training will increase awareness of the importance of sustained enforcement activities.

Prosecution

- Enhancing DWI prosecutions by expanding Traffic Safety Resource Prosecutor positions to improve and enhance national prosecutor technical support and training.

Judiciary

- Develop, update, promote and provide traffic safety educational courses for the judiciary. Increased judicial involvement in traffic law enforcement training will improve our efforts as it pertains to the criminal justice system.

Detailed Justification for Highway Safety Programs

Emergency Medical Services	FY 2008 Request: $2,320,000

Overview:

EMS systems are an essential component of comprehensive highway traffic safety strategy to reduce traffic morbidity and mortality through improved post-crash care, and must be capable of responding to all emergencies, 24 hours/day, 7 days per week. Through Federal and national leadership, NHTSA promotes improved EMS system performance to assure appropriate care of traffic crash patients and victims of other injuries and illnesses. NHTSA uses a consensus-based, data-driven approach in coordination with Federal partners and National EMS organizations to drive National EMS activities.

Through the development of EMS education standards, guidance for system administrators, educators, medical directors, EMS providers and others, NHTSA's EMS program contributes to the Department's overall goal of reducing highway fatalities by improving the outcome of crash victims. NHTSA also coordinates development of national strategies for EMS system improvement, increasing the overall ability of State and local EMS systems to prepare for and respond both to daily emergencies and to disasters and other events of national significance.

- In FY 2008, NHTSA requests $2,320,000 for Emergency Medical Services, which is consistent with FY 2007 funding. In FY 2008, NHTSA will seek to improve Federal EMS coordination by continuing support for the National EMS Advisory Council, as well as the Federal Interagency Committee on Emergency Medical Services (FICEMS), as mandated by Section 10202 of SAFETEA-LU. NHTSA will continue to host the informational website www.ems.gov to provide stakeholders and the public with EMS-related information. Additional efforts will build on work began in FY 2007 to improve workforce capabilities and assure a consistent nation-wide EMS system that will enhance the post-crash care delivered to crash victims.

FY 2007 Base:

The basis of NHTSA's FY 2007 EMS program relies on data-driven strategies to provide national EMS workforce improvements and training needs, to create greater consistency in EMS services from State to State, and to provide Federal coordination of EMS programs to increase the overall ability of EMS providers to response in a variety of situations.

Federal Oversight

- Improve Federal EMS coordination and strategic planning by providing staff support to Federal Interagency Committee on Emergency Medical Services.
- Improve non-Federal input to NHTSA EMS activities and strategic planning by supporting the National EMS Advisory Council.

- Coordinate with the Department of Homeland Security in assuring the preparedness education for the Nation's EMS providers.
- Improve customer awareness of NHTSA and Federal EMS activities.

Improved System Performance

- Continue implementation of the *National EMS Education Agenda for the Future* to assure competent and appropriately credentialed emergency medical services providers.
- Develop detailed national strategies to improve the viability of the nation's EMS career and volunteer workforce.
- Develop strategies for implementation of the Institute of Medicine (IOM) report – *The Future of Emergency Care in the US Health System.*
- Develop procedures for prehospital EMS evidence-based practice guidelines and their integration to the EMS Education Agenda.
- Develop strategies for EMS benchmarks and for EMS Quality Improvement.
- Develop suggested criteria to assure consistent State EMS programs.
- Identify methods of recognizing problems, issues and trends in ambulance and EMS provider safety.
- Develop data-driven guidance for EMS providers on identification of major trauma patients and their hospital destination.

Anticipated FY 2007 Accomplishments:

- Complete the Rural EMS Optimization Pilot as mandated through Section 2016 of SAFTEA-LU.
- Continue development of the *National EMS Education Standards.*
- Complete, in coordination with CDC, *Prehospital EMS Field Triage Protocol.*
- Initiate a Model State Emergency Medical Services Plan (incorporating IOM report recommendations).
- Complete *National EMS Workforce Agenda for the Future.*
- Develop a recommended strategy for a national EMS evidence-based practice guideline process.
- Complete strategies for national EMS Benchmarks and quality improvement system based on National EMS Information System.
- Complete tools for identifying the cost and value of EMS at a local level.
- Activation and marketing of WEB site: www.ems.gov

- Implementation of FICEMS and National EMS Advisory Council including reports to Congress.
- Develop NHTSA strategies to implementation of IOM report: *The Future of Emergency Care in the US Health System.*
- Develop, in coordination with DHS, specific strategies to improve the preparedness education of EMS providers.

FY 2008 Budget Request

Section 10202 of SAFETEA-LU mandates NHTSA's support of the Federal Interagency Committee on Emergency Medical Services (FICEMS), and places the NHTSA Administrator as the chair of that committee. In FY 2008, NHTSA will seek to improve Federal EMS coordination by continuing support for FICEMS, as well as the National EMS Advisory Council. NHTSA will continue to host the informational website www.ems.gov to provide stakeholders and the public with EMS-related information. Additional efforts will build on work began in FY 2007 to improve workforce capabilities and assure a consistent nation-wide EMS system that will enhance the post-crash care delivered to crash victims. Improvements in post-crash care will contribute to reductions in highway fatalities.

- The National Pandemic Flu Implementation Plan requires DOT to guide the development of protocols, guidelines and procedures for EMS and 9-1-1 providers.
- Identify strategies to enhance the Nation's EMS system and EMS education infrastructure through the implementation of the *National EMS Education Agenda*.
- Begin implementation *National EMS Workforce Agenda for the Future.*
- Develop, in conjunction with CDC, a tool kit for implementation of the Prehospital Field Triage protocol.
- Implement systematic strategy for national EMS evidence-based practice guidelines.
- Implement strategies for reporting on National EMS Benchmarks and incorporating them with the National EMS Database.
- Implement, as appropriate, strategies to implement the recommendations in the IOM report.
- Complete nation-wide EMS assessment based upon the National State EMS Model Plan.
- Develop Model State EMS legislation.
- With DHS, implementation strategies to improve the preparedness education of EMS providers.

- Implement an EMS public information and awareness plan including continuation of www.ems.gov .

Detailed Justification for Highway Safety Programs

Enhance 9-1-1 and National EMS Information System	**FY 2008 Request: $1,500,000**

Overview:

A comprehensive national Emergency Medical Services (EMS) and Enhanced 9-1-1 system is essential to reduce post-vehicle crash mortality and morbidity, to decrease traffic congestion, to improve mobility and to help assure prompt and competent responses to disasters and other events of national significance. EMS systems must be capable of responding effectively to all emergencies, 24 hours per day, 7 days per week. A component of a comprehensive Emergency Medical Services System is to assure ubiquitous, nation-wide Wireless Enhanced 9-1-1, assuring prompt and accurate response of emergency responders to traffic crashes, other emergencies and disasters.

- In FY 2008, NHTSA is requesting $1,500,000 for the Department of Transportation's Comprehensive Enhance 9-1-1 and National EMS Information System (NEMSIS) Initiative; this is a $1,000,000 increase over the FY 2007 request. This is request supports the Secretary of Transportation's priority initiative for E 9-1-1.
- The FY 2008 funding request would provide $1,250,000 to allow the agency to establish a Wireless Enhanced 9-1-1 Program, and a 9-1-1 Implementation Coordination Office (ICO), which is required by the ENHANCE 9-1-1 Act of 2004. A Memorandum of Understanding has been signed with NTIA locating this National 9-1-1 Office at NHTSA Office of Emergency Medical Services. This budget request will support additional National 9-1-1 office activities and support Wireless Enhanced 9-1-1 implementation by :
    - Establishing an E9-1-1 Technical Assistance Center to provide technical assistance and support to State 9-1-1 offices and to public safety answering points (PSAPs)
    - Providing education opportunities to state 9-1-1 programs offices and local PSAPs
    - Completing of detailed strategic plan for nation-wide implementation of Wireless E9-1-1 and Next Generation 9-1-1 including an assessment, gap analysis and needs identification
    - Preparing for E9-1-1 grant program implementation
    - Conducting an independent evaluation and assessment of E9-1-1 program activities
- $250,000 is requested in FY 2008 for the National Emergency Medical Services Information System (NEMSIS), which NHTSA was directed by Congress to establish to assure comprehensive emergency medical services system development:
    - In FY 06, Congress provided an earmark of $1,000,000 to NHTSA with

following appropriations language: *"The Committee encourages NHTSA to continue towards full implementation of NEMSIS, which will provide data entry and reporting capabilities at the local EMS level, data collection and reporting capabilities at the state level, and a national EMS database to be housed at NHTSA with a Technical Assistance Center to assist EMS systems in data collection and use. One of the ultimate goals of NEMSIS is to reduce post-crash death and disability by developing a better understanding of the current EMS response and performance in order that scarce resources can best be directed toward critical training, equipment, planning and other needs that can best improve patient outcomes".*

- P.L. 109-59 requires the establishment of Federal Interagency Committee on Emergency Medical Services (FICEMS) for which NHTSA is required to provide staff support. Additional funding is needed to assure the continued NEMSIS implementation, to avoid discontinuation of the Congressionally-directed NEMSIS program and to complete the needs assessment mandated by P.L. 109-59. NEMSIS is essential to completing this needs assessment.

FY 2007 Base:
In FY 2007, funding was requested for the ENHANCE 9-1-1 Act Implementation Coordination Office, and will initiate compliance with the ENHANCE 9-1-1 Act statutory responsibilities by:

- Continued assessment of the national E9-1-1 deployment status to identify gaps in coverage and to assist with future needs identification.
- Continued assessment of Public Safety Answering Point (PSAP) needs to identify needs and to serve as a basis for development of mandated E9-1-1 grant requirements.
- Continued coordination of Federal 9-1-1 activities.

Anticipated FY 2007 Accomplishments:

- The FY 07 activities will assist with nation-wide deployment of Wireless Enhanced 9-1-1, which will improve access of wireless callers to 9-1-1, as well as the accuracy of location information necessary to expedite the dispatch of emergency services. Such improvements to the response of emergency services will help to reduce motor vehicle fatalities, and improve traffic congestion and mobility. Technical assistance to public safety answering points and State 9-1-1 offices.
- National assessment of 9-1-1 needs and costs.
- Establish plans to transition the nation from Phase II E9-1-1 to Next Generation 9-1-1.
- Disseminate information concerning practices, procedures, and technology used in deployment of E9-1-1 services to public safety answering points and State

9-1-1 offices.

- Develop regulations and an administrative process for grant funding under the ENHANCE 9-1-1 Act of 2004.

FY 2008 Budget Request
National 9-1-1 Office ($1,250,000)

The FY 2008 budget request will support additional National 9-1-1 office activities and support nation-wide Wireless Enhanced 9-1-1 implementation by:

- Establishing an E9-1-1 Technical Assistance Center to provide technical assistance and support to state 9-1-1 offices and to public safety answering points
- Providing education opportunities to state 9-1-1 programs offices and local PSAPs
- Completing of detailed strategic plan for nation-wide implementation of Wireless E9-1-1 and Next Generation 9-1-1 including assessment, gap analysis and needs identification
- Preparation for E9-1-1 grant program implementation
- Conducting an independent evaluation and assessment of E9-1-1 program activities

National EMS Information System ($250,000)

The budget request will support continued and Congressionally-directed implementation of the National EMS Information System by:

- Continuing the activities of the NEMSIS Technical Assistance Center
- Continuing development of the National EMS database to be maintained through NHTSA's National Center for Statistics and Analysis.

Detailed Justification for Highway Safety Programs

Driver Licensing	FY 2008 Request: $1,002,000

Overview:

The Driver Licensing program provides national leadership and assistance to the States in the implementation of a coordinated drivers licensing system, which would ensure every driver in the United States is properly trained, periodically evaluated, and has one, valid license and driving record. The program focuses on issues related to driver license security, driver training and education (including Graduated Driver Licensing), and driver evaluation, particularly with regard to medical evaluation of physical or cognitive abilities necessary to drive.

The U.S. has an overrepresentation of young, novice drivers involved in fatal motor vehicle crashes. Per mile driven, 16-year-old drivers have the highest rate of involvement in fatal crashes in the U.S. Graduated Driver Licensing programs have been effective in helping young adults safely transition to full driving privileges.

The Driver License Agreement (DLA) is an effort by States to establish uniform driver licensing data and information exchange among the States to establish uniform driver licensing data and information exchange among the State. NHTSA supports adoption of the DLA by States as a means to ensure an effective means of identifying potential problem drivers.

The REAL-ID Act rulemaking process is expected to support several of NHTSA's initiatives, such as fraudulent document recognition, speeding up the adoption of both digital image access and the Drivers License Agreement which will lead to the "one driver, one license, one driving record" concept, to increase the integrity of the driver licensing process throughout the country. These activities will keep dangerous drivers from obtaining valid state drivers licenses.

- In FY 2008, NHTSA is requesting $1,002, 000 for Driver Licensing programs, which is an $8,000 decrease below the FY 2007 funding level. The FY 2008 budget request allows the agency to address improvements to driver licensing systems and driver education. NHTSA and the U.S. Department of Education will work together to identify driver education programs that are consistent with the most effective teaching methodologies and incorporate these methodologies into model programs that take advantage of optimum learning sequencing to effect teen driver safety.

FY 2007 Base:

Driver licensing programs will support extensive evaluation of driver education and continue technical assistance to jurisdictions to promote best practices and harmonization of driver education delivery. These programs will also support provisions in the "REAL ID Act" to prevent fraudulent procurement and use of drivers' licenses.

Anticipated FY 2007 Accomplishments:

Driver Licensing

- Support coordination among the states to increase uniformity and exchange of information - interstate compacts, specifically the Driver License Compact and the Non-Resident Violator Compact will be streamlined, updated and condensed into one "Driver License Agreement."
- Develop of driver improvement guidelines for State DMVs.
- Develop of guidelines for States in evaluating foreign reciprocity of driver licensing privileges.

Driver Education

- Assess the status of driver education programs in the states.
- Develop evaluation methodologies for driver education programs to assess innovation and effectiveness.
- Develop and promote guidelines for effective delivery of driver education in the States and harmonization of guidelines among the States.

Graduated Driver Licensing

- Evaluate and promote effective components of graduated driver licensing programs - disseminate information on component effectiveness and generate support for improved driver licensing systems.
- Develop a communications program targeting teen parents, to promote the provisions of graduated driver licensing systems and focus on parental responsibility to ensure novice drivers abide by those provisions.

Fraudulent Document Prevention

- Continue Fraudulent Document Recognition training to reduce issuance of driver licenses based on fraudulent information.
- Increase use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.

FY 2008 Budget Request

In FY 2008, NHTSA's Driver Licensing programs will address improvements to driver licensing systems and driver education. NHTSA and the U.S. Department of Education will work together to identify driver education programs that are consistent with the most effective teaching methodologies and incorporate these methodologies into model programs that take advantage of optimum sequencing.

Driver Licensing

- Increase coordination among the States to increase uniformity and exchange of information, particularly with increased membership in the DLA.
- Continue to support the Driver Licensing Compact Board to enable review of State legislation and licensing practices prior to admittance to the Driver License Agreement (DLA).
- Initiate state licensing demonstration programs to implement best practices in novice driver testing, driver improvement programs, foreign reciprocity processes and other developmental initiatives.

Driver Education

- Implement driver education evaluation methodologies to assess innovation and effectiveness of curricula.
- Continue to assess the current status of state driver education programs and promote State guidelines and harmonization among States.
- Develop guidelines for state driver education programs to ensure local programs are monitored and delivered as mandated. Effectiveness of driver education will start with the capability of the States to provide oversight and monitoring of approved curricula.

Graduated Driver Licensing

- Continue to evaluate and promote effective components of graduated driver licensing programs, disseminate information on component effectiveness and generate support for improved driver licensing systems, particularly within departments of motor vehicles.

Fraudulent Document Prevention

- Continue Fraudulent Document Recognition training to reduce issuance of driver licenses based on fraudulent information.
- Continue support for increased use of technology to prevent issuance and acceptance of fraudulent driver licenses and identification cards.

Detailed Justification for Highway Safety Programs

Highway Safety Research	**FY 2008 Request: $6,379,000***
**Includes $1,200,000 authorized under Section 2013 of SAFETEA-LU for Drug Impaired Driving research. In addition $4,967,000 is funded from Highway Traffic Grants Administrative Expenses.*	

Overview:

Highway Safety Research directly supports the Department and Agency's goals of reducing traffic crashes, fatalities and injuries by providing the scientific basis for the development and evaluation of effective countermeasures to reduce the occurrence of traffic crashes. Alcohol and drug impaired driving, failure to use occupant restraints, speeding, aggressive and other unsafe driving behaviors (e.g., fatigue, inattention, and distraction) involving older drivers, pedestrians, bicyclists, and motorcyclists contribute significantly to the death, injury, and property damage costs resulting from crashes on our highways. Behavioral research into the role of these factors provides the empirical foundation for the development of effective programs to reduce the occurrence of crashes. Research and demonstration program results are disseminated to the States for implementation using highway safety formula grant (Section 402) funds.

Despite restraint use being at an all-time high, the United States overall still lags behind other industrialized nations in the use of seat belts. Research demonstrating the effectiveness of programs to increase seat belt use and proper child safety seat use is critical to achieving further progress and meeting national safety goals and performance targets. Similarly, little progress is currently being made in reducing alcohol-impaired driving crashes. Behavioral research will provide the necessary knowledge to develop effective countermeasures that can gain national progress in reducing deaths and injuries due to impaired driving. For example, critical research on the nature and scope of the drugged driving problem will enhance development of effective countermeasures to combat this problem.

Motorcyclist fatalities have increased for the eighth consecutive year, making it critical that research identify approaches for reversing this trend. Finally, research is being conducted now, as our the average age of the population increases, to develop programs to improve safety for older drivers and to develop the tools needed to identify those drivers who are unable to continue to drive safely. Without effective programs based on solid research, the number of crashes involving older drivers may increase dramatically.

- In FY 2008, NHTSA is requesting $11,346,000, to include $1.2 million authorized by Section 2013 under SAFETEA-LU for Drug Impaired Driving research. This request is $4,000 less than the FY 2007 request. FY 2008 funding will allow the agency to conduct behavioral safety research to support programs to achieve the agency's goals of reducing the rate of fatalities in high BAC (0.08+) drivers, increasing seat belt usage, as well as special initiatives in child passenger safety, pedestrian, bicyclist, and motorcyclist safety, and elderly driver safety and mobility. Additionally, the Highway Safety Research funding will provide for an evaluation of the FY 2008 high visibility enforcement campaigns, as mandated under Section 2009(f) of SAFETEA-LU.

FY 2007 Base:

Highway Safety Research focuses on agency priority programs of occupant protection and impaired driving (alcohol, illicit, and over-the-counter drugs), as well as speeding, older drivers, motorcycles, driver licensing, driver education, pedestrian and bicycle safety, aggressive driving, and other unsafe driving behaviors, such as fatigued, inattentive, and distracted driving.

Key FY 2007 activities include:

Impaired Driving

- Identify procedures for detecting suspended drivers and investigate innovative technologies for reducing impaired driving.
- Continue data collection for a roadside survey on the incidence of alcohol and drug use by drivers.
- Test programs to encourage law enforcement to conduct high-visibility enforcement programs throughout the year (as a routine aspect of traffic law enforcement rather than as a special periodic programs); continue the evaluation of the New Mexico comprehensive approach for reducing impaired driving; and conduct a study on the frequency of breath test refusals and the effect of such refusals on the ability to prosecute for driving while intoxicated as required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
- Continue research to better understand the scope and nature of the drugged driving problem (covering both licit and illicit drugs); and to investigate adjudication of cases involving driving under the influence of drugs.

Occupant Protection

- Determine effectiveness of high-visibility enforcement programs focusing on high-risk groups (e.g., young males, pick-up truck and SUV drivers, rural drivers).
- Identify and test strategies to increase correct child restraint and booster seat use.
- Continue research to develop and test strategies for nighttime seat belt enforcement.
- Conduct the Motor Vehicle Occupant Safety Survey.

Motorcycle Safety

- Initiate an evaluation for a general deterrence program focusing on alcohol impaired motorcycle riders.
- Continue research to evaluate motorcycle skills training.
- Investigate motorcyclist impairment at different BAC levels.

- Evaluate the effectiveness of the helmet law reinstatement in Louisiana.

Other Behavioral Research

- Initiate two demonstration projects to address distracted, inattentive and fatigued driving as required under SAFETEA-LU.
- Continue research on the use of multiple medications by older drivers and the potential for increased driving risk.
- Continue research on the feasibility of using in-vehicle data collection to monitor driving of older persons with early-stage dementia.
- Initiate research to determine the safety benefits and unintended consequences that result from State licensing policies and practices regarding older drivers.
- Obtain a nationally representative sample of travel speeds across a variety of roadways and regions.
- Evaluate the effectiveness of speed reduction on pedestrian safety.
- Continue research to review the state of the art instructional tools, training methods, and curricula with the Department of Education and determine whether current Driver Education programs use these best practices.
- Continue evaluation of various components of Graduated Driver Licensing (GDL) programs.
- Develop a behavioral research strategic plan, coordinating plan development with appropriate Federal agencies and outside stakeholders.

Anticipated FY 2007 Accomplishments:

In FY 2007, NHTSA will:

- Complete research on the effectiveness of vehicle sanctions and vehicle interlocks in preventing impaired driving.
- Complete research on the effectiveness of per se laws for driving under the influence of drugs.
- Complete research on the effectiveness of saliva-drug detection devices.
- Identify strategies to increase seat belt use among older adults.
- Identify interventions to promote proper restraint use among children 4 to 8 years old.
- Complete study to determine effectiveness of booster seat law implementation.
- Complete annual CIOT Mobilization evaluation.
- Develop and evaluate a nighttime seat belt enforcement program.

- Complete research on the effectiveness of automated speed enforcement in school zones.
- Complete research on the effectiveness of setting rational speed limits on speeding and crashes.
- Complete research on the effectiveness of Graduated Driver Licensing (GDL) provisions in Michigan and Texas.

FY 2008 Budget Request

In FY 2008, the Highway Safety Research Program will:

- Conduct annual evaluations of the national high visibility enforcement campaigns to increase seat belt use and reduce impaired driving, as mandated under Section 2009 (f) of SAFETEA-LU.
- Initiate research to identify and test strategies for combining alcohol and nighttime seat belt enforcement, including joint messaging.
- Initiate research to investigate the effects of motorcycle training and licensing on crashes.
- Determine the relationship between speeding and crash risk.
- Conduct research to determine the best practices for driver education programs.
- Evaluate the impact of DMV licensing practices and policies on older driver safety, as mandated under Section 2017 (a) of SAFETEA-LU.
- Continue two demonstration project to address distracted, inattentive and fatigued drivers, as mandated under Section 2003(d) of SAFETEA-LU.
- Initiate a case-control study to determine the crash risk associated with driving under the influence of drugs other than alcohol.
- Initiate a research program to test innovative technologies (vehicle-based as well as other approaches) for reducing alcohol-impaired driving as mandated under Section 2003 (h) of SAFETEA-LU.
- Continue the evaluation of a national campaign to reduce underage drinking and drinking and driving and a general deterrence approach for reducing alcohol-impaired motorcycle riding.
- As mandated by Section 2013(c) of SAFETEA-LU, continue research to better understand the scope and nature of the drug impaired driving problem (both illicit and over-the counter) and investigate adjudication of cases involving driving under the influence of drugs.
- Continue a study on the frequency of breath test refusal and the effect of such refusals on the ability to prosecute for driving while intoxicated.

- Continue development and testing strategies for increasing seat belt use at high-risk times (e.g., night) and among high-risk populations.
- Initiate research to validate promising screening and assessment tools to identify functional limitations of older drivers
- Initiate research to determine the effectiveness of rehabilitation programs in enhancing older driver safety.
- Complete research on alternative high visibility seat belt enforcement approaches.
- Complete research to identify strategies for ensuring that older drivers continue to use seat belts despite physical limitations.

Detailed Justification for Highway Safety Programs

Emerging Traffic Safety Issues	FY 2008 Request: $588,000

Overview:

NHTSA's Emerging Traffic Safety Issues program allows the agency a mechanism by which to focus on traffic safety issues presenting unique challenges to the nation. Currently, programs within the Emerging Traffic Safety Issues area focus on speed and the promotion of parental roles in Graduated Drivers Licenses programs. This program develops and coordinates a variety of programs and communications materials to address these issues and realize reduction in fatalities resulting from these issues.

- In FY 2008, $588,000 is requested for the Emerging Traffic Safety Issues programs, which is $5,000 less than the FY 2007 funding. Funding will support an evaluation of the FY 2007 speed marketing and communications campaign to drive necessary revisions to improve the effectiveness of program in changing behavior in school zones, neighborhoods, and on secondary roads. In FY 2008, the program will also be expanded provide speed communications program and materials to States and communities through State and local Law Enforcement Liaisons (LELs) by developing a toolkit that will provide samples of the materials, and marketing techniques for the LELs to use in promoting the communications aspects of the speeding program. Additionally, the FY 2008 budget request will support enhanced marketing for teen distracted driving and GDL messaging and materials as part of the youth communications campaign.

FY 2007 Base:

In FY 2007, the Emerging Traffic Safety Issues program will support the following activities:

- Implement and promote the U.S. DOT Speed Management Team's Strategic Initiative plan in collaboration with FHWA and FMCSA.
- Use Fatality Analysis Reporting System and market research to better identify drivers involved in speeding-related and distracted driving crashes in order to design and implement programs targeting those most at risk.
- Lead collaborative efforts with national organizations to promote speed management programs in States and communities.
- Track and assess the success of new and emerging technologies that affect reductions in speeding offenses/speeding-related crashes.
- Lead collaborative efforts with national organizations to promote GDL and parental roles and responsibilities in driver education.
- Assess the success of the teen distracted driver pilot program, implement necessary revision, and market to States and communities.

Anticipated FY 2007 Accomplishments:

- Implement a speed management marketing and communications campaign, to be used at the local level, with both an HVE and social norming message in three roadway settings: neighborhoods, school zones, and secondary roads.
- Evaluate the speed communications campaign to determine its effectiveness in raising awareness of the issue and behavior change.
- Implement a GDL component to the youth communications plan focusing on parental responsibility in drivers licensing.

FY 2008 Budget Request

In FY 2008, the Emerging Traffic Safety Issues program will support the following activities:

- Evaluating the speed marketing and communications program's effectiveness in changing behavior in neighborhood, school zones and secondary roads. Based on these findings, the communications plan and marketing will be revised and marketed to the States.
- Expanding marketing the speed communications program and materials to States and communities through State and local Law Enforcement Liaisons (LELs) by developing a toolkit that will provide samples of the materials, and marketing techniques for the LELs to use in promoting the communications aspects of the speeding program. Working with LELs will increase the likelihood of local agency participation in communications aspects of the speeding HVE programs.
- NHTSA will also enhance marketing for teen distracted driving and GDL messaging and materials as part of the youth communications campaign. Increasing parental involvement in novice driver training and GDL requirements addresses DOT's goal to reduce the rate of passenger vehicle occupant fatalities.

Detailed Justification for Highway Safety Programs

Behavioral International Program	FY 2008 Request: $100,000

Overview:

DOT's Strategic Plan includes "Global Connectivity: *facilitate a more efficient domestic and global transportation system...*" as one of the five strategic objectives of the Department. This includes reducing the adverse aspects of that system, e.g., the growing global road death and injury toll. Despite the historic low fatality rate, the nation's ability to achieve reductions in the number of traffic-related fatalities is becoming more difficult, and the U.S. lags behind other industrialized nations in critical traffic safety measures. The ability to cooperate with other countries bilaterally and through international organizations allows NHTSA to learn what other countries are doing to address traffic safety problems, adopt appropriate best practices, share knowledge and expertise on traffic safety issues, and ultimately improve traffic safety not only in the U.S., but globally as well. Additionally, through involvement in global road safety, the U.S. can support economic development and investment, as some emerging economies have difficulty attracting investment due to poor road conditions. Finally, NHTSA can help to alleviate the human suffering and significant economic burden caused by vehicle crashes in emerging economies.

- In FY 2008, NHTSA is requesting $100,000 for Behavioral International Programs, funding consistent with FY 2007 levels. FY 2008 funding will allow the agency to: work with the World Health Organization (WHO) and Working Party 1 (WP.1) to develop approaches to address one or more risk factors (e.g., impaired driving, seat belts, speed) in particular countries and to pilot test "good" practice tools in selected countries; initiate one bilateral research and/or program initiative to foster bilateral cooperation in addressing a specific traffic safety problem; work with the World Bank and other appropriate organizations to develop guidelines and tools for traffic law enforcement in developing nations.

FY 2007 Base:

FY 2007 base funding will be used to:

- Continue to support activities of UN/ECE Working Party 1 (WP.1) on Road Traffic Safety and the World Health Organization (WHO).
- Support Global Road Safety Week Activities (April 23-29, 2007).
- Initiate development of a "good" practice manual on data systems (with WHO) and continue to support the development of other "good" practice tools for road safety.
- Support coordination among U.S. governmental agencies on global road safety activities.

Anticipated FY 2007 Accomplishments:

The following accomplishments are anticipated in FY07:

- Complete the development of three "good" practice manuals addressing occupant protection, impaired driving and motorcycle helmets.
- Complete, with the World Health Organization, a resource document of traffic safety laws and practices around the world.
- Complete an inventory of U.S. governmental agencies' activities in global road safety.

FY 2008 Budget Request

Under SAFETEA-LU 2003 (b), NHTSA may participate and cooperate in international activities to enhance highway safety. An objective of NHTSA's international collaboration is to work with others (primarily international organizations) to develop tool kits to enable other countries to address their road safety problems. Pilot testing the 'good' practice guides will enable us to assess how well the tool kits can be implemented.

Enforcement is a critical aspect of NHTSA's traffic safety strategy in the U.S. Law enforcement is different in other countries, but constitutes a vital part of the overall program for improving road safety. Identifying how best to engage law enforcement in road safety in other countries will contribute to the overall goal of improving road safety globally.

In FY 2008, funding for international activities in behavioral traffic safety will be used to:

- Work with WHO and WP.1 to develop approaches to address one or more risk factors (e.g., impaired driving, seat belts, speed) in particular countries and to pilot test the "good" practice tools in selected countries.
- Initiate one bilateral research and/or program initiative to foster bilateral cooperation in addressing a specific traffic safety problem.
- Work with the World Bank and other appropriate organizations to develop guidelines and tools for traffic law enforcement in developing nations.

Explanation of Programmatic Funding for Research and Analysis

Research and Analysis	**$65,678,000***
Overview: In FY 2008, NHTSA is requesting $65,678,000 to conduct Research and Analysis programs, as defined below.	
Safety Systems	$8,226,000
Biomechanics	$11,000,000
Heavy Vehicles	$2,115,000
Crash Avoidance and Human-Vehicle Performance	$7,804,000
Pneumatic Tire Research	$300,000
Hydrogen	$925,000
Traffic Records	$1,650,000
Crash Causation Survey	$7,000,000
Fatality Analysis Reporting System	$7,172,000
Early Fatality Notification System	$1,000,000
National Automotive Sampling System	$12,230,000
Data Analysis Program	$1,666,000
*In addition, $1,656,000 for is funded from, Highway Traffic Grants Administrative Expenses.	

State Data Systems	$2,890,000
Special Crash Investigations	$1,700,000

Detailed Justification for Research and Analysis

Safety Systems	FY 2008 Request: $8,226,000

Overview:

Motor vehicle crashes claimed the lives of 43,443 people in the United States in 2005. In addition, approximately 2.699 million occupants suffered serious injuries in motor vehicle crashes every year. Frontal, side, and rollover crashes account for most of the deaths and serious injuries in passenger cars and light trucks and vans (LTVs). Light truck occupant fatalities increased from 12,674 in 2004 to 12,975 in 2005. Vehicle crash compatibility and occupant ejections continue to result in crash deaths and serious injuries. In 2005, ejection from the vehicle accounted for 27 percent of all passenger vehicle occupant fatalities. The ejection rate for occupants of light trucks in fatal crashes was twice the rate of passenger car occupants.

Activities in NHTSA's Safety Systems program specifically address the Department's highway safety fatality goals.

- NHTSA requests $8,226,000 for Safety System programs in FY 2008, which reflects an increase of $500,000 over the FY 2007 request. The requested increase will enable the agency to: provide research support for issuing or upgrading Federal motor vehicle safety standards; facilitate coordination with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems; develop performance tests using the side impact moving deformable barrier and establish test and dummy requirements to further address front-to-side compatibility; and develop performance tests for front-to-front compatible energy management in crashes between LTVs and passenger cars. Additionally, the FY 2008 budget request will allow the agency to continue research to develop performance specifications and objective tests for frontal and side crash mitigation countermeasures and for advanced adaptive restraints, as well as continue development of dynamic performance test methods for rollover occupant protection systems.

FY 2007 Base:

In FY 2007, NHTSA's Safety Systems program will conduct research to address each of the crash problem areas. The steps involved are as follows:

1. identification and clarification of the crash injury problem;
2. development of performance specifications for countermeasures;
3. analysis of the benefits of injury countermeasures; and
4. development of objective tests for high benefit countermeasures.

Funding in the FY 2007 base will provide for:

- Continue research to develop performance specifications for frontal and side crash mitigation countermeasures. These systems sense the occupants and the environment and determine the best course of automatic actions to mitigate the harm in an unavoidable, imminent crash. Actions include automatic braking, pre-tensioning seat belts, and arming airbags.
- Initiate research with to develop performance specifications for advanced adaptive restraints. These systems sense the occupants and the environment and determine the best course of restraint deployment to mitigate the harm in an unavoidable, imminent crash. Actions include real-time, self-adjusting belts and airbags tailored for specific occupants in various crash situations.
- Continue research in dynamic test development and performance metrics for front-to-front compatibility evaluation and proper crash energy management through improved front structural design (mutual protection through matching).
- Continue research in front-to-side vehicle compatibility using a dynamic test with a moving deformable barrier (self protection).
- Continue research in rollover occupant protection.

Anticipated FY 2007 Accomplishments:

FY 2007 accomplishments include:

- Complete problem analyses for crash mitigation systems and identify the most promising target crashes.
- Complete problem analyses for advanced adaptive restraints and identify the most promising target crashes.
- Complete initial data collection to characterize the front-to-front crash energy compatibility performance of light trucks and vans (LTVs). Complete preliminary benefits estimates. Complete and evaluate a prototype rigid barrier upgrade for improved front-to-front compatibility data collection.
- Complete preliminary evaluation of the benefits for upgrading side impact test barrier for improving front-to-side vehicle compatibility.
- Initiate development of dynamic performance test methods for rollover occupant protection systems.

FY 2008 Budget Request

The FY 2008 budget requests funding to:

- Provide the research support for issuing or upgrading Federal motor vehicle safety standards.
- Work with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems.
- Continue research to develop performance specifications and objective tests for frontal and side crash mitigation countermeasures.
- Continue research to developing performance specifications for advanced adaptive restraints.
- Develop performance tests using the side impact moving deformable barrier and establish test and dummy requirements to further address front-to-side compatibility.
- Develop performance tests for front-to-front compatible energy management in crashes between LTVs and passenger cars.
- Continue development of dynamic performance test methods for rollover occupant protection systems.

Detailed Justification for Research and Analysis

Biomechanics	FY 2008 Request: $11,000,000

Overview:

With the number and variety of crash safety systems offered by manufacturers continuously increasing, the demand and need for more accurate, versatile, and biomechanically-based test devices and injury criteria to evaluate their safety benefits and risks have increased enormously. Not only must these test devices interact correctly with these new restraint systems, they must also provide accurate injury evaluation for the diverse population of humans, from infants to the elderly, which are at risk in the automotive crash environment.

Support of continuous and long range biomechanical research activities by the Human Injury Research Division allows development of the critical scientific links between mechanical conditions of an impact and the human injury consequences of that impact. To accomplish these goals, the science of impact biomechanics is applied, which uses the principles and practices of engineering to study human injury mechanisms in vehicle crashes. These efforts will help to develop suitable injury criteria that predict injury risk in automobile crashes; and provides the test devices, such as crash test dummies, that accurately mimic human impact response. These resulting capabilities and equipment allow a confident, quantitative prediction of the extent and severity of human injury for a particular body area and impact situation.

- In FY 2008, NHTSA is requesting $11,000,000 for Biomechanic programs, a decrease of $500,000 below FY 2007 levels. This decrease is a result of the completion of development and response analysis of NHTSA's advanced, frontal, 5th percentile female dummy in FY 2007.
    - FY 2008 funding will allow the agency to: lead global harmonization efforts to reach consensus on state-of-the-art adult and child crash test dummies and their associated injury assessment capabilities to address populations at risk; expand analytical, computer-based capabilities to predict injury consequences of an occupant's interaction with typical, as well as advanced automotive restraints and structures through analytical research; maintain the Biomechanics Database, facilities and capabilities with appropriate and sufficient equipment to address pending research and rulemaking issues; continue the human injury data collection through detailed hospital-based crash injury studies that identify and analyze critical safety issues and accelerate identification of emerging safety issues; and continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions, and develop relationships and projects with newly emerging impact biomechanics programs.

FY 2007 Base:

Research efforts in 2007 will build on existing relationships and projects with internationally recognized, university based groups conducting impact biomechanics research. Collaborative projects with industry and international research groups are also envisioned. These areas of research include assessment of human surrogate response requirements and injury criteria in all impact modes (frontal, side, rear and rollover).

Specific projects will include: pediatric impact biomechanics; older occupant impact tolerance and response to advanced restraints; thoracic and abdominal impact response and the effects of restraint type on the likelihood of such injuries; and pedestrian impact response. These projects will help develop test devices and injury criteria to meet agency goals. New areas of research in computer modeling, crash reconstruction, and advanced restraints assessment will broaden the knowledge of the agency and keep the research group in the forefront of impact biomechanics research.

Anticipated FY 2007 Accomplishments:

- Sponsor and conduct a Brain Injury Summit meeting of worldwide head injury experts to focus on creating a unified brain injury criteria based on surrogate test and analytical model results. Use results of summit to fund additional research in brain/head injury as well as evaluate the tools available for human brain injury assessment.
- Develop novel 3-dimensional tracking techniques to capture kinematic behavior of human surrogates in typical automotive crash environments. Results will help tune dummy response to human response.
- Evaluate over 350 detailed crash investigations of the CIREN program using the new BioTab tool to develop consistent and objective assignment of injury mechanisms to the specific occupant injury.
- Complete development and response analysis of NHTSA's advanced, frontal, 5^{th} percentile female dummy.
- Initial research results on developing response requirements and associated injury criteria for child dummies.
- Conduct rear impact tests to evaluate specific dummies and injury criteria using the newly developed dummies for rear impact.

FY 2008 Budget Request

Basic and applied biomechanics research provides NHTSA with state-of-the-art test devices, injury criteria, and performance limits for the head, neck, torso, and extremities and allows the agency to effectively pursue its safety.

The FY 2008 budget requests funding to:

Continue the human injury data collection through detailed hospital-based crash injury studies that identify and analyze critical safety issues and accelerate identification of emerging safety issues.

- Continue multiple university-based impact trauma research programs on human impact and injury responses of major body regions. Develop relationships and projects with newly emerging impact biomechanics programs.
- Expand analytical, computer-based capabilities to predict the injury consequences of an occupant's interaction with typical, as well as advanced automotive restraints and structures through analytical research.
- Lead global harmonization efforts to reach consensus on state-of-the-art adult and child crash test dummies (such as THOR, WorldSID, Q series) and their associated injury assessment capabilities to address, on a worldwide basis, populations at risk
- Maintain the Biomechanics Database, facilities and capabilities with appropriate and sufficient equipment to address pending research and rulemaking issues.

Detailed Justification for Research and Analysis

Heavy Vehicles	FY 2008 Request: $2,115,000

Overview:

Large trucks are involved in 8 percent of fatal crashes, and 12 percent of all fatalities occur in crashes involving a large truck. Additionally, heavy truck crashes tend to be more severe in terms of property damage and hazardous materials discharge, as well as contributing significantly to congestion in the event of a traffic crash. Primarily, as a result of the huge mass differential between heavy trucks and cars, which may be as much as 20 to one, approximately 76 percent of truck-related fatalities are the occupants of the other vehicles that collide with trucks.

The most effective way to attack this problem is to concentrate on countermeasures to avoid the collision in the first place, as heavy trucks do not possess enough frontal structure crush distance to dissipate the energy of a collision. NHTSA's Heavy Vehicle research program supports the Agency's rulemaking efforts by developing the scientific basis for improving the safety of heavy vehicles by making them less prone to crashes through improvements in their braking, handling, and visibility characteristics; by mitigating the consequences of collisions that do occur between heavy trucks and other vehicles; and improving the drivers performance through the use of advanced technologies.

- In FY 2008, NHTSA is requesting $2,115,000, which is consistent with the FY 2007 request. The FY 2008 request will enable the agency to initiate research to understand performance capabilities of electronic stability control (ESC) systems for single unit trucks, improve heavy vehicle crash avoidance performance through research into driver assistance technologies for crash prevention and improve crashworthiness through occupant protection research. Funding will also allow the agency to complete research on heavy truck tire pressure monitoring/central inflation systems, as well as the continuation of development of requirements and objective tests for assessing tractor/semi-trailer ESC systems and field testing of electronic vision enhancement systems for elimination of truck blind spots.

FY 2007 Base:

Research to understand the performance capabilities and potential safety benefits of heavy truck ESC systems is nearing completion, and development of test procedures and metrics to evaluate ESC systems will be initiated for tractor / semi-trailer vehicles. Preliminary crash data analysis is also completing on single-unit trucks to determine the potential safety benefit of ESC technology if it were applied to this segment of commercial vehicles. Development of systems utilizing camera/video imaging for eliminating truck blind spots is also nearing completion.

Anticipated FY 2007 Accomplishments:

- Complete initial research to understand performance capabilities and potential safety benefits of heavy vehicle Electronic Stability Control (ESC) systems.
- Complete a field test of electronically controlled braking systems.
- Complete additional brake research needed to support FMVSS 121 (Air Brake Systems) rulemaking.
- Complete preliminary crash data analysis to determine potential safety benefits of ESC for single-unit trucks.
- Initiate development of requirements, assessment metrics and test procedures for heavy vehicle (tractor semi-trailer) ESC systems. This information will support future rulemaking proposals.
- Initiate a field test of an electronic vision enhancement system to reduce truck blind spots to quantify safety improvement.
- Initiate research to support rulemaking decisions regarding tire pressure monitoring/central inflation systems.
- Continue occupant protection research.

FY 2008 Budget Request

Stability control systems can reduce loss of control crashes involving heavy vehicles, which often result in rollover or jackknifing. Developing better side and rearward visibility systems, including video mirrors, will help reduce the hazards of lane change crashes for heavy vehicles. Improving tire inflation maintenance via tire pressure monitoring/central inflation systems will reduce the chances of tire failure for commercial vehicles. Improving occupant protection will reduce the injury severity and prevent serious injuries to truck occupants for a crash.

- Improve heavy vehicle crash avoidance performance through research into driver assistance technologies for crash prevention.
- Continue development of requirements and objective tests for assessing tractor/semi-trailer ESC systems.
- Initiate research to understand performance capabilities of ESC systems for single unit trucks.
- Continue field test of electronic vision enhancement systems for elimination of truck blind spots.
- Complete research on heavy truck tire pressure monitoring/central inflation systems.
- Improve crashworthiness through occupant protection research.

Detailed Justification for Research and Analysis

Crash Avoidance & Human Vehicle Performance	FY 2008 Request: $7,804,000

Overview:

Driver performance and safety can be affected by the design and operation of vehicle subsystems. If the design and operation of the subsystems are not matched to the capabilities and limitations of the drivers, the mismatch can lead to driver errors and reduced system effectiveness. These subsystems encompass low technologies, such as mirrors, as well as advanced technologies that can assist the driver in preventing crashes such as electronic stability control (ESC) and brake assist systems.

The rapid advance of new electronic technologies 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 providing a minimum burden to driver distraction.

Research areas include vehicle rollover, braking, handling, stability, direct and indirect visibility, vehicle lighting/signaling, controls and displays, as well as all human factors issues associated with the interaction between the driver and vehicle. Research tools include the National Advanced Driving Simulator, test tracks, and instrumented vehicles. SAFETEA-LU includes requirements for making reports to Congress based on research on technologies to prevent backover crash incidents and on seat belt use reminder technologies to improve seat belt usage.

In FY 2008, NHTSA requests $7,804,000 for Crash Avoidance & Human-Vehicle Performance programs, an increase of $1,054,000 over FY 2007. This increase will provide the agency funding to complete objective test development for additional advanced safety systems such as alcohol monitoring and/or lane keeping systems, and to publish safety benefits and consumer information on advanced safety systems.

- Additionally, FY 2008 funding will allow the agency to: identify, evaluate, and decide on which new technologies have the potential of providing significant reductions in crashes; develop new assessment methodologies and safety performance criteria to test and evaluate new technologies; develop objective test procedures and criteria to estimate the safety impact of new technologies; develop and implement a plan to facilitate the widespread deployment of beneficial technologies; improve vehicle braking, directional control and stability; develop performance rating tests for vehicle handling; improve drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces and minimizing driver distraction from in-vehicle devices; conduct a field test to support rulemaking on alternative rear lighting and signaling approaches; and develop and evaluate a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.

FY 2007 Base:

NHTSA will continue the development of test protocols for advanced vehicle technologies, including :

- Identification of priority technologies for inclusion in the evaluation program
- Coordination with the automotive manufacturers and suppliers in order to leverage existing data and test procedures
- Development of the evaluation and testing framework, which utilizes data developed under existing field operational test programs.

Anticipated FY 2007 Accomplishments:

The FY2007 anticipated accomplishments are as follows:

- In a cooperative effort with industry, the development of a test bed vehicle with an integrated adaptive driver interface will be completed. This test vehicle will adjust the driver's workload from in-vehicle devices and the algorithms of crash warning systems in accordance with the current demands of the driving task.
- Continued research to develop and evaluate enhanced rear signaling systems.
- Continued research to develop and apply safety metrics to evaluate the potential safety-related benefits that can be achieved with advanced vehicle headlamp systems that automatically adjusts the beam intensity and direction as a function of driving conditions.
- Initiate the development of a performance standard for preventing backover crashes.
- The evaluation of the adaptive driver/vehicle interface vehicle will be completed.
- Research to develop a protocol to field test rear signaling systems to reduce rear-end crashes will complete test track testing and refinement of pilot testing procedures.
- Development of test procedures to determine the effectiveness of candidate crash prevention technologies in relevant critical situations, and conduct tests, and analyze results to assess the benefits.

FY 2008 Budget Request

The FY 2008 Crash Avoidance & Human Vehicle Performance budget request will fund continued application of the safety performance process to additional high priority technologies. This will include:

- Identify, evaluate, and decide on which new technologies have the potential of providing significant reductions in crashes.
- Development of new assessment methodologies and safety performance criteria to test and evaluate new technologies.
- Develop objective test procedures and criteria that can be used to estimate the safety impact of new technologies.

Additional initiatives include:

- Develop and implement a plan to facilitate the widespread deployment of beneficial technologies. Options to achieve this include developing new vehicle safety performance requirements or developing means of communicating with consumers the availability and effectiveness of advanced safety.
- Improve vehicle braking, directional control and stability; develop performance rating tests for vehicle handling.
- Improve drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces, and minimizing driver distraction from in-vehicle devices.
- Conduct a field test to support rulemaking on alternative rear lighting and signaling approaches.
- Develop and evaluate a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.

Detailed Justification for Research and Analysis

Pneumatic Tire Research	FY 2008 Request: $300,000

Overview:

Every year, 23,500 light vehicles tow-away crashes are tire-related. These crashes kill between 400 and 650 people and injure another 10,200 persons. For heavy trucks, properly maintained and inflated tires are also crucial for safety. Operating a vehicle with substantially under-inflated tires can result in a tire failure, including tire separation and blowouts, with the potential for a loss of control of the vehicle. In addition, tire fragments littering the sides of our nation's highways are a safety hazard for motorcyclists.

- In FY 2008, NHTSA is requesting $300,000 for Pneumatic Tire Research, consistent with FY 2007 funding request. FY 2008 funding for the program will allow the agency to: conduct research and testing to provide the technical bases for upgrading the FMVSS 139, New Pneumatic Radial Tires for Light Vehicles, tire debeading (or tire bead unseating) test; conduct the research and testing necessary to provide the technical bases to upgrade FMVSS 119, New Pneumatic Tires for Vehicles other than Passenger Cars; and complete research required to support agency efforts to finalize test procedures and associated performance criteria for tire aging requirements

FY 2007 Base:

Section 10 of the TREAD Act mandates that the Agency issue a final rule revising and updating its tire performance standards. Particular emphasis was placed on improving the ability of tires to withstand the effects of factors such as tire heat build up, low inflation, and aging. In response, the Agency has upgraded its tire standard for light vehicle tires (FMVSS 139). FMVSS 139 includes upgraded requirements and test procedures that address the following performance aspects of tires: high-speed endurance, normal-use endurance, and low-pressure endurance. The Agency is in the process of dealing with petitions for reconsideration that have been received for FMVSS 139.

Anticipated FY 2007 Accomplishments:

The Agency is developing tire aging test procedures and performance requirements. NHTSA research shows that tires degrade due to the oxidation process of rubber even while not in use. Relating chemical degradation to in use tire performance requires extensive research and testing that is currently underway.

FY 2008 Budget Request

During FY 2008, the Agency's tire research will:

- Conduct research and testing for providing the technical bases for upgrading the FMVSS 139, New Pneumatic Radial Tires for Light Vehicles, tire debeading (or tire bead unseating) test.
- Conduct research and testing necessary for providing the technical bases to upgrade FMVSS 119, New Pneumatic Tires for Vehicles other than Passenger Cars.
- Complete research required to support agency efforts to finalize test procedures and associated performance criteria for tire aging requirements.

Detailed Justification for Research and Analysis

Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety	FY 2008 Request: $925,000

Overview:

Promotion of hydrogen as a fuel to reduce the U.S. dependence on foreign oil and other benefits is a Presidential priority. Many manufacturers are heavily investing in producing and marketing these alternative fuel vehicles in the near future. As those vehicles are deployed in the fleet, the safety of hydrogen as a fuel and the safety of alternate fuel vehicles in crashes become an issue of paramount concern. Ensuring that hydrogen internal combustion engine (ICE) and fuel cell powered vehicles attain a level of safety comparable to that of other vehicles requires an extensive research effort, due to the many advanced and unique technologies that have previously not been tested in the transportation environment. A failure to adequately address safety concerns in the earliest stages of development could doom the future development of this promising technology if a catastrophic failure were to occur.

- In FY 2008, NHTSA is requesting $925,000 for Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety, which matches FY 2007 funding levels. Funding will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles, specifically through continued research on powertrain, vehicle fuel container, and delivery system and evaluation of onboard refueling systems.

FY 2007 Base:

NHTSA will continue to conduct the test program to assess fuel system integrity of hydrogen and fuel cell equipped vehicles under a variety of operational and crash conditions. Testing will evaluate causes of failures and mitigation strategies for loss of fuel system integrity, including on-board hydrogen storage, delivery, and electrical isolation of high voltage components.

Anticipated FY 2007 Accomplishments:

Conduct and report results of fuel system integrity tests planned for the year.

FY 2008 Budget Request

The U.S. Department of Transportation's Safety Initiative is focused on providing critical safety information on hydrogen-powered fuel cell and ICE vehicles. The Department of Transportation's safety initiative will complement the efforts of the Department of Energy by conducting risk assessment studies of hydrogen fueled vehicles, based on test and evaluation procedures for safety assessment using suitable performance criteria.

The risk assessment studies will quantify potential failures that could indicate unsafe

conditions. Funding will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles.

Specifically, funding is requested to:

- Continue research on powertrain, vehicle fuel container, and delivery system.
- Evaluate onboard refueling systems.
- Continue research on full vehicle system performance, including crash, leakage and electrical isolation detection.
- Evaluate safe storage of hydrogen.
- Evaluate electrical isolation and ignition of surrounding materials in fuel cell vehicles.
- Develop test procedures and suitable performance criteria to quantify potential failures and resulting unsafe conditions.

Detailed Justification for Research and Analysis

Traffic Records	FY 2008 Request: $1,650,000

Overview:

Traffic Records are the traffic safety information collected by States that are necessary to the implementation and evaluation of their Highway Safety Programs. A State Traffic Records System (also called a Traffic Safety Information Systems) consists of six components: crash, citation/adjudication, driver licensing, vehicle registration, injury surveillance and roadway information. Data from these systems are used to: determine the cause of vehicle crashes, and concomitantly to identify national, State, and local transportation safety problems; monitor the implementation of transportation safety countermeasures; measure the impact of implemented countermeasures; and provide data to national databases. They are also the basis for the data that are collected and used by NHTSA to administer its programs.

The Traffic Records Program works with States to improve the timeliness, accuracy, completeness, and accessibility of their Traffic Safety Information Systems.

- In FY 2008, NHTSA is requesting $1,650,000 for Traffic Records the same funding level as requested in FY 2007 (note that the FY 2007 funds were included in a consolidated line item entitled Traffic Records and Driver Licensing in the FY 2007 budget). Previously, this program was combined with the Driver Licensing program. These program areas have been separated to reflect the reorganization of the agency in 2002. Funding for this program is consistent with FY 2007 levels.
    - FY 2008 funding will allow the agency to: conduct State and Native American tribal traffic records assessments, as required every 5 years for qualification for the 408 Data Grant Program; maintain and update the Traffic Records website; sponsor the 2008 International Traffic Records Forum and continue to sponsor NHTSA regional traffic records conferences; continue to provide technical assistance to States for the improvement of their Traffic Records Systems; continue to develop basic and advanced Internet training courses on operation, performance and expertise needed for traffic safety data; continue to evaluate and promote technological innovations to increase State's accuracy and timelines of data collection and analysis; and provide staffing and support for the U.S. DOT Traffic Records Coordinating Committee (DOT TRCC).

FY 2007 Base:

Traffic Records activities will assist State efforts to improve timeliness, accuracy, completeness, and accessibility of their Transportation Safety Information System data and ensure that the highest quality traffic safety data is collected and made available on a timely basis for the most effective use in highway safety decision-making at the national, state and local levels to reduce deaths, injuries and injury severity on our nation's

highways.

One important activity of the Traffic Records program is to provide technical and staff support to the U.S. DOT Traffic Records Coordinating Committee (DOT TRCC). The DOT TRCC provides strong coordinated federal leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis efforts, support efforts to obtain better data, ensure the coordination of federal projects and publicize federal funding sources available for States.

Anticipated FY 2007 Accomplishments:

- Support implementation of the Data Grant Program i.e. requirements set forth in SAFETEA-LU and the 408 grant applications guidelines.
- Continue to provide technical assistance and training programs at the local, state and national levels.
- Continue to maintain websites, (TR and U.S. DOT TRCC), created supporting publications.
- Assess and provide technical assistance to States with meeting their required milestones for data improvements.
- Develop training for all types of traffic safety data stakeholders at the local, state and national levels.
- Provide technical assistance to States for improvement to their Traffic Records Systems.
- Operate information booths at national conference to promote traffic records system improvements and professional development.
- Maintain Traffic Records related websites for States and local data systems personnel.

FY 2008 Budget Request

FY 2008 funding will be applied to:

- Conduct State and Native American tribal traffic records assessments. These assessments provide States and Tribal Nations with a baseline assessment of their State's traffic records information system. These assessments are required every 5 years for qualification for the 408 Data Grant Program.
- Sponsor the 2008 International Traffic Records Forum; and continue to sponsor NHTSA regional traffic records conferences. These conferences and forums provide a venue for States and Regions to share information and experiences on how traffic records information systems can be modernized and improved.
- Maintain and update the Traffic Records website to include updated information on State traffic records inventory, crash forms, data dictionaries, traffic records

resources, and traffic records forum information.

- Continue to provide technical assistance to States for the improvement of their Traffic Records Systems.
- Continue to develop basic and advanced Internet training courses on operation, performance and expertise needed for traffic safety data.
- Continue to evaluate and promote technological innovations to increase State's accuracy and timelines of data collection and analysis.
- Continue to operate information booths at national conference to promote traffic records system improvements and professional development.
- Provide staffing and support for the U.S. DOT TRCC.

Detailed Justification for Research and Analysis

National Motor Vehicle Crash Causation Survey (NMVCCS)	FY 2008 Request: $7,000,000

Overview:

NVMCCS will provide essential information related to primary prevention, i.e. how crashes occur in the first place and how they might be prevented. It will provide researchers in government and in the private sector with the scientific data needed to identify the specific factors or events that lead up to a crash. These data will be useful in identifying what crash-avoidance technologies are needed at the environment, human, and vehicle levels and how existing technologies would need to be tailored to increase their safety benefit in specific crash situations. Additionally, emerging countermeasure programs and technologies could then be evaluated in the real-world crash environment for their potential in preventing crashes. The NMVCCS data could also be used to identify which crash-avoidance technologies are most beneficial.

- NHTSA's FY 2008 budget request for the NMVCCS is $7,000,000, which is consistent with the FY 2007 request. FY 2008 funding will allow the agency to: conduct nationally representative crash investigations within NMVCCS to provide detailed information about the causal factors in real-world crashes; collect NMVCCS cases at 24 Crashworthiness Data System (CDS) sites; continue the data quality control and completeness evaluations; continue to create an annual nationally representative NMVCCS database file that will provide information on the events and factors related to the causation of crashes; continue to provide the only source of nationally representative data on new crash-avoidance technologies; continue to improve public availability of the case data; continue to improve NMVCCS data collection procedures, methodologies, variables, and attributes to support research and regulatory initiatives on crash causation, and continue cooperative efforts with local law enforcement jurisdictions for on-scene crash investigations.

FY 2007 Base:

In FY 2007, the National Motor Vehicle Crash Causation Study will create a NMVCCS database of detailed motor vehicle crash investigations. The data collected will represent the events and factors related to the causation of these crashes. The National Automotive Sampling System (NASS) Crashworthiness Data System (CDS) infrastructure will provide a detailed analysis of on-scene crash investigations. NHTSA will continue to evaluate cooperative efforts with local law enforcement jurisdictions and first responders for on-scene crash investigation protocol. In addition, the NMVCCS will continue to perform quality-control operations to ensure data accuracy and completeness.

Anticipated FY 2007 Accomplishments:

- Create and build the first annual nationally representative NMVCCS database file that will provide current and future research efforts with information on the events and the factors related to the causation of real-world crashes.
- Provide the only nationally representative source of data on new crash-avoidance technologies that are currently being researched, developed, and introduced by automobile manufactures into the fleet.
- Establish a methodology to distribute the NMVCCS database file and specific case data to the public in a timely manner.

FY 2008 Budget Request

The up-to-date nationally representative data on the factors associated with the causes of crashes will be used to analyze, develop, and evaluate potential intervention technologies for safety-related systems. In addition, NHTSA plans to make the data more accessible to researchers and the public by improving upon our current Internet-based case viewing and file distribution system.

In FY 2008, the NMVCCS requests funding to:

- Conduct nationally representative crash investigations within NMVCCS to provide detailed information about the causal factors in real-world crashes.
- Collect NMVCCS cases at 24 Crashworthiness Data System (CDS) sites.
- Continue the data quality control and completeness evaluations.
- Continue to create an annual nationally representative NMVCCS database file that will provide information on the events and factors related to the causation of crashes.
- Continue to provide the only source of nationally representative data on new crash-avoidance technologies.
- Continue to improve public availability of the case data.
- Continue to improve NMVCCS data collection procedures, methodologies, variables, and attributes to support research and regulatory initiatives on crash causation.
- Continue cooperative efforts with local law enforcement jurisdictions for on-scene crash investigations.

Detailed Justification for Research and Analysis

Fatality Analysis Reporting System (FARS)	FY 2008 Request: $7,172,000

Overview:

The Fatality Analysis Reporting System (FARS) is a data collection system that provides a census of all fatal highway crashes in all 50 States, the District of Columbia, Puerto Rico and the Virgin Islands. The FARS program is the lifeblood of agency data support for most of the traffic and highway safety countermeasures aimed at reducing the number of fatalities and injuries on U.S. highways. The benchmark metrics provided by the FARS database (and specifically highlighted in both DOT and NHTSA's Performance Plans) uniquely position the agency, its customers, and partners to deliver solidly based data-driven program countermeasures. The data-rich program documents, with timely and accurate information, save lives, reduce injuries, and reduce the societal cost burden associated with fatal crashes in the U.S. The FARS program's annual data files are used most importantly by NHTSA, but are also instrumental in defining data-driven initiatives in the FHWA, FMCSA, and OST. The more programs supported by FARS, the more FARS needs to provide fatality data earlier in the year and maintain the highest level of accuracy and quality.

- In FY 2008, NHTSA is requesting $7,172,000, an increase of $109,000 over FY 2007 funding levels. This increase provides inflationary increases to the State salaries of the FARS data collection workforce, allowing the agency to maintain a knowledgeable field team supporting FARS.
    - FY 2008 funding will provide for the collection of FARS data from the 50 States, the District of Columbia, Puerto Rico and the Virgin Islands, which will serve as the basis of the majority of NHTSA's data-driven program initiatives.

FY 2007 Base:

Information is collected through cooperative agreements between NHTSA and each of the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. The overall goal of the program is to provide data to evaluate the effectiveness of NHTSA's crashworthiness, crash-avoidance, and traffic safety efforts, as well as relating human, vehicle, roadway, and environmental factors to the yearly toll in traffic-related fatalities. In FY 2007, FARS will:

- Continue to collect and code FARS data in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands.
- Continue to create the FARS annual electronic data file and deliver FARS system-wide training to all analysts and supervisors.
- Continue to publish the data to the internet and to disseminate data files to the traffic safety community and the public in general.

Anticipated FY 2007 Accomplishments:

- Produce a statistical database of fatal motor vehicle crash data to be used to define data-driven highway safety initiatives, which will contribute to the agency's goals of saving lives and reducing injuries.
- Collect FARS data from the 50 States, the District of Columbia, Puerto Rico and the Virgin Islands.

FY 2008 Budget Request

In FY 2008, the FARS program requests funding to:

- Collect FARS data from the 50 States, the District of Columbia, Puerto Rico and the Virgin Islands, which will serve as the basis of the majority of NHTSA's data-driven program initiatives.

Detailed Justification for Research and Analysis

Early Fatality Notification System (FastFARS)	FY 2008 Request: $1,000,000

Overview:

NHTSA and the highway safety community have an essential need for "real-time", or "near real-time", data on the number of fatalities resulting from motor vehicle traffic crashes. These data are required to provide timely information to Congress, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the state of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans.

Providing the Agency with crash fatality counts with a lag-time of thirty days for all fatalities and within one week after National holidays is imperative. In the future, it is expected that these time frames will need to be reduced to two weeks for overall information and to 24 hours after the end of the holiday period. NHTSA's existing data programs, the Fatality Analysis Reporting System (FARS) and the National Automotive Sampling System (NASS), were designed to provide a detailed annual accounting of characteristics of motor vehicle crashes. Because considerable time is necessary to obtain the data these systems require, producing real-time crash fatality data from them is not currently possible.

- The FY 2008 budget request for the FastFARS program is $1,000,000, which matches the FY 2007 request. FY 2008 funding allow the agency to continue to improve and refine the FastFARS reporting in preparation for the realization of FastFARS in FY 2008, including the maintenance of an electronic reporting system for FARS State personnel to receive and record the fatality count data from law enforcement agencies across each State and for these data to be collected into the national system and the maintenance of statistical procedures for adjustments to notification data and for publication of data and information.

FY 2007 Base:

All 50 states and the District of Columbia and Puerto Rico started entering basic data into the case management system (a software application system for early reporting of fatalities) NHTSA will use these initial data from the case management system to improve upon the reporting of fatalities. These initial data will assist in identifying causes of delay in reporting; correcting identified gaps; developing new methodologies for faster data collection; designing analytical approaches for data dissemination; and, developing plans for continued operation of the program. Based on the previous year's experience with FastFARS, applications improvements to the system are being made and more states are being added to the ranks of those transmitting data electronically (EDT).

Anticipated FY 2007 Accomplishments:

- Continue evaluating, improving, and monitoring the data entered into case management system;
- Assist in problem correction and provide training as needed;
- Use historical fatal count data in comparison to the data in the case management system for the identification of reporting issues;
- NHTSA regional offices will continue to work with law enforcement agencies to refine the reporting of fatality count data where lag time in reporting fatal crashes has been identified as a problem across each of the 50 States, the District of Columbia, and Puerto Rico;
- Refine the statistical procedures for adjustments to notification data and for publication of data and information; and
- Enhance rapid reporting capability by adding additional states using EDT.

FY 2008 Budget Request

NHTSA will continue to improve and refine the FastFARS reporting in preparation for the realization of FastFARS in FY 2008:

- Maintain an electronic reporting system for FARS State personnel to receive and record the fatality count data from law enforcement agencies across each State and for these data to be collected into the national system; and,
- Maintain statistical procedures for adjustments to notification data and for publication of data and information.

Detailed Justification for Research and Analysis

National Automotive Sampling System (NASS)	FY 2008 Request: $12,230,000

Overview:

About 6.2 million police-reported traffic crashes occur annually in the United States. To initiate and develop effective countermeasures to this serious problem, NHTSA must have access to comprehensive, accurate, and up-to-date data on U.S. motor vehicle crashes. The National Automotive Sampling System (NASS) program provides the vital link to this information for the agency and for the highway safety community at large. NASS provides the agency and other users with nationally representative data on U.S. motor vehicle crashes. The NASS General Estimates System (GES) data provides the agency and the nation with annual data and trends on the number and severity of crash related non-fatal injuries in the U.S. The NASS Crashworthiness Data System (CDS) provides in-depth and descriptive data, which allows NHTSA to quantify the relationship between occupants and vehicles in the real-world crash environment. Collection, storage, and quality control of these data must be maintained and continually improved to ensure that users continue to be provided with high-quality data gathered in a timely fashion.

- The FY 2008 budget request for NASS is $12,230,000, consistent with the FY 2007 budget request. This funding will provide NHTSA with: CDS case data at all CDS crash investigation sites, GES case data at all CDS and GES only crash investigation sites, nationally representative data on crashes involving late model vehicles equipped to meet the requirements of the upgraded Federal Motor Vehicle Safety Standard for occupant protection (FMVSS 208, and data in support of safety defect related crashes.

FY 2007 Base:

In FY 2007, the NASS program will undertake the following initiatives:

- Collect data for the Crashworthiness Data System (CDS) at all NASS CDS crash investigation sites.
- Collect data for the General Estimates System (GES) from all CDS and GES only crash investigation sites.
- Continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes.
- Perform ongoing quality-control operations to ensure data accuracy and completeness.

Anticipated FY 2007 Accomplishments:

- Continue to work with the Alliance of Automobile Manufacturers to collect data on late model year vehicles that are equipped with advanced occupant protection

system features in order to assess the efficacy of these systems.

- Continue to minimize the time from the outset of case investigation to public availability of case information.
- Provide in-depth injury information on air bag and automatic seat belt data from NASS CDS cases to support research and regulatory initiatives on occupant protection systems in passenger cars.
- Conduct crash investigations within NASS CDS to provide detailed information about real-world crashes involving vehicles equipped with advanced occupant safety devices.
- Expanded the data collection variables for rollover crashes which have been the subject of growing concerns and extensive mitigation efforts.
- Continue to collect data in support of safety defect related crashes. Having 27 field offices across the country allows continual support of the Agency's mission by identifying potential problems early on for potential follow-up, prior to becoming a widespread problem.

FY 2008 Budget Request

In FY 2008 the NASS program will:

- Collect CDS case data at all CDS crash investigation sites.
- Collect GES case data at all CDS and GES only crash investigation sites.
- Collect nationally representative data on crashes involving late model vehicles equipped to meet the requirements of the upgraded Federal Motor Vehicle Safety Standard for occupant protection (FMVSS 208). (FY 2006 included the first fleet of 2005 model year vehicles required to meet the upgraded standard.).
- Continue collection of data in support of safety defect related crashes. Having field offices across the country allows continual support of the agency's mission by identifying potential problems early on for potential follow-up, prior to becoming a widespread problem.

Detailed Justification for Research and Analysis

Data Analysis Program	FY 2008 Request: $1,666,000

Overview:

The Data Analysis Program provides critical information and analytical and statistical support to NHTSA program areas and to the overall traffic safety community. Data Analysis Program activities include using data from NHTSA's traffic safety databases to produce the annual reports that monitor the magnitude of the traffic safety problem. Also included are specifically targeted research conducted to help understand factors that influence highway safety, relate human, vehicle, environmental and roadway characteristics to crash frequency and outcomes, identify crash injury mechanisms, evaluate the effectiveness of countermeasures and traffic safety efforts, and quantify the benefits resulting from Agency rules. In addition, this program is responsible for statistical integrity of eight databases that are managed by the NHTSA and are the primary data sources for traffic safety information.

In 2005, there were 43,443 people who died from injuries received in motor vehicle traffic crashes and police report that another 2.7 million other people sustained non-fatal injuries. The success of NHTSA's mission to reduce fatalities and injuries depends on effective and reliable crash data analysis. Ensuring that sufficient analytical resources are available for timely and pertinent research and analyses, as well as for producing the necessary information to educate the public about the many different highway safety problems, is critical.

- In FY 2008, NHTSA is requesting $1,666,000 for the Data Analysis Program, which is a $334,000 decrease below the FY 2007 request. FY 2008 funds will provide the agency with data files and data analysis service to provide data, analytical and statistical support to NHTSA and external customers. The funding will also be used to produce statistical reports on specific highway safety topics and annual traffic safety publications.

FY 2007 Base:

NHTSA will continue to meet the increasing demand for traffic safety information from our customers, both those from within the Agency as well as those external to NHTSA by:

- Responding faster and more effectively by evaluating and implementing new technology.
- Ensuring that publicly distributed information is correct and timely.
- Reviewing and revising appropriate annual publications to meet the changing needs of our customers and the changing issues of motor vehicle crashes.
- Enhancing NHTSA's nationally representative data systems by reviewing sampling and estimating procedures and updating them where needed.

- Providing data mining and analytical support to the Office of Defects Investigations.
- Providing crucial statistical support to the National Motor Vehicle Crash Causation Survey, in sample design and maintenance, quality control, and statistical analysis.
- Actively participating in the implementation of guidelines and the evaluation of traffic safety programs under the SAFETEA-LU authorization.
- Purchasing annual motor vehicle registration data files.

Anticipated FY 2007 Accomplishments:

- Produce the Traffic Safety Facts Annual Report and the 14 annual Traffic Safety Fact Sheets that focus on high-interest program areas. These annual publication provide detailed motor vehicle crash information and are the authoritative resource for the traffic and highway safety community.
- Provide and revise, if necessary, the metrics that enable NHTSA to track its progress toward meeting Departmental performance goals of reducing passenger vehicle occupant fatalities, motorcycle rider fatalities, alcohol-related fatalities, non-occupant fatalities, increasing safety-belt use, and increasing restraint use among 0-7 year old occupants.
- Conduct essential analytical projects of national concern and safety. Recent safety studies include: Large Truck Crash Causation Study, Driver Distractions, Speeding Related Crash Study, Young Drivers, Motorcycle, Vehicle Compatibility Analysis, Intersection related Crash Study, and Rollover Analysis.
- Complete Report to Congress on the National Motor Vehicle Crash Causation Study.
- Improve the mechanisms for efficient response to increasing requests for highway safety data and information.

FY 2008 Budget Request

The FY2008 funding purchases data files and data analysis service to provide data, analytical and statistical support to NHTSA and external customers. The funding is also used to produce statistical reports on specific highway safety topics and annual traffic safety publications.

Specifically, FY 2008 funding is requested to:

- Produce the Traffic Safety Facts Annual Report and the 14 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics which are used to track performance of NHTSA's activities under both the DOT and NHTSA Performance Plans.

- Provide expert analytic support to internal and external customers in a broad range of statistical and traffic safety areas.
- Support the Agency by analyzing available data to identify injury mechanisms and associated outcomes in motor vehicle crashes.
- Continue the essential evaluation of the effectiveness of emerging occupant protection systems.
- Continue to provide accurate and timely traffic safety and related information to NHTSA's varied customers, both through the production and distribution of annual fact sheets and reports and by responding to numerous information requests.
- Continue statistical analysis of data from the Large Truck Crash Causation Study and the National Motor Vehicle Crash Causation Survey.
- Enhance the data dissemination mechanism to improve the effectiveness of distributing timely traffic safety information.

Detailed Justification for Research and Analysis

State Data Systems	FY 2008 Request: $2,890,000

Overview:

NHTSA and the traffic and highway safety community need high-quality data to perform problem identification establish and monitor achievement of goals and performance measures, determine progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures. The national data systems however, do not generate sufficient crash outcome information for all events and persons involved and crash data alone do not provide information about the medical and financial burden to injured victims. State data, which provide this additional information, serve as a vital and integral component to NHTSA's data sources. State crash data are essential to NHTSA's effort to reduce deaths, injuries, crashes, and associated health care costs. Hospital statistics from the States must be used to get an accurate description of the tragic consequences of crashes.

- NHTSA's FY 2008 budget request for the State Data System is $2,890,000, which matches the FY 2007 budget request. Funding in FY 2008 will allow the agency to determine the appropriate means/mechanisms to collect not-in-transport data, improve analytical techniques to provide enhanced State data, provide State-specific crash outcomes to initiate, support and justify safety legislation, encourage States to adopt standardized motor vehicle traffic crash data elements information, and meet customer needs for quality and timely completion and dissemination of research results.

FY 2007 Base:

The State Data Team will continue to work with the States and NHTSA Regions to accomplish the diverse activities involved in expanding the inventory of Statewide crash and injury/medical outcome data and improving the States highway safety-related databases. This includes:

- Obtaining and providing State crash data files from 30 States to NHTSA analysts,
- Providing technical assistance in the use of State Data for NHTSA programs,
- Assisting the numerous users within NHTSA in accessing and using the State crash data files in numerous ongoing analyses of vehicle defects, rulemaking, and policy.

Data received from these States benefit the agency by filling in data gaps with injury and fatality data to assist in analysis of highway safety programs. Also, the Team will continue researching methodologies to collect data critical to understanding size- and events-related deaths and injuries in motor vehicle non-impact incidents and crashes that occur on nonpublic roads, driveways, parking lots, and other private areas.

Anticipated FY 2007 Accomplishments:

- Research methodologies to collect not-in-transport data.
- Review past efforts at collecting not-in-transport data.
- Provide technical assistance to the States to improve their highway safety-related databases. In FY 2007, the State Data Program staff will continue to promote the adoption of the Model Minimum Uniform Crash Criteria (MMUCC) by States as their basic police reported crash data set through staffing an informational workshop and providing technical assistance.
- Promote the linking of crash and medical outcome databases. In FY 2007, grants will be awarded to two new States to link their crash data with injury outcome data Statewide, thus increasing the number of CODES States to 32.
- Provide a data network to facilitate the availability of imputed linked data for use by NHTSA analysts. In FY 2007, the Data Network program will continue to focus on performing analysis using the imputed linked data in support of NHTSA programs.

FY 2008 Budget Request

FY 2008 funding will be used to:

- Determine the appropriate means/mechanisms to collect not-in-transport data.
- Improve analytical techniques to provide enhanced State data.
- Provide State-specific crash outcomes to initiate, support, and justify safety legislation.
- Meet customer needs for quality and timely completion and dissemination of research results in the following critical areas:
    - Databases, which support analyses in different NHTSA safety program areas.
    - Assistance to States in improving their databases and analytical efforts.
    - Use of imputed linked databases in support of NHTSA programs.
    - Programs to promote the use of imputed linked crash and medical outcome files.
    - Programs to provide customer service to States interested in data linkage through technical assistance (sponsoring research and meeting and demonstrating linked data usefulness).
- Encourage States to adopt standardized motor vehicle traffic crash data elements information to improve the quality and comparability of State data and their use by local, State and National agencies.

Detailed Justification for Research and Analysis

Special Crash Investigations (SCI)	FY 2008 Request: $1,700,000

Overview:

Special Crash Investigations (SCI) saves lives by identifying vehicle problems before needless deaths and injuries have occurred. SCI examines thousands of crashes of high interest to the agency and performs in-depth investigations on approximately 200 of these crashes through its network of three field contractors. These real-world crashes enable NHTSA to assess the safety performance of emerging technologies in occupant protection systems.

- In FY 2008, NHTSA is requesting $1,700,000 for SCI program, consistent with the FY 2007 budget request. The FY 2008 request will allow the agency to perform in-depth crash investigations on: advanced technology systems (i.e. electronic stability control and roll stability control systems); new and emerging occupant protection devices (i.e. ejection mitigation systems); new rollover sensing/prevention technologies; and new and emerging technology in occupant protection systems (i.e. advanced frontal, rollover, and side impact air bags; complex sensing systems and sophisticated deployment control modules; automatic air bag shut off systems; and advanced crash data collection systems); crashes involving children who were properly secured in child safety seats; and crashes involving school buses, alternative fuel vehicles, and adaptive devices for persons with physical challenges.

  Additionally, the FY 2008 funding will allow the agency to facilitate the collection and use of collision-avoidance and crashworthiness data from onboard event data recorder (EDR) systems, continue collaborative efforts with automobile manufacturers for the collection of EDR data, and develop and test new technologies to improve the quality and completeness of SCI data reports.

FY 2007 Base:

The Special Crash Investigations program promptly provides real-world crash data on the effectiveness of advanced technologies. As automobile manufacturers continue to install new technologies in their vehicles such as Electronic Stability Control (ESC), side curtain air bags, ejection mitigation systems, rollover stability control systems and hybrid-generation vehicles, the SCI program seeks out and investigates crashes involving these latest technologies.

NHTSA will continue to perform in-depth investigations of air bag-related fatal or life-threatening injuries, concentrating on new-technology air bags. In addition, SCI will remain the rapid response team for crashes which Office of Defects Investigations requires immediate investigation. SCI continues to seek out crashes involving the performance of child safety seats in vehicles equipped with LATCH.

Anticipated FY 2007 Accomplishments:

NHTSA will perform in-depth investigations on approximately 200 cases nationwide, through three SCI field contractors, in the following areas of concentration:

- Rollover crashes involving ESC vehicles;
- Advanced occupant protection systems in crashes including but not limited to advanced frontal air bags, side air bags and side curtain air bags;
- Performance of occupant ejection mitigation systems;
- Event data recorders;
- Performance of child safety seats; and
- Performance of hybrid vehicles involved in crashes.

FY 2008 Budget Request

The performance of new and emerging vehicle technologies is of extremely high interest to NHTSA. Automobile manufacturers have begun introducing numerous advanced-technology features into their fleets. In an effort to determine how these advanced crash avoidance and occupant protection systems affect occupants in real-world crashes, the SCI program is collecting data on crashes involving vehicles equipped with these systems.

This program identifies and documents the effects of rapidly changing vehicle technologies to assess how they impact motor vehicle crashes. Specific activities include:

- Perform in-depth crash investigations on advanced technology systems such as electronic stability control and roll stability control systems.
- Perform in-depth crash investigations on new and emerging occupant protection devices such as ejection mitigation systems.
- Perform in-depth crash investigations on new rollover sensing / prevention technologies.
- Perform in-depth crash investigations nationwide involving new and emerging technology in occupant protection systems: advanced frontal, rollover, and side impact air bags; complex sensing systems and sophisticated deployment control modules; automatic air bag shut off systems; and advanced crash data collection systems.
- Provide detailed vehicle and trauma information on air bag-related crashes to support research and regulatory initiatives on occupant protection systems in passenger cars.
- Perform in-depth crash investigations involving children who were properly secured in child safety seats. Priority will be given to crashes where the vehicles

were equipped with Lower Anchors and Tethers for Children (LATCH).

- Perform in-depth crash investigations nationwide involving school buses, alternative fuel vehicles, and adaptive devices for persons with physical challenges.
- Facilitate the collection and use of collision-avoidance and crashworthiness data from onboard event data recorder (EDR) systems.
- Continue collaborative efforts with automobile manufacturers for the collection of EDR data.
- Develop and test new technologies to improve the quality and completeness of SCI data reports.

Detailed Justification for Administrative Expenses

Administrative Expenses	FY 2008 Request: $90,468,000*

Overview:

The total FY 2008 Administrative Expenses budget request is $90,468,000 showing a net total increase over the FY 2007 request of $1,562,000.

- In FY 2008, NHTSA is requesting $65,945,000 for Salaries, which shows a slight increase over the FY 2007 request which will serve to offset the additional costs associated with employee pay raises anticipated for FY 2008. It is noted however, that most of these mandatory salary and benefits costs are being absorbed through an anticipated reduction in FTE's from FY 2007 to FY 2008.
- In FY 2008, NHTSA is requesting $1,027,000 for Travel, which represents a $22,000 inflationary increase over the FY 2007 request.
- In FY 2008, NHTSA is requesting $22,484,000 for Operating expenses, which represents a $933,000 increase over the FY 2007 request. This increase is essential solely to offset the additional costs associated with mandatory pay raises and to provide minor offsets in the costs of inflation.

  Within the above total for Operating Expenses, NHTSA is requesting $94,000 for Strategic Planning in FY 2008, which matches FY 2007 levels. FY 2008 funding will allow the agency to: continue to examine and adjust, if necessary, priorities and strategies to help support decisions on resource allocation; continue to assist in the implementation of the program office Strategic Execution Plans developed from the 2006-2012 Strategic Plan; and evaluate agency internal and external communications for cohesiveness and effectiveness.

  Within the above total for Operating Expenses, the FY 2008 request for Program Evaluation is $489,000, which matches the FY 2007 request. The FY 2008 request will allow NHTSA to initiate an evaluation of seat belt effectiveness based on information from Event Data Recorders, a statistical evaluation of the effectiveness of head impact protection, and a survey of how States use technology transfer and problem identification techniques in developing their safety programs.

*Excludes $11,627,000 funded from Highway Safety Grants Administrative Expenses and $1,130,000 funded from NDR. Total for all administrative expenses at NHTSA is $103,225,000, which is $1,693,000 more than the FY07 request of $101,532,000.

The above total for Operating Expenses will also provide funding for initiatives to reduce the number of police-reported motor vehicle crashes that occur annually through the issuance of enhanced vehicle safety standards and reduce the number of fatalities and injuries that result from motor vehicle crashes annually through the issuance of sound, science-based, vehicle safety standards.

Within the above total for Operating Expenses, in FY 2008, NHTSA is requesting $90,000 for Economic Analysis programs, which matches the FY 2007 request. The FY 2008 request will provide funding to initiate analysis to improve the quality of decisions made in the agency's priorities and underpin decisions related to its regulatory programs. Additionally, this funding will allow the agency to further refine the Functional Capacity Index (FCI), which allows the agency to evaluate the economic and social consequences of an injury at one year post crash.

- NHTSA requests $1,012,000 in FY 2008 for the VRTC, which is consistent with the FY 2007 request. Funding will provide the lease, utility and operating funds for the Agency's in-house research and test facility, as well as provide for the maintenance of equipment necessary for conducting research and test activities
- NHTSA requests $900,000 in FY 2008 for Regional Operations, which is $29,000 more than the FY 2007 request. Funding will provide some lease, utility and operating funds for the Agency's ten Regional offices.

Explanation of Funding Changes for Operations and Research

Rulemaking	**($1,387,000)**
Overview: In FY 2008, NHTSA is requesting $12,768,000 for Safety Performance programs, a decrease of $1,387,000 from the FY 2007 request. The decrease reflects an overall reduction in the New Car Assessment Program request, due to the testing schedule realignment that will be completed in FY 2007. Increases in the agency's Safety Standards Support program will enable the completion of rulemakings mandated by SAFETEA-LU. Within the Fuel Economy, the requested increase will allow the agency to develop standards to further reduce the nation's gasoline consumption. Theft Program increase will allow for a technology study to identify and evaluate newly developed means of parts-marking as an Anti-theft Device Study to provide a comparative analysis of the antitheft attributes of the devices voluntarily installed in low-theft vehicles to develop new means for reducing vehicle theft.	
Safety Standards Support NHTSA requests $2,800,000 for Safety Standards Support, which reflects a $500,000 increase over the FY 2007 request. This increase will allow the agency to focus on rulemakings required under SAFETEA-LU. SAFETEA-LU requires final rules for roof crush, door locks, ejection mitigation, and side impact protection by July 1, 2008, February 2008, October 1, 2009, and July 1, 2008, respectively.	$500,000
New Car Assessment Program NHTSA is requesting $7,893,000 for the New Car Assessment Program. This request is, in total, $2,607,000 less than the FY 2007 request for NCAP. In FY 2006 and 2007, the agency requested additional funds, as authorized under Section 10307 of SAFETEA-LU to accelerate the testing program necessary to be able to provide the ratings information to manufactures to be placed on vehicles as they are deployed into the market. These extra funds allowed the agency to establish a one-time change to the NCAP testing schedule to assure a sufficient percentage of the vehicle fleet was tested, as well as to expedite the rulemaking process necessary to provide consumers with the rating information on price stickers. This testing schedule realignment will be completed in FY 2007.	($2,607,000)

Fuel Economy Program NHTSA requests $1,880,000 for the Fuel Economy program, which reflects a $598,000 increase over the FY 2007 request. A pending proposal in Congress would give the agency the authority to reform the passenger car standards, further reducing gasoline consumption. The increase requested in FY 2008 will allow the agency to start looking at revised modeling methods that would be needed for passenger cars.	$598,000
Theft Program NHTSA requests $175,000 for its Theft Program in FY 2008, a $122,000 increase over the FY 2007 increase. This increase will allow the agency to conduct a technology study to identify and evaluate newly developed means of parts-marking to determine if they are sufficiently permanent and otherwise meet the purposes and definitions of parts marking and be viable alternatives to be included under 49 CFR Part 541, as well as an Anti-theft Device Study to provide a comparative analysis of the antitheft attributes of the devices voluntarily installed in low-theft vehicles in comparison with those for which manufacturers have been granted parts exemptions under 49 CFR Part 543, and to evaluate the effectiveness of each in effectively reducing and deterring theft.	$122,000
Highway Safety Programs	**$1,500,000**
Overview: Funding changes within Operations and Research are proposed to realign funds between the Bicycle program and the Motorcycle Safety program. Currently, the number of injuries and fatalities due to bicycle-related crashes are trending downward, while motorcycle-related crashes have increased for the eighth consecutive year.	
Impaired Driving The Impaired Driving program will be minimally reduced by $94,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	($94,000)

Drug Impaired Driving The Drug Impaired Driving program will be minimally reduced by $12,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	($12,000)
Pedestrian, Bicycle, and Pupil Transportation The Bicycle Safety program budget will be reduced by $212,000 in FY 2008 to fund additional motorcycle safety activities.	($212,000)
Older Driver Safety Programs In FY 2008, NHTSA request $1,700,000 for Older Driver Safety programs, a $1,200,000 increase over FY 2007 funding levels. This request reflects the authorized level for this program under SAFETEA-LU, and will be used to carry out the initiatives outlined in the older driver plan required of the agency by Section 2017 (a) of SAFETEA-LU.	$1,200,000
Motorcycle Safety Programs Projections through the Fatality Analysis Reporting Systems (FARS) show that motorcycle fatalities have increased for the eighth consecutive year in 2005. In order to focus additional resources to reducing motorcycle crashes, NHTSA proposes to reallocate funds to initiate programs to further address this issue. NHTSA will work with law enforcement to increase their awareness of the motorcycle crash problem and provide guidance on effective activities they can undertake to decrease such crashes. Additionally, NHTSA will use this funding to develop technical assistance resource to assist States in determining characteristics of motorcycle crashes. Subsequently, the agency will develop and implement programs to address the identified problems.	$192,000
National Occupant Protection The National Occupant Protection program will be minimally reduced by $92,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	($92,000)

Enforcement and Justice Service The Enforcement and Justice Service program will be minimally reduced by $18,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account. **It is noted that this program includes $500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training.**	($18,000)
Enhance 911 and National EMS Information Systems This program will be increased by $1,000,000 in FY 2008 to establish a Wireless Enhanced 9-1-1 Program and a 9-1-1 Implementation Coordination Office which is required by the ENHANCE 9-1-1 Act of 2004, in addition to continued support for NEMSIS. $750,000 of the increase is for E-911 and $250,000 for NEMSIS.	$1,000,000
Driver Licensing The Driver Licensing program will be minimally reduced by $8,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	($8,000)
Highway Safety Research This decrease of $451,000 reflects a change in how funding for this program is being reflected in the budget; a portion of the funding for this activity is now being shown in the Highway Traffic Safety Grants section of this document.	($451,000)*
Research and Analysis	**$829,000**
Overview: The agency is requesting an increase in the Research and Analysis budget to provide for an increase in the Crash Avoidance and Human-Vehicle Performance program to complete objective test development for additional advanced safety systems such as alcohol monitoring and/or lane keeping systems, and to publish safety benefits and consumer information on advanced safety systems. In FY 2008, the agency will request $500,000 less for its Biomechanics program, due to the completion of development and response analysis of NHTSA's advanced, frontal, 5th percentile female dummy in FY 2007. A $500,000 increase is requested in the Safety Systems program to support necessary research to upgrade Federal motor vehicle safety standards, facilitate coordination with industry to incorporate improvements in vehicle structures and occupant compartment design, as well as to develop performance tests to improve compatibility between LTVs and passenger vehicles.	

*Offset by $367,000 increase provided through Highway Safety Grant program administrative expenses for a "net" decrease of $84,000 from the FY 07 request.	
Safety Systems NHTSA requests $8,226,000 for Safety System programs in FY 2008, which reflects an increase of $500,000 over the FY 2007 request. The requested increase will enable the agency to: provide research support for issuing or upgrading Federal motor vehicle safety standards; facilitate coordination with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems; develop performance tests using the side impact moving deformable barrier and establish test and dummy requirements to further address front-to-side compatibility; and develop performance tests for front-to-front compatible energy management in crashes between LTVs and passenger cars.	$500,000
Biomechanics In FY 2008, NHTSA is requesting $11,000,000 for Biomechanic programs, a decrease of $500,000 from FY 2007 levels. This decrease is a result of the completion of development and response analysis of NHTSA's advanced, frontal, 5th percentile female dummy in FY 2007.	($500,000)
Crash Avoidance & Human-Vehicle Performance NHTSA requests $7,804,000 for Crash Avoidance & Human-Vehicle Performance programs, an increase of $1,054,000 over FY 2007. This increase will provide the agency funding to complete objective test development for additional advanced safety systems such as alcohol monitoring and/or lane keeping systems, and to publish safety benefits and consumer information on advanced safety systems.	$1,054,000
Fatality Analysis Reporting System NHTSA is requesting $7,172,000, an increase of $109,000 over FY 2007 funding levels. This increase provides inflationary increases to the State salaries of the FARS data collection workforce, allowing the agency to maintain a knowledgeable field team supporting FARS.	$109,000

Data Analysis Program The Data Analysis program will be minimally reduced by $8,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	($334,000)
Administrative Expenses	$1,558,000
Overview: The agency is requesting an increase of $1,558, 000 in its Administrative Expenses budget to provide for increases in Operation Expenses. These expenses include normal inflationary increases in most areas, as well as specific increase in health care costs, and expenses related to the move to the new building in FY 2007.	
Administrative Expenses In FY 2008, NHTSA is requesting $90,468,000 for Administrative Expenses, which represents a $1,558,000 increase over the FY 2007 request. In addition to normal inflation in most areas, the agency anticipates increases associated with health care expenses and the Department's move to the new building in FY 2007. This move requires sophisticated new security systems, as well as private parking that was once subsidized and helped to defray charges against the Working Capital Fund. Currently, expenses related to the move to the new building are being funded out of each agency's contributions to the Working Capital Fund. With fewer agencies moving to the new building the when the initial move was planned (as the Coast Guard, TSA, and FAA will not be housed at that location), these costs are being split between a smaller group, increasing each agency's cost to unforeseen levels. The agency is currently examining all discretionary funding to find efficiencies to address this issue. There are also mandatory increases in this program associated with pay raises; we are absorbing most of these costs by reducing funded FTE's in FY 2008.	$1,558,000*

*In addition, there is an increase in the funding from Highway Safety Grant program administrative expenses of $130,000 and in NDR of $5,000 for a total increase to all NHTSA administrative expenses of $1,693,000.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
(Includes Proposed Legislation in FY 2007 and FY 2008)

Program and Financing (in thousands of dollars)

Identification Code 69-8016-0-1-401		FY 2006 Actual	FY 2007 CR	FY 2008 Request	
Obligations by program activity:					
Direct Program:					
00.01	Highway Safety Programs	51,805	43,498	42,559	*
00.02	Research and Analysis	107,498	64,210	65,678	**
00.03	Office of the Administrator	5,075			
00.04	General Administration	25,573			
00.05	Rulemaking	22,820	14,013	12,768	
00.06	Enforcement	32,755	18,094	18,277	
00.07	National Driver Register	3,893	3,960	4,000	
00.08	Administrative Expenses		89,167	90,468	***
0.100	Total Direct Obligations	249,419	232,942	233,750	
09.01	Reimbursable Program	13,264	25,000	25,000	
10.00	Total Obligations	262,683	257,942	258,750	
Budgetary resources available for obligation:					
21.40	Unobligated Balance Carried Forward, start of year:	13,110	27,244	27,244	
22.00	New Budget Authority, (gross)	247,356	257,942	258,750	
22.10	Resources available from recoveries of prior year obs	4,190			
22.22	Unobligated Balance Transferred from other accounts [69-8083]	25,271			
23.90	Total Budgetary Resources Avail for Oblig.	289,927	285,186	285,994	
23.95	Total New Obligations	-262,683	-257,942	-258,750	
24.40	Unobligated Balance Carried Forward, end of year:	27,244	27,244	27,244	
New budget authority (gross), detail					
Discretionary					
40.26	Appropriation, trust fund [20-8102-0-N-0504]	112,860	112,860	233,750	
40.49	Portion applied to liquidate contract authority	-234,092	-234,092	-233,750	
42.00	Transferred from other accounts [69-8083]	121,232	121,232	0	
43.00	Appropriation (total discretionary)	0	0	0	
49.35	Contract authority permanently reduced	0	-1,118	0	
49.36	Unobligated balance permanently reduced	0	0	0	
49.90	Contract authority total discretionary	0	-1,118	0	
Mandatory					
66.10	Contract authority	114,000	111,750	233,750	
66.35	Contract authority permanently reduced	-2,365			
66.62	Transferred from other accounts [69-8083]	122,457	121,232		
66.90	Contract authority (total mandatory)	234,092	232,982	233,750	

*Excludes $4,967,000 for Highway Safety Research funded from Grant administrative expenses
**Excludes $1,656,000 for NOPUS from Grant administrative expenses
***Excludes $11,627,000 funded from Grant administrative expenses and NDR administrative expenses of $1,130,000 are shown under NDR.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
(Includes Proposed Legislation in FY 2007 and FY 2008)

Program and Financing (in thousands of dollars)

Identification Code 69-8016-0-1-401		FY 2006 Actual	FY 2007 CR	FY 2008 Request
Spending authority from offsetting collections				
Discretionary				
58.00	Offsetting Collections (cash)	13,163	25,000	25,000
70.00	Total new budget authority (gross)	247,356	257,942	258,750
Change in obligated balances				
72.40	Obligated balances at the start of the year	182,659	216,983	169,611
73.10	Total new obligations	262,683	257,942	258,750
73.20	Total outlays (gross)	-224,169	-305,314	-286,433
73.45	Recoveries of prior year obligations	-4,190	0	0
74.40	Obligated balance, end of year	216,983	169,611	141,928
Outlays (gross), detail				
86.90	Outlays from new current authority	148,393	161,309	163,575
86.93	Outlays from discretionary balances	75,776	144,005	122,858
87.00	Total outlays (gross)	224,169	305,314	286,433
Offsets against gross budget authority and outlays:				
88.00	Outsetting collections (cash) from:			
	Federal sources	13,163	25,000	25,000
88.40	Non-Fedreral Sources	0	0	0
88.90	Total, offsetting collections	13,163	25,000	25,000

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
(Includes Proposed Legislation in FY 2007 and FY 2008)

Program and Financing (in thousands of dollars)

Identification Code 69-8016-0-1-401		FY 2006 Actual	FY 2007 CR	FY 2008 Request
Net Budget Authority and Outlays				
89.00	Budget authority	234,092	232,982	233,750
90.00	Outlays	211,006	280,314	261,433
93.01	Unobligated balance, start of year: Contract Authority	13,110	27,244	27,244
93.02	Unobligated balance, end of year: Contract Authority	27,244	27,244	27,244
93.03	Obligated balance, start of year: Contract Authority	182,659	216,983	169,611
93.04	Obligated balance, end of year: Contract Authority	216,983	169,611	141,928

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
Object Classification (in thousands of dollars)

Identification Code 69-8016-0-7-401		FY 2006 Actual	FY 2007 CR	FY 2008 Estimate
Direct obligations:				
Personnel compensation:				
11.10	Full-time permanent	54,630	51,625	51,702
11.50	Other personnel compensation	1,996	1,600	2,132
11.19	Total personnel compensation	56,626	53,225	53,834
12.10	Civilian personnel benefits	13,730	13,050	13,050
21.00	Travel and transportation of persons	1,559	1,347	1,406
23.10	Rental payments to GSA	7,882	7,882	7,836
23.30	Communications, utilities, and miscellaneous charges	1,387	2,400	2,450
24.00	Printing and reproduction	1,971	3,600	3,655
25.20	Other services	76,514	7,285	7,541
25.50	Research and development contracts	81,022	142,153	141,881
26.00	Supplies and materials	3,020	1,000	1,075
13.10	Equipment	5,708	1,000	1,022
19.90	Subtotal, Direct obligations	249,419	232,942	233,750
	Reimbursable obligations	13,264	25,000	25,000
99.99	Total obligations	262,683	257,942	258,750

NATIONAL DRIVER REGISTER

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, $4,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and shall remain available until September 30, 2010: Provided, That none administration of the funds in this Act shall be available for the implementation or execution of programs the obligations for which, in FY 2008, are in excess of $4,000,000 for the National Driver Register authorized under such chapter.

EXHIBIT III - 1

NATIONAL DRIVER REGISTER
APPROPRIATION SUMMARY BY PROGRAM ACTIVITY TABLE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

($000)

	FY 2006 ENACTED	FY 2007 CR	FY 2007 PRES. BUD.	FY 2008 REQUEST	CHANGE FY 2007 - 2008
National Driver Register	3,960	3,960	4,000	4,000	0
TOTAL, NATIONAL DRIVER REGISTER	**3,960**	**3,960**	**4,000**	**4,000**	**0**
FTEs					
*Direct Funded	16	8	8	8	0
other	0	0	0	0	0

*Note: FY 2006 Positions and FTE's reflect personnel resources included in previous budget submission; FY 2007 and FY 2008 personnel resources reflect the personnel levels that can be funded with available financial resources.

NATIONAL DRIVER REGISTER

Program and Performance

A total of $4,000,000 million is proposed for NHTSA's National Driver Register in FY 2008. Included in this total is the distribution of salaries and benefits, travel, and operating expenses within each program area.

National Driver Register (NDR) ($2,870,000) – NDR supports the Department's Safety goals by maintaining and operating the Problem Driver Pointer System (PDPS). This system improves traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

NDR Administrative Expenses ($1,130,000) – Administrative expenses within the NDR program support the salaries and benefits, as well as other support costs, required to carry out the mission of the NDR program.

EXHIBIT III - 2

NATIONAL DRIVER REGISTER

SUMMARY ANALYSIS OF CHANGE FROM FY 2007 TO FY 2008

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Appropriations, Obligation Limitations, and Exempt Obligations

ITEM	CHANGE FY 2007-2008	Non-Add Columns			Total
		FY 2008 PC&B by Program	FY 2008 FTEs by Program	FY 2008 Contract Expenses	
FY 2007 Base					**4,000**
Adjustments to Base					
Annualization of FY 2007 Pay Raise	8				8
FY 2008 Pay Raise	22				22
Subtotal, Adjustment to Base	30				30
	0				
New or Expanded Program	0				
Increases/Decreases	0				
Driver Register Program	-30	1,065	8	2,870	
Subtotal, New or Expanded Program Increases/Decreases	-30				**-30**
Total FY 2008 Request	**0**				**4,000**

Explanation of Programmatic Funding for National Driver Register

National Driver Register	**$4,000,000**
Overview: In FY 2008, NHTSA is requesting $4,000,000 to conduct National Driver Register programs, as defined below.	
National Driver Register	$2,870,000
National Driver Register Administrative Expenses	$1,130,000

Detailed Justification for National Driver Register Program

National Driver Register (NDR)	FY 2008 Request: $2,870,000

Overview:

The National Driver Register supports NHTSA's mission of reducing the economic and personal toll to society from crashes on our nation's roads by maintaining a national database of revoked, suspended and denied drivers for the States to use when making a determination on whether to license an applicant for a driver license. State motor vehicle agencies maintain driver records and authorize driver licenses for nearly 200 million drivers. State motor vehicle agencies need an effective means for identifying problem drivers to prevent issuing driver licenses to suspended drivers. Driver records and driver license control are vital to reducing deaths from motor vehicle crashes. The critical mission of the National Driver Register (NDR) is to provide an efficient and timely database that keeps problem drivers from operating private and commercial vehicles and aids in the decision making for other transportation modes' certification procedures. In addition, the NDR is now being used by the Office of Personnel Management (OPM) as a resource in determining eligibility for federal employment for those individuals who have access to sensitive or secret information.

- In FY 2008, NHTSA is requesting $2,870,000 for the National Driver Register, $5,000 less the FY 2007 budget request for the program. Funding the NDR at this level will allow the agency to maintain the FY 2007 service level, accommodate increasing inquiry activities, such as those anticipated by the new requirements of the REAL ID Act due to increased State inquiry activity for the NDR's Problem Driver Pointer System (PDPS). This funding will also enable the modernization of NDR's PDPS.

FY 2007 Base:

The NDR anticipates that it will continue to meet it customer service goals of responding to 60 million queries, with an average response time of four seconds, with all interactive inquiries being responded to within seven seconds, and to be available for operation 99 percent of scheduled operational hours. By responding quickly and having high availability, problem drivers can be identified before licenses are issued and measures to protect public safety can be taken.

Anticipated FY 2007 Accomplishments:

The NDR functions as a real-time national database to assist the States in identifying problem drivers, a functionality that increases inquiries. NHTSA anticipates the NDR to process approximately 60 million inquiries in FY 2007. States are required to submit inquiries prior to all license issuances. The current effort to modernize the system is a 3-year project which will provide authorized users better access to the data on the file.

FY 2008 Budget Request

The FY 2008 budget request will maintain the FY 2007 service level and accommodate increasing inquiry activities. New requirements of the REAL ID Act will increase State inquiry activity for the NDR's PDPS system. NDR's PDPS is in the process of modernization, funding will be used to for Beta testing, integration, and parallel testing with system enhancements.

OPM has been granted access to NDR information for personnel security investigations. Modernization of the computer system includes developing a new platform and language utilizing state of the art database structure.

Detailed Justification for National Driver Register Program

NDR Administrative Expenses	FY 2008 Request: $1,130,000

Overview:

The NDR Administrative Expenses supports the NDR program through salary and benefits to specialized staff to carry-out the program's support of NDR's mission of the to provide an efficient and timely database that keeps problem drivers from operating private and commercial vehicles and aids in the decision making for other transportation modes' certification procedures. The NDR program directly supports NHTSA's mission of reducing the economic and personal toll to society from crashes on our nation's roads by maintaining a national database of revoked, suspended and denied drivers for the States to use when making a determination on whether to license an applicant for a driver license.

- In FY 2008, NHTSA is requesting $1,130,000 for the NDR Administrative Expenses a $5,000 increase over the FY 2007 budget request for the program. Funding at this level will allow the agency to maintain the FY 2007 staff support to achieve NDR mission objectives

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109–59, to remain available until expended, $599,250,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2008, are in excess of $599,250,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109–59, of which $225,000,000 shall be for ''Highway Safety Programs'' under 23 U.S.C. 402; $25,000,000 shall be for ''Occupant Protection Incentive Grants'' under 23 U.S.C. 405; $124,500,000 shall be for ''Safety Belt Performance Grants'' under 23 U.S.C. 406: Provided further, That this amount shall remain available until September 30, 2009; $34,500,000 shall be for ''State Traffic Safety Information System Improvements'' under 23 U.S.C. 408; $131,000,000 shall be for ''Alcohol-Impaired Driving Countermeasures Incentive Grant Program'' under 23 U.S.C. 410; $18,250,000 shall be for ''Administrative Expenses'' under section 2001(a)(11) of Public Law 109–59; $29,000,000 shall be for ''High Visibility Enforcement Program'' under section 2009 of Public Law 109–59; $6,000,000 shall be for ''Motorcyclist Safety'' under section 2010 of Public Law 109–59; and $6,000,000 shall be for ''Child Safety and Child Booster Seat Safety Incentive Grants'' under section 2011 of Public Law 109–59: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed $500,000 of the funds made available for section 410 ''Alcohol-Impaired Driving Countermeasures Grants'' shall be available for technical assistance to the States: Provided further, That not to exceed $750,000 of the funds made available for the ''High Visibility Enforcement Program'' shall be available for the evaluation required under section 2009(f) of Public Law 109–59: Provided further, That notwithstanding any other provision of law or limitation on the use of funds made available under 23 U.S.C. 403, an additional $130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for 23 U.S.C. 402, 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.

Note.—A regular 2007 appropriation for this account had not been enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 109-289, Division B, as amended). The amounts included for 2007 in this budget reflects the levels provided by the continuing resolution.

EXHIBIT III - 1

HIGHWAY TRAFFIC SAFETY GRANTS
APPROPRIATION SUMMARY BY PROGRAM ACTIVITY TABLE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

($000)

	FY 2006 ENACTED	FY 2007 CR	FY 2007 PRES. BUD.	FY 2008 REQUEST	CHANGE FY 2007 - 2008
HIGHWAY TRAFFIC SAFETY GRANTS					
Section 402 Formula Grant Program	214,830	214,830	220,000	225,000	5,000
Section 405 Occupant Protection Incentive Grants	24,750	24,750	25,000	25,000	0
Section 406 Safety Belt Performance Grant Program	123,255	123,255	124,500	124,500	0
Section 408 State Traffic Safety Info. System Improve.	34,155	34,155	34,500	34,500	0
Section 410 Alcohol Incentive Grant Program	118,800	118,800	125,000	131,000	6,000
Section 2010 Motorcyclist Safety Grants	5,940	5,940	6,000	6,000	0
Section 2011 Child Safety and Booster Seat Grants	5,940	5,940	6,000	6,000	0
High Visibility Enforcement	28,710	28,710	25,000	29,000	4,000
Grant Administrative Expenses	16,014	16,014	17,750	18,250	500
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS	**572,394**	**572,394**	**583,750**	**599,250**	**15,500**
FTEs					
*Direct Funded	94	85	85	85	0
Reimbursable, allocated, other	0	0	0	0	0

*Note: FY 2006 Positions and FTE's reflect personnel resources included in previous budget submission; FY 2007 and FY 2008 personnel resources reflect the personnel levels that can be funded with available financial resources.

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance

Section 402 (State and Community Grants)($225,000,000) – SAFETEA-LU reauthorized the State and Community Highway Safety formula grant program to support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions (i.e. communities) within the State.

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

Section 406 (Safety Belt Performance Grants)($124,500,000) – SAFETEA-LU established a new program of incentive grants to encourage the enactment and enforcement of primary seat belt use laws for all passenger motor vehicles. A State may use these grant funds for any safety purpose under Title 23, or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least $1 million of amounts received by States must be obligated for behavioral highway safety activities.

Section 408 (State Traffic Safety Information System Improvements)($34,500,000) – SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data needed to identify priorities for national, State, and local highway and traffic safety programs. Section 408 grants also seek to, evaluate the effectiveness of efforts to make necessary improvements, to link existing State data systems, including traffic records, with other data systems within the State, as well as to improve the compatibility of the State data system with national data systems and data systems of other States in an effort to enhance the ability to monitor and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A State may use these grant funds only to implement such data improvement programs.

Section 410 (Alcohol Impaired Driving Countermeasures Incentive Grants)($131,000,000) – SAFETEA-LU amended the alcohol-impaired driving counter measures incentive grant program to encourage States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.

A State may use these grant funds to implement the impaired driving activities described in the Programmatic Criteria, as well as to cover costs for: high visibility enforcement; training and equipment for law enforcement; advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; State impaired operator information system; and the costs of vehicle or license plate impoundment.

Child Safety and Child Booster Seat Safety Incentive Grants ($6,000,000) – Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs.

Motorcyclist Safety ($6,000,000) – Section 2010 of SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

High Visibility Enforcement ($29,000,000) – Section 2009 of SAFETEA-LU provides support for the States' increased enforcement programs through the continued provision of national paid media during mobilization and crackdown efforts.

Grant Administrative Expenses ($18,250,000) – SAFETEA-LU provides funding for salaries and operating expenses related to the administration of the Grant Programs and supports the National Occupant Protection User Survey (NOPUS) and Highway Safety Research programs.

EXHIBIT III - 2

HIGHWAY TRAFFIC SAFETY GRANTS

SUMMARY ANALYSIS OF CHANGE FROM FY 2007 TO FY 2008
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

($000)

ITEM	CHANGE FY 2007 - 2008	Non-Add Columns			Total
		FY 2008 PC&B by Program	FY 2008 FTEs by Program	FY 2008 Contract Expenses	
FY 2007 Base (Pres. Bud.)					**583,750**
Adjustments to Base					
Annualization of FY 2007 Pay Raise	94				94
FY 2008 Pay Raise	241				241
Inflation	165				165
Subtotal, Adjustment to Base	**500**				**500**
New or Expanded Programs					
Section 402 Formula Grants	5,000				5,000
Section 410 Formula Grants	6,000				6,000
Section 409 High Visibility Enforcement	4,000				4,000
Grant Administrative Expenses	0	10,602	85	0	0
Subtotal, New or Expanded Program					
Increases/Decreases	**15,000**	0	0	0	**15,000**
Total FY 2008 Request	**15,500**				**599,250**

Detailed Justifications
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Explanation of Programmatic Funding for Highway Safety Grants

Highway Safety Grants	**$599,250,000**
Overview: In FY 2008, NHTSA is requesting $599,250,000 to conduct the agency's Highway Safety Grant programs, as defined below.	
Section 402 State and Community Formula Grants	$225,000,000
Section 405 Occupant Protection Incentive Grants	$25,000,000
Section 406 Safety Belt Performance Grants	$124,500,000
Section 408 Safety Information Systems Grants	$34,500,000
Section 410 Impaired Driving Grants	$131,000,000
Section 2010 Motorcycle Safety Grants	$6,000,000
Section 2011 Child Booster Safety Incentive Grants	$6,000,000
High Visibility Enforcement (Section 2009)	$29,000,000
Highway Safety Grant Administrative Expenses	$18,250,000*

***Includes $4,967,000 for Highway Safety Research, $1,656,000 for National Occupant Protection Use Survey, and $11,627,000 for Regular Administrative Expenses**

Detailed Justification for Highway Safety Grants

Section 402 State and Community Formula Grant Program	**FY 2008 Request: $225,000,000**

Overview:

Highway safety is a major national public health problem. Motor vehicle crashes are responsible for 95 percent of deaths and 99 percent of injuries on the Nation's transportation systems, the reduction of which constitute NHTSA's mission to, "*Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.*" The Section 402 program is a critical asset in the Administration's goal of reducing fatalities and injuries because it allows a mechanism for the delivery and implementation of data-driven, nationally-recognized highway safety programs. This coordination creates heightened awareness and effectiveness on a variety of NHTSA-developed programs resulting in fewer crashes, deaths and injuries, and lower associated health care costs.

The Section 402 Grant program provides grants to all States, the District of Columbia, the Commonwealth of Puerto Rico, the Indian Nations, and the Trust Territories to encourage and facilitate implementation of ever-more effective programs to improve highway safety. The formula developed to distribute Section 402 grant monies amongst eligible entities was established by the Highway Safety Act of 1966. Performance-based requirements of the section 402 grants also require that States establish and work toward their own highway safety goals, based on their individual data and needs analysis.

- In FY 2008, NHTSA is requesting $225,000,000 for Section 402 State and Community Grants, which is $5,000,000 more than the FY 2007 request, and aligns with the authorization for the program under Section 2002 of SAFETEA-LU.

FY 2007 Base:

Section 402 Grants will be used to implement a variety of highway safety programs in FY 2007.

Occupant Protection

In the area of occupant protection, States are implementing increased activities to support the *Click It or Ticket* campaign to increase seat belt use. All of the Southeast, Central, and South Central Regions have augmented their *Click It or Ticket* mobilizations with an additional two weeks of well-publicized enforcement focused on unbuckled pick-up truck operators. The Great Lakes Region States have a similar extended mobilization, with the extra two weeks emphasizing enforcement in rural areas.

NHTSA is encouraging all States to expand their seat belt programs to sustained enforcement, patterned after the Strategic Evaluation States (SES) impaired driving initiative.

Impaired Driving

NHTSA continues to encourage all States to participate in the annual national high visibility impaired driving enforcement, enforcement crackdown, which supports NHTSA's impaired driving priorities. Beginning in FY 2006, NHTSA encouraged all States to move toward sustained enforcement of impaired driving, following the model that was developed for the Strategic Evaluation State initiative

In addition, all of the Mid-Atlantic Region States continue to participate in Operation Checkpoint Strikeforce, which applies the SES sustained enforcement model in the context of sobriety checkpoints. NHTSA is conducting informational workshops for all States to encourage recruitment of Traffic Safety Resource Prosecutors to ensure effective disposition of impaired driving arrests and seat belt citations, and is providing technical assistance to help States construct DWI courts to reduce impaired driving recidivism significantly.

Through its data-driven process of Special Management Reviews to assess the efficacy of the implementation of programs, NHTSA continues to work with States that lag substantially behind national levels of performance to develop and implement Performance Enhancement Plans to achieve significant increases in seat belt use and reductions in alcohol-related fatalities.

Key highway safety initiatives such as aggressive driving, motorcycle safety and speed management programs will also receive their Federal financial support through the Section 402 formula grant program.

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- 49+ States will participate in the national *Click It or Ticket* mobilization in May 2007, with 12,500+ law enforcement agencies conducting zero tolerance seat belt enforcement backed up by significant paid advertising campaigns.
- 20+ States will augment their *Click It or Ticket* mobilizations with two additional weeks of well-publicized and stepped-up seat belt enforcement in the first half of May, focused on demographic or geographic targets associated with low belt use (e.g., rural areas, pick-up truck drivers, teenagers).
- 45+ States will participate in the national high visibility impaired driving enforcement crackdown in August and September 2007, with 11,000+ law enforcement agencies conducting zero tolerance impaired driving enforcement backed up by significant paid advertising campaigns.
- 35+ States will achieve, or make substantial progress toward achieving, sustained seat belt and impaired driving enforcement programs using the model developed in the SES initiative (at least one high-intensity seat belt and/or impaired driving enforcement activity every month by law enforcement agencies collectively serving at least 65 percent of the State's population).

- One or more DWI courts will be in operation or under development in 40+ States.
- 35+ States will have selected, or be actively recruiting, Traffic Safety Resource Prosecutor.

FY 2008 Budget Request

In FY 2008, the Section 402 program will continue the efforts noted above. Unlike the incentive grant programs, which only assist a fraction of the Nation's population, the Section 402 formula program ensures that all States address key highway safety problems that occur, and that these problems are attacked with the most effective countermeasures available nationwide, as developed through the research-based initiatives funded through the Federal Section 403 Program.

The Section 402 program contributes to the nationwide effort of meeting the Department's goals to reduce traffic fatality and injury rates, as well as agency's initiatives to increase seat belt use and reduce alcohol-related fatalities. In addition to national goals, as States implement their Highway Safety Plans and, where applicable, Performance Enhancement Plans, they are setting their own highway safety goals, based on their individual data and needs analysis.

In the area of occupant protection, building upon the success of State *Click It or Ticket* campaigns in increasing seat belt use and enhancing the visibility of seat belt enforcement efforts, NHTSA will continue to expand these campaigns to embrace sustained enforcement in FY 2008. Additional efforts are focused on providing State-requested information to facilitate improving child occupant protection and seat belt use laws, particularly through the passage of primary enforcement laws; increased enforcement of current laws; expanding public education on the benefits of seat belt and child safety seat use; and strengthening partnerships to increase proper use of seat belts and child safety seats.

In the area of impaired driving in FY 2008, NHTSA will work with all States to ensure effective implementation of the national high visibility impaired driving enforcement crackdown, and to expand their campaigns to embrace sustained enforcement following the SES model. In further support of NHTSA's Impaired Driving Integrated Project Team (IPT) report, NHTSA will also continue to promote DWI courts, and substance abuse screening and brief intervention as means of breaking the cycle of addiction and thus reducing impaired driving recidivism. Each State has a critical role to play in the broad-based regional and national strategic plans developed to meet the national goals.

Furthermore, in FY 2008, by continuing to support traffic records and data systems improvements, NHTSA will enhance the States' abilities to accurately identify their top-priority safety problems in a timely fashion, and thus assure more effective application of the Section 402 and other traffic safety funds

Detailed Justification for Highway Safety Grants

Section 405 Occupant Protection Incentive Grants	FY 2008 Request: $25,000,000

Overview:

Seat belts are the most effective means of reducing fatalities and serious injuries when traffic crashes occur. Lap and shoulder belts, when used properly, reduce the risk of fatal injury to front seat passenger car occupants by 45 percent, and the risk of moderate-to-critical injury by 50 percent. For light truck occupants, the effectiveness increases to 60 and 65 percent, respectively. In 2005, 82 percent of passenger vehicle occupants used their seat belts, according to the National Occupant Protection Usage Survey (NOPUS). In 2005, among passenger vehicle occupants over 4 years old, seat belts saved an estimated 15,632 lives.

The Section 405 Occupant Protection Incentive Grants contribute to NHTSA's ability to achieve its overall seat belt usage rate goals by providing incentive to States adopting or demonstrating that it has implemented at least 4 of 6 criterion designed to increase occupant protection. In FY 2006, NHTSA made grant awards to 34 States, the District of Columbia, Puerto Rico and two territories.

- In FY 2005, NHTSA is requesting $25,000,000 for the Occupant Protection Incentive Grant Program, funding same with the FY 2007 request. States will use their FY 2008 incentive grant awards to fund occupant protection countermeasures and programs, including improved seat belt and child safety seat laws, increased enforcement of these laws, and air bag education.

FY 2007 Base:

SAFETEA-LU amended the existing Section 405 program, which provides grants to States to encourage them to adopt and implement effective programs to increase seat belt and child safety seat use. Under the modified program, States must demonstrate that they are implementing specific occupant protection laws and programs, such as:

- A law requiring seat belt use by individuals in all seating positions in the vehicle.
- A seat belt law providing for primary enforcement.
- Minimum fines or penalty points for seat belt and child seat use law violations.
- A statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- A statewide child passenger protection education program that includes programs about proper seating positions for children in air bag-equipped motor vehicles and instruction on how to reduce the improper use of child restraint systems.
- A child passenger protection law that requires minors to be properly secured in a child safety seat or other appropriate restraint system.

Anticipated FY 2007 Accomplishments:
Highlights of anticipated accomplishments include:

- Support for the *Click It or Ticket* national mobilization in May 2007.
- Increases in State seat belt use rates.
- Increases in proper child safety seat usage.

FY 2008 Budget Request
Increasing seat belt and child safety seat usage is critical to reducing deaths and injuries on the Nation's highways. The Section 405 program is a key element of the Department's initiative to increase seat belt use and to reduce child occupant fatalities nationally.

The agency is requesting $25 million, the full authorization level, to support the Section 405 program under SAFETEA-LU. In FY 2008, the Section 405 program will continue the efforts noted above in FY 2007. States will use their FY 2008 incentive grant awards to fund occupant protection countermeasures and programs, including:

- Improved seat belt and child safety seat laws.
- Increased enforcement of these laws.
- Air bag education and correct child safety seat usage education programs.

Detailed Justification for Highway Safety Grants

Section 406 Safety Belt Performance Grants	FY 2008 Request: $124,500,000

Overview:

Increasing seat belt use by occupants of passenger motor vehicles is one of the most effective means of reducing deaths and preventing serious injuries in crashes. Over the past decade, those States that have upgraded their seat belt laws to primary enforcement status consistently have experienced substantial increases in belt usage. Primary enforcement means that law enforcement officers can stop and ticket motorists simply because they are observed to be unbuckled. As of May 2006, 22 States, the District of Columbia and Puerto Rico have enacted and are enforcing primary seat belt laws that apply to all passenger motor vehicles. One additional State has enacted a law, and will begin enforcing it by the start of calendar year 2007. Two States (Georgia and Indiana) have primary laws that exclude pick-up trucks. Twenty-three States have secondary enforcement belt laws. Officers, troopers and deputies in these States must have probable cause to believe another violation has been committed before they can cite a motorist for failing to buckle up. One State, New Hampshire, has no seat belt law applicable to persons 18 or older.

The Section 406 program provides strong incentive to States to enact primary laws covering all passenger motor vehicles, or to demonstrate that they can achieve and sustain high belt use without such a law. All States, the District of Columbia, Puerto Rico and the territories of American Samoa, the Commonwealth of Northern Mariana Islands, Guam, and the Virgin Islands are eligible for one-time seat belt performance grants, and can qualify in several ways:

- States that did not have a conforming primary seat belt use law for all passenger motor vehicles in effect on or before December 31, 2002, will qualify if either:
    - The State enacts, by June 30, for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary seat belt use law for all passenger motor vehicles (New Primary Law States); or,
    - The State, after December 31, 2005, has a seat belt use rate of 85 percent or more for each of the 2 calendar years immediately preceding the fiscal year of the grant (Seat Belt Performance States).
- A State that meets either of these criteria will be eligible for a one-time grant equal to 475 percent of the State's apportionment under Section 402 for fiscal year 2003.
- Every State that has in effect, and is enforcing a conforming primary seat belt law for all passenger motor vehicles that was in effect before January 1, 2003 (Pre-2003 Primary Law States), will be eligible for a one-time grant equal to 200 percent of the State's apportionment under Section 402 for fiscal year 2003. This may be paid out in annual installments.

In FY2008, NHTSA is requesting $124,500,000 for Safety Belt Performance Grants, an amount equal to the FY 2007 request. As in FY 2007, the States will use their Section 406 grant funds to support a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In each State, at least $1 million must be used for behavioral programs.

FY 2007 Base:

States can use their Section 406 grant funds to support a wide range of programs to reduce highway fatalities and injuries. These funds can be used for behavioral and infrastructure safety programs, though at least $1 million of each State's grant must be used for behavioral programs. In FY 2007, they will continue to carry out, and expand:

- Highly visible and intense seat belt and impaired driving enforcement programs, including participation in nationwide enforcement mobilizations;
- States' cadres of traffic safety resource prosecutors and DWI courts; and
- Speed management, motorcycle crashes and other problem areas, consistent with the outcome of their problem identification analyses for FY 2006.

Many States will use these funds to eliminate hazards on their roadways, including:

- intersection improvements;
- shoulder widening;
- installation of rumble strips;
- improvements to pedestrian and bicycle safety; and
- rail-highway crossings.

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- 4+ States will enact primary seat belt laws for all passenger motor vehicles.
- 30+ States will have received and begun applying Section 406 grant funds to a wide variety of behavioral and infrastructure safety programs.
- 15+ States will have drafted primary seat belt laws for introduction during the 2008 legislative session.

FY 2008 Budget Request

In fiscal year 2008, Section 406 funds will first be awarded to any State that qualified as a New Primary Law State in FY 2007, but did not receive the full amount authorized because of a lack of sufficient available funds. Then, grants will be awarded to States

that qualified as New Primary Law States for the first time in FY 2008. Beginning on January 1, 2008, grants will be awarded to States that still have not enacted primary laws, but which recorded seat belt use rates of 85 percent or higher in both calendar years 2006 and 2007. If funds remain after all States qualifying as New Primary Law States or Safety Belt Performance States have been fully funded, grants will be awarded to the Pre-2003 Primary Law States.

As in FY 2007, the States will use their Section 406 grant funds to support a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In each State, at least $1 million must be used for behavioral programs.

Detailed Justification for Highway Safety Grants

Section 408 Safety Information Systems Grants	FY 2008 Request: $34,500,000

Overview:

State Traffic Safety Information Systems (TSIS) or Traffic Records data are used for a number of critical transportation safety purposes. Some of these are:

- to determine the causes of vehicle crashes and to identify national, State, and local transportation safety problems;
- to identify trends in vehicle crashes at the national, State and local levels;
- to monitor the implementation of transportation safety countermeasures;
- to measure the impact of implemented countermeasures; and
- to provide data to national databases.

The databases that are solely or in part dependent on State TSIS data are the National Driver Register, the Commercial Driver's License Information System, the Fatality Analysis Reporting System, the General Estimates System, the Commercial Vehicle Analysis Reporting System, and the Crashworthiness Data System. Without State TSIS data, none of these activities would be possible including transportation safety research based on these data.

- In FY 2008, NHTSA request $34,500,000 for the Safety Information Systems Grants, an amount equal to the FY 2007 request. FY 2008 grant funds will enable States to carry out approved strategic plans for improving the accuracy, completeness, and timeliness of their traffic records systems, and thereby improve their program management and evaluation capabilities. Grants will be used for activities that help to reduce the number of motor vehicle crashes that occur annually, by improving traffic safety information systems data that allow national, State, and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes.

FY 2007 Base:

SAFETEA-LU established a new incentive grant program to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of State data that is needed to:

- Identify priorities for national, State, and local highway and traffic safety programs;
- Evaluate the effectiveness of efforts to make such improvements;

- Link these State data systems, including traffic records, with other data systems within the State; and
- Improve the compatibility of the State data system with national data systems and data systems of other States in order to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

All States, territories and the Bureau of Indian Affairs (BIA) may qualify for Section 408 Safety Information Systems Improvement Grants. To qualify for a first-year grant, a State must demonstrate the following:

- Establishment of a multi-disciplinary highway safety data and traffic records coordinating committee.
- Development of a multi-year safety data and traffic records strategic plan, approved by the coordinating committee and containing performance-based measures.
- Certification that the State has adopted and is using the model data elements determined by the Secretary to be useful, or certification that grant funds will be used toward adopting and using the most practicable elements.

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- Improvements in the timeliness of entering data in the traffic records system.
- Improvements in the accuracy of the data entered.
- More States will switch from paper systems to automated systems.
- Increased accessibility to data from multiple users including courts, the health community, and law enforcement.

FY 2008 Budget Request

In FY 2008, for States, territories and the Bureau of Indian Affairs to qualify for a subsequent-year grant, they must:

- Certify that an assessment or audit of the State traffic records system has been conducted or updated within the preceding five years.
- Certify that the coordinating committee continues to operate and supports the multi-year plan.
- Specify how the grant funds and any other funds of the State will support the multi-year strategic plan.
- Demonstrate measurable progress toward achieving the goals and objectives identified in the multi-year plan.

- Submit a report, showing measurable progress in the implementation of the multi-year plan.

Section 408 grant funds will be used to carry out approved strategic plans for improving the accuracy, completeness, and timeliness of their traffic records systems, and thereby improve their program management and evaluation capabilities. Grants will be used for activities that help to reduce the number of motor vehicle crashes that occur annually, by improving traffic safety information systems data that allow national, State, and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes.

Detailed Justification for Highway Safety Grants

Section 410 Impaired Driving Grants	FY 2008 Request: $131,000,000

Overview:

In 2005, traffic fatalities in alcohol-related crashes fell to 16,885, a 0.27 percent decrease. SAFETEA-LU provided an amended Section 410 grant program that encourages States to adopt and implement effective programs to reduce traffic safety problems that result from individuals driving while under the influence of alcohol, ultimately reducing the fatalities and injuries resulting from these highly-preventable crashes.

- In FY 2008, NHTSA is requesting $131,000,000, a $6,000,000 increase over the FY 2007 request. Key FY 2008 activities enabled by these grants will include Significant program activities include sobriety checkpoints and/or safety checkpoint programs, alcohol awareness programs that target persons under age 21, administrative driver's license suspension or revocation programs, and prosecution and adjudication outreach programs.

FY 2007 Base:

Beginning in FY 2006, to be eligible for incentive grant funding, a State has to meet the *Low Fatality Rate* Criterion or *Programmatic* Criteria. Under the *Low Fatality Rate* Criterion, States must demonstrate an alcohol-related fatality rate of 0.5 or less per 100,000,000 vehicle miles traveled as of the date of the grant, as determined by the most recent data available in the Fatality Analysis Reporting System (FARS).

Under the *Programmatic Basic* Criteria, States must demonstrate that they are implementing at least four of the eight specified impaired driving programs and laws for 2007 and four for FY 2008 and FY 2009. These eight criteria are as follows:

1. High-visibility statewide law enforcement campaign using checkpoints and/or saturation patrols.
2. State prosecution and adjudication outreach program.
3. Program to increase the rate of Blood Alcohol Concentration (BAC) testing of drivers involved in fatal crashes.
4. Law that imposes stronger sanctions or additional penalties for high-risk drivers whose BAC is 0.15 percent or more.
5. Effective alcohol rehabilitation and DWI Courts.
6. Program to prevent drivers under age 21 from obtaining alcoholic beverages.
7. Administrative driver's license suspension or revocation program.
8. Self-sustaining impaired driving prevention program.

A State may use Section 410 funding to support these impaired driving prevention activities and may also use these grant funds for the following costs:

- high visibility enforcement;
- training and equipment for law enforcement;
- advertising and educational campaigns that publicize checkpoints;
- increased law enforcement efforts;
- the targeting of impaired drivers under 34 years of age;
- a State impaired operator information system; and
- vehicle or license plate impoundment.

Additionally, a Section 410 grant is available to assist the 10 States with the highest impaired driving related fatalities as determined by the most recent data available in the Fatality Analysis Reporting System (FARS). SAFETEA-LU authorizes no more than 15 percent of Section 410 funds for this purpose. At least one-half of the amounts allocated under the High Fatality Rate Grant Program may be used only for Sobriety Checkpoint and/or Saturation Patrol Programs

Anticipated FY 2007 Accomplishments:

- Over 45 States will participate in the national high visibility impaired driving enforcement crackdown in August and September 2007, with over 11,000 law enforcement agencies conducting zero tolerance impaired driving enforcement that will be reinforced with significant paid advertising campaigns.
- Over 35 States will achieve, or make substantial progress toward achieving, sustained impaired driving enforcement programs using the model developed in the Strategic Evaluation States (SES) initiative.
- One or more DWI courts will be in operation or under development in over 40 States.
- Over 35 States will have selected, or be actively recruiting, Traffic Safety Resource Prosecutors.

FY 2008 Budget Request

In FY 2008, the Section 410 program will continue the FY 2007 efforts. The Section 410 program supports NHTSA's high visibility impaired driving enforcement initiative with its goals to reduce alcohol-impaired driving fatalities. The high visibility impaired driving enforcement crackdown will enable the States to continue to implement effective sustained enforcement campaigns that will result in lower alcohol-related fatalities. NHTSA will also continue its work with DWI courts and screening and brief intervention initiatives to decrease the incidence of impaired driving recidivism.

States will use their FY 2008 Section 410 funds to support a wide range of impaired driving countermeasures and programs. Significant program activities include:

- Sobriety checkpoints and/or safety checkpoint programs.
- Alcohol awareness programs that target persons under age 21.
- Administrative driver's license suspension or revocation programs.
- Prosecution and adjudication outreach programs.

Detailed Justification for Highway Safety Grants

Section 2010 Motorcycle Safety Grants	FY 2008 Request: $6,000,000

Overview:

In 2005, motorcycle fatalities increased to 4,553, a number 115% more than that of the historic low of 2,116 in 1997, and an increase for the eighth consecutive year, making motorcycle fatalities 10.5% of the all motor vehicle fatalities. Additionally, motorcycle rider fatalities related to alcohol increased by 10% in 2005. SAFETEA-LU provides $25 million dollars over four years to States that adopt and implement effective motorcyclist-safety training and motorcyclist-awareness programs.

- In FY 2008, NHTSA requests $6,000,000 for the Motorcycle Safety Grant program, which is equal to the FY 2007 request. In FY 2008, States will use these grant funds for motorcyclist safety training, motorcyclist awareness programs, including improvements to motorcyclist safety training curricula, improvements in program delivery of motorcycle training to both urban and rural areas, measures designed to increase the recruitment or retention of motorcyclist safety training instructors, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages.

FY 2007 Base:

Any State (including the District of Columbia and Puerto Rico) that has not previously qualified for a Section 2010 Motorcycle Safety grant may do so in FY 2007 by meeting at least one of six criteria. A State that previously received a Section 2010 grant must meet at least two of the criteria to qualify for a grant in FY 2007, FY 2008 or FY 2009. The six criteria as stipulated by Section 2010 of SAFETEA-LU are:

- A Motorcycle Rider Training Course — an effective motorcycle-rider training course available statewide;
- A Motorcyclist-Awareness Program — an effective statewide program to enhance motorists' awareness of the presence of motorcyclists on or near roadway and safe driving practices that avoid injuries to motorcyclists;
- A reduction in motorcycle fatalities and crashes — a reduction for the year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles;
- An Impaired Driving Program ——a statewide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation;
- A reduction of impaired motorcyclists' fatalities and crashes — a reduction in the number of fatalities and the rate of reported crashes involving alcohol or drug impaired motorcycle operators; and

- Fee collection from motorcyclists — all fees collected by the State from motorcyclists to be used for motorcycle training and safety programs.

Anticipated FY 2007 Accomplishments:

- 45+ States will receive grants ranging from $100,000 to over $275,000.
- 30+ States will expand delivery of motorcyclist safety training.
- 25+ States will develop and begin implementing plans to better ensure proper licensure of motorcyclists.

FY 2008 Budget Request

In FY 2008, all States, the District of Columbia, and Puerto Rico that adopt and implement effective motorcyclist-safety training and motorcyclist-awareness programs may be eligible for motorcycle safety grants.

State will use these grant funds for:

- motorcyclist safety training;
- motorcyclist awareness programs, including improvements to motorcyclist safety training curricula;
- improvements in program delivery of motorcycle training to both urban and rural areas, measures designed to increase the recruitment or retention of motorcyclist safety training instructors;
- public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages.

Detailed Justification for Highway Safety Grants

Section 2011 Child Booster Safety Incentive Grants	FY 2008 Request: $6,000,000

Overview:

Currently, all States, the District of Columbia, and Puerto Rico have laws requiring infants and very young children (generally, from birth to 3 or 4 years) to ride in approved child safety seats. All States, the District of Columbia, and Puerto Rico have laws mandating use of seat belts, at least in the front seats of passenger motor vehicles, by all persons up to age 18. All but one State's laws require use of seat belts by occupants of all ages. However, due to their size, most children of a certain age (roughly, 4 to 8) are too large to continue to be protected by a child safety seat, but too small to derive full protection from a seat belt alone. These children need booster seats that position them so that the seat belt fits properly and works effectively. Only 33 States presently have laws mandating booster seat use for any children.

Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that have enacted and are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under Section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs.

No more than 50 percent of the grant a State receives in a fiscal year shall be used to fund programs for purchasing and distributing child safety seats and restraints to low-income families. The remaining amounts shall be used to carry out child safety seat and child restraint programs including the following:

- A program to support enforcement of child restraint laws.
- A program to train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of child safety seats and child restraints.
- A program to educate the public concerning the proper use and installation of child safety seats and child restraints.

NHTSA is requesting $6,000,000 for the Child Booster Safety Incentive Grants in FY 2008, which is the same as the FY 2007 request. These grants will allow States to purchase and distribute child safety seats and restraints to low-income families, enforcement of child restraint laws, train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning child safety seats and child restraints, and educate the public concerning the proper use and installation of child safety seats and child restraints.

FY 2007 Base:

Currently, 33 States have booster seat laws. States will use Section 2011 grant funds to support child passenger safety-education programs. Many States will use these funds for purchasing and distributing child safety seats and restraints to low-income families, increasing restraint use among 4-7 year olds.

Anticipated FY 2007 Accomplishments:

It is anticipated that additional States will pass laws in order to qualify for these incentive funds.

FY 2008 Budget Request

States that have enacted and are enforcing a booster seat law that meets the requirements prescribed under Section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772) will be eligible to receive Child Safety and Booster Seat Incentive Grants. These grant funds will be used only for child safety seat and child restraint programs, including:

- Purchasing and distributing child safety seats and restraints to low-income families;
- Enforcement of child restraint laws;
- Training child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning child safety seats and child restraints; and
- Educating the public concerning the proper use and installation of child safety seats and child restraints.

Detailed Justification for Highway Safety Grants

High Visibility Enforcement (Section 2009)	FY 2008 Request: $29,000,000

Overview:

Research has demonstrated the effectiveness of combined law enforcement and paid advertising (i.e., high visibility enforcement, or HVE) to increase seat belt use and decrease impaired driving.

Section 2009 of SAFETEA-LU provides funding to enable NHTSA to support State HVE programs through the continuation of national paid media during enforcement mobilizations and crackdowns.

- In FY 2008, NHTSA is requesting $29,000,000 for High Visibility Enforcement support for States to fund the program at the authorized level under Section 2009 of SAFETEA-LU. This reflects an increase of $4,000,000 over the FY 2007 request. The FY 2008 budget request will fund a minimum of three media buys—one for occupant protection, two for impaired driving. For each, the paid media will include both English and Spanish-language advertisements. As mandated by SAFETEA-LU, this funding will also provide for an evaluation of the HVE campaigns' effectiveness.

FY 2007 Base:

Research indicates that 18 – 34 year old males have higher fatality rates than the general population. Based on that data, the agency plans to continue to focus national paid advertising on those networks that deliver programming well-suited to that audience. By placing media buys at three times of the year, the agency is able to better leverage its funds for increased value, thereby further extending the frequency and reach of the messaging.

Section 2009(f) of SAFETEA-LU requires an evaluation of the public's awareness of the HVE on an annual basis. Additionally, an analysis of frequency and reach of the paid advertising will be conducted.

Anticipated FY 2007 Accomplishments:

A national media buy will be placed to support the following HVE periods:

- "Click It or Ticket" high visibility enforcement mobilization (May/June 2008);
- Impaired Driving HVE crackdown (August/September); and
- Impaired Driving HVE crackdown (December);

The FY 2007 HVE campaigns will be evaluated as stipulated under Section 2009(f) of SAFETEA-LU.

FY 2008 Budget Request

Section 2009 of SAFETEA-LU provides the agency with $29M each year (FY 2006 – 2009) for the development, production, and use of broadcast and print media to support HVE campaigns. Section 2009(f) of SAFETEA-LU also requires annual evaluations of the success of the HVE programs, which will be conducted in 2008 following the campaigns. The FY 2008 budget request will fund a minimum of three media buys—one for occupant protection, two for impaired driving. For each, the paid media will include both English and Spanish-language advertisements. The agency will focus on those most at risk of traffic fatality, as indicated by statistical analysis conducted by the agency's National Center for Statistical Analysis—18 through 34 year old males. The agency will focus on those networks that deliver programming particularly suited to this audience for both impaired driving (21-34 year olds) and occupant protection (18 – 34 year olds), including prime time, late night, and sports programming. The agency will also focus on Spanish-dominant Latinos, using Spanish-language television and radio.

Detailed Justification for Highway Safety Grants

Highway Safety Grant Administrative Expenses	**FY 2008 Request: $18,250,000**
Overview: Grant Administrative Expenses provide funding for the Salaries, Travel and Operating Expenses associated with carrying out this program, as well as fully funding the National Occupant Protection Use Survey (NOPUS) and partially funding the Highway Safety Research program. SAFETEA-LU provides a separate line item for the Grant Administrative Expenses. • In FY 2008, NHTSA is requesting $18,250,000, which is consistent with the authorized levels under Section 2002 of SAFETEA-LU, and reflects an increase of $500,000 over the FY 2007 request.	
FY 2007 Base: Grant Administrative Expenses provide funding for the Salaries, Travel and Operating Expenses of the regional operations as well as fully funding the National Occupant Protection Use Survey and partially funding the Highway Safety Research program. SAFETEA-LU provides a separate line item for the Grant Administrative Expenses.	
Anticipated FY 2007 Accomplishments:	
FY 2008 Budget Request The FY 2008 funding will provide support for expenses associated with administering the program. • Salaries and Benefits; • Travel; • Operating Expenses; • National Occupant Protection Use Survey; and • Highway Safety Research Contract Program.	

Explanation of Funding Changes for Highway Traffic Safety Grants

Highway Traffic Safety Grants	**$ 15,500,000**
Overview: NHTSA is requesting a net increase of $15.5 million for Highway Traffic Safety Grants. The increase is consistent with SAFETEA-LU authorized levels. Within funding level requested and in accordance with SAFETEA-LU, NHTSA plans to do at least two high visibility seat belt and impaired driving enforcement campaigns, including an evaluation components, as well as a third campaign in December 2007.	
Section 402 Formula Grant Program	$5,000,000
Section 410 Alcohol Incentive Grant Program	$6,000,000
High Visibility Enforcement	$4,000,000
Grant Administrative Expenses	$500,000

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS
(HIGHWAY TRUST FUND)

Program and Financing (in thousands of dollars)

Identification Code 69-8020-0-7-401		FY 2006 Actual	FY 2007 CR	FY 2008 Pres. Bud.
Obligations by program activity:				
Direct Program:				
00.01	Section 402 Formula Grants	214,701	214,830	225,000
00.02	Section 405 Occupant Protection Incentive Grants	23,315	24,750	25,000
00.03	Section 406 Safety Belt Performance	123,255	123,255	124,500
00.04	Section 408 State Traffic Information System Improvements	34,155	34,155	34,500
00.05	Section 410 Alcohol Incentive Grants	118,800	118,800	131,000
00.06	Section 2009 High Visibility Enforcement	28,710	28,710	29,000
00.07	Section 2010 Motorcyclist Safety	5,940	5,940	6,000
00.08	Section 2011 Child Safety and Booster Seat Grants	2,692	5,940	6,000
00.09	Section 2001 Grant Administrative	15,944	16,014	18,250
10.00	Total Obligations	567,512	572,394	599,250
Budgetary resources available for obligation:				
21.40	Unobligated Balance Carried Forward, start of year: Contract Authority	4,336	10,529	20,008
22.00	New Budget Authority, (gross)	573,705	581,873	599,250
23.90	Total Budgetary Resources Avail for Oblig.	578,041	592,402	619,258
23.95	Total New Obligations	-567,512	-572,394	-599,250
24.40	Unobligated Balance Carried Forward, end of year: Contract Authority	10,529	20,008	20,008
New budget authority (gross), detail				
Discretionary				
40.26	Appropriation (trust fund, definite)	572,394	572,394	599,250
40.49	Portion applied to liquidate contract authority	-572,394	-572,394	-599,250
43.00	Appropriation (total discretionary)	0	0	0
49.35	Contract authority permanently reduced	0	-5,878	0
Mandatory				
60.49	Portion applied to liquidate contract authority (-)	-573,705	-587,750	-599,250
62.50	Appropriation	-573,705	-587,750	-599,250
66.10	Contract Authoriy	573,705	587,750	599,250
70.00	Total new budget authority (gross)	-573,705	-587,750	-599,250

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS
(HIGHWAY TRUST FUND)

Program and Financing (in thousands of dollars)

Identification Code 69-8020-0-7-401		FY 2006 Actual	FY 2007 CR	FY 2008 Pres. Bud.
Change in unpaid obligations				
Unpaid obligations, start of year				
72.40	Obligated balance, start of year	258,208	546,476	568,870
73.10	Total new obligations	567,512	572,394	599,250
73.20	Total outlays (gross)	-279,244	-550,000	-598,000
	Unpaid obligations, end of year			
74.40	Obligated balance, end of year	546,476	568,870	570,120
Outlays (gross), detail				
86.90	Outlays from new discretionary authority	232,680	234,682	245,693
86.93	Outlays from discretionary balances	46,564	315,318	352,307
87.00	Total outlays (gross)	279,244	550,000	598,000
Net budget authority and outlays				
89.00	Budget authority	573,705	572,394	599,250
90.00	Outlays	279,244	550,000	598,000

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS (HIGHWAY TRUST FUND)
Object Classification (in thousands of dollars)

Identification Code 69-8020-0-7-401		FY 2006 Actual	FY 2007 CR	FY 2008 Request
Direct obligations:				
Personnel compensation:				
11.11	Personnel compensation: Full-time permanent		7,803	8,058
11.21	Civilian personnel benefits		2,097	2,177
21.00	Travel and transportation of persons		367	367
12.52	Other services		7,124	7,281
14.10	Grants, subsidies, and contributions	551,568	555,003	581,367
19.40	Financial transfers	15,944	0	0
99.99	Total obligations	567,512	572,394	599,250

FUNDING HISTORY
(Dollars in Thousands)

	FY 1999 Enacted	FY 2000 Enacted	FY 2001 Enacted	FY 2002 Enacted	FY 2003 Enacted	FY 2004[1] Enacted	FY 2005[2] Enacted	FY 2006[3] Enacted	FY 2007 CR	FY 2007 Request	FY 2008 Request
OPERATIONS & RESEARCH											
Salaries and Benefits	49,118	52,643	57,130	61,451	63,316	69,050	70,772	71,282	71,282	76,060	77,612
Travel	1,125	1,155	1,276	1,297	1,324	1,324	1,333	1,323	1,323	1,384	1,414
Operating Expenses	15,882	17,081	19,810	22,116	21,934	21,135	20,774	24,400	24,400	24,085	24,199
Contract Program:											
Safety Performance (Rulemaking)	3,568	3,429	7,341	7,879	10,286	10,773	11,200	14,013	14,013	14,155	12,768
Safety Assurance (Enforcement)	10,241	9,045	15,935	15,040	15,598	17,028	17,984	18,094	18,094	18,277	18,277
Highway Safety Programs	38,526	37,513	41,633	46,079	47,983	52,464	51,078	42,856	42,856	45,659	47,526
Research and Development	51,200	48,901	57,338	57,253	60,068	67,867	69,401	74,177	74,177	66,505	67,334
General Administration	709	645	643	642	650	662	768	666	666	0	0
Subtotal, Contract Program	104,244	99,533	122,890	126,893	134,584	148,795	150,431	149,806	149,806	144,596	145,905
Section 2003 (b) Child Passenger Protection Education Grants	0	[7,500]	[7,500]	[7,500]	0	0	0	0	0	0	0
Operations and Research (gross)	170,369	170,412	201,106	211,757	221,158	240,304	243,310	246,811	246,811	246,125	249,130
Less: Grant Admin. Reimbursements	(9,943)	(10,340)	(10,650)	(11,150)	(11,150)	(16,306)	(16,176)	(16,014)	(16,014)	(17,750)	(18,250)
Operations and Research (net)	160,426	160,072	190,456	200,607	210,008	223,998	227,134	230,797	230,797	228,375	230,880
NATIONAL DRIVER REGISTER [4]											
Contract Program	0	0	0	0	0	0	0	0	0	2,875	2,870
HIGHWAY TRAFFIC SAFETY GRANTS	200,000	206,800	212,531	222,992	223,538	223,673	223,200	572,394	572,394	583,750	599,250
Total, NHTSA PROGRAM	360,426	366,872	402,987	423,599	433,546	447,671	450,334	806,487	806,487	815,000	833,000

[1] In FY 2004, funding for all activities for vehicle safety, formerly funded in Operations and Research General Fund, was appropriated under the Federal Aid Highway Account (150.545M)

[2] Reflects the enacted level of $227 million. FY 2005 Actual was $202 million and the remaining $25 million was transferred from FHWA to NHTSA in FY 2006.

[3] FY 2006 includes funds transferred from FHWA in the amount of $122 million.

[4] FY 1999 through FY 2006 National Driver Register Contract Program funding was included in the Operations & Research account, under Research and Development.

National Highway Traffic Safety Administration
FY 2008 Budget Request

PERFORMANCE OVERVIEW

Annual Performance Results and Targets

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

Strategic Objective: Safety

Highway Fatality Rate (per 100 million VMT)	2004	2005	2006	2007	2008
Target	1.38	1.38	1.38	1.38	1.37
Actual	1.44	1.45			

Detailed performance budget information can be found in Section 4 of the budget submission.

Program Assessment Ratings Tool (PART) Assessment

PART was developed by the Office of Management and Budget (OMB) to provide a standardized way to assess the effectiveness of the Federal Government's portfolio of programs. The structured framework of PART provides a means through which programs can assess their activities differently than through traditional reviews. NHTSA will not be PARTed for FY 2008. However, the following NHTSA programs have been assessed via PART:

Program	*PART Cycle*	*Score*	*OMB Assessment*
Grant Program	FY-04	78	Moderately Effective
Operations and Research Program	FY-06	75	Moderately Effective

NHTSA Grant Program Analysis: The Highway Traffic Safety Grant Program provides money to every State, territory and Indian nation to fund a wide range of highway safety programs. State highway programs are funded with Occupant Protection Incentive Grants, Seat Belt Incentive Grant, and State Traffic Safety Information System Improvement Grants, among others.

The assessment showed that the program is in close alignment with the agency mission of saving lives and reducing injuries by preventing vehicle crashes. The assessment also found that NHTSA was successful in meeting their performance goals to decrease the fatality rate and has a good relationship with States.

Recommendation #1: Establish criteria for receiving grants that creates links between performance of States and awarding incentive grants to States.

Actions taken: NHTSA is continuing to perform management reviews of State grant programs in each State every three years, which ensures greater accountability of the use of grant funds to improve performance. In addition, NHTSA is performing special management reviews when State performance in specific areas, such as impaired driving and occupant protection, is below national norms and is not improving. SAFETEA-LU contains provisions to incentivize State highway safety performance, requiring a State to meet specific criteria to qualify for certain grant funds. Criteria for certain grants, such as the Child Safety and Child Booster Seat Incentive Grant, are legislative only; the State must have and enforce specified laws relating to traffic safety. Other programs, such as the Safety Belt Incentive Grant and the Alcohol-Impaired Driving Countermeasures Incentive Grant, include performance based criteria; the State must be implementing highway safety programs that meet specified design or performance standards.

Recommendation #2: Propose to streamline and focus grants to address State fatality rates.

Actions taken: While NHTSA's SAFETEA proposal to Congress included a streamlined grants process to reduce complexity and increase focus on safety performance, the enacted SAFETEA-LU does not streamline NHTSA's grant program. Revised proposals for streamlining grants are being accepted and reviewed and will be considered for inclusion in the recommendations for the next authorization.

Grant Program Efficiency Measure:

1) Distribute allocation of Section 402 formula grants within an average of 21 days from the release of the advice of funds. (In FY 2006, NHTSA distributed these grant funds within an average of 21 days.)

NHTSA Operations and Research Program Analysis: The Operations and Research program seeks to advance highway safety through research and regulations concerning vehicle technologies and human behavior. This program is focused on researching vehicle safety countermeasure technology, researching behavioral safety countermeasures, issuing vehicle safety regulations and investigating vehicle defects.

The Operations and Research Program has made progress in reducing the highway fatality rate, but not enough for DOT to achieve its annual targets. Additional findings include: 1) NHTSA has set ambitious long-term goals that directly link to DOT's long-term highway fatality goal; 2) During the past three years, DOT has not reached its annual performance goal for reducing highway fatalities; however, the overall fatality rate reached the lowest level ever in 2004; and 3) The program recently implemented a systematic review of all its current vehicle safety regulations (FMVSSs) over a seven-year period. This will help NHTSA ensure that its regulations are up-to-date and eliminate any weaknesses in its rules.

Recommendation #1: Increase funding for fatality data analysis to ensure that DOT has timely and accurate fatality statistics.

Actions taken: Under intense pressure to provide fatality data sooner in the year than ever before, NHTSA has received $990,000 in FY 2006 and requested $1 million in both 2007 and 2008 for the Early Fatality Notification Reporting System (FastFARS). An effective FastFARS system will enable the Agency to maintain the highest level of accuracy and quality for its annual fatality database while also permitting the Agency to analyze the effectiveness of its programs more quickly, thereby improving decision making to better utilize limited safety funding resources. Targets have been established to achieve fatality counts within two weeks and 24 hours after the end of the holiday period. With this information, the agency will be able to provide states with important information in time that they can use to improve their highway safety programs within weeks, rather than over a year later. FastFARS is being monitored and improvements to data collection methods are being made. The program has currently collected data on six holiday periods.

Recommendation #2: Conduct a review of completed safety evaluations to determine the effectiveness of programs in contributing to safety goals.

Actions taken: In January 2005, NHTSA conducted a review of the effectiveness of enacted rulemakings and NHTSA vehicle and behavioral safety programs, which enables the Agency to prioritize future rule making actions. For example, Electronic Stability Control (ESC), initially installed in SUVs and a few expensive passenger vehicles, was evaluated and found to be highly effective. NHTSA has recently proposed a rule that will make ESC a required feature in all private vehicles.

Recommendation #3: Implement its Motorcycle Safety Program Plan to identify methods and strategies for improving motorcycle safety.

Actions taken: NHTSA published its initial motorcycle safety program in January 2003 and has since been implementing its various methods and strategies in an effort to reduce the motorcycle rider fatality rate which continues to rise. The agency published an evaluation of Florida's helmet repeal law in August 2005. With the passage of SAFETEA-LU, new activities are underway aimed at "making money available to States that adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcycles." The 2006 Motorcycle Safety Plan, which incorporates SAFETEA-LU mandates and new initiatives, can be located at http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/MotorcycleSafety.pdf. This Safety Plan implements additional safety programs to try to reduce the escalating motorcycle fatality and injury rates.

Operations and Research Program Efficiency Measures:

1) Time it takes NHTSA to complete significant rulemaking actions –12 months. (Measure is restricted to time within the agency and does not include OST and/or OMB review periods.) (In FY 2006 [latest data available], NHTSA completed rulemakings within 9.7 months.)

2) Average completion time for a defect investigation – 8 months. (NHTSA will maintain the average completion time for a defect investigation at 8 months.) (In FY 2006, NHTSA completed defect investigations within 6 months.)