

EXHIBIT IV-1
 FY 2008 BUDGET REQUEST BY STRATEGIC OBJECTIVE AND PERFORMANCE GOAL
 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

(\$000)

| <u>STRATEGIC & PERFORMANCE GOAL BY PROGRAM ACTIVITY</u> | <u>FY 2006 ENACTED</u> | <u>FY 2007 CR</u> | <u>FY 2007 PRES. BUDGET</u> | <u>FY 2008 REQUEST</u> |
|---|----------------------------|-----------------------|---------------------------------|----------------------------|
| 1. Vehicle Safety (FHWA Funded) | | | | |
| Reduce Highway Fatality Rate to 1.0 per 100 Million VMT by 2011 | | | | |
| A. Rulemaking (Operations and Research) | 25,078 | 25,078 | 0 | 0 |
| B. Enforcement (Operations and Research) | 34,982 | 34,982 | 0 | 0 |
| C. Research and Analysis (Operations and Research) | 55,165 | 55,165 | 0 | 0 |
| D. General Administration (Operations and Research) | 1,994 | 1,994 | 0 | 0 |
| E. Office of the Administrator (Operations and Research) | 1,162 | 1,162 | 0 | 0 |
| Subtotal | 118,381 | 118,381 | 0 | 0 |
| FTE (Direct funded associated with this strategic goal) | 330 | 344 | 0 | 0 |
| 1. Vehicle Safety (NHTSA Funded) | | | | |
| Reduce Highway Fatality Rate to 1.0 per 100 Million VMT by 2011 | | | | |
| A. Rulemaking (Operations and Research) | 0 | 0 | 26,348 | 10,134 |
| B. Enforcement (Operations and Research) | 0 | 0 | 36,287 | 18,277 |
| C. Research and Analysis (Operations and Research) | 0 | 0 | 51,158 | 29,068 |
| D. Administrative Expenses (Operations and Research) | 0 | 0 | 6,172 | 61,887 |
| Subtotal | 0 | 0 | 119,965 | 119,366 |
| FTE (Direct funded associated with this strategic goal) | 0 | 0 | 344 | 332 |
| Total Vehicle Safety | 118,381 | 118,381 | 119,965 | 119,366 |
| FTE (Direct funded associated with this strategic goal) | 330 | 344 | 344 | 332 |
| 2. Behavioral Safety (NHTSA Funded) | | | | |
| Reduce Highway Fatality Rate to 1.0 per 100 Million VMT by 2011 | | | | |
| A. Highway Safety (Operations and Research) | 56,244 | 56,244 | 57,759 | 42,559 |
| B. National Driver Register (National Driver Register) | 3,960 | 3,960 | 4,000 | 4,000 |
| C. Research and Analysis (Operations and Research) | 37,683 | 37,683 | 35,251 | 36,610 |
| D. General Administration (Operations and Research) | 9,694 | 9,694 | 6,815 | 0 |
| E. Administrative Expenses (Operations and Research) | 5,279 | 5,279 | 5,425 | 28,581 |
| F. Highway Safety Grants (Highway Safety Grants) | 527,670 | 527,670 | 541,000 | 552,000 |
| G. High Visibility Study (Highway Safety Grants) | 28,710 | 28,710 | 25,000 | 29,000 |
| H. Grant Administrative Expenses (Highway Safety Grants) | 16,014 | 16,014 | 17,750 | 18,250 |
| Subtotal | 685,254 | 685,254 | 693,000 | 718,542 |
| FTE (Direct funded associated with this strategic goal) | 270 | 286 | 286 | 286 |
| Total Behavioral Safety | 685,254 | 685,254 | 693,000 | 718,542 |
| FTE (Direct funded associated with this strategic goal) | 270 | 286 | 286 | 286 |

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(\$000)

| <u>STRATEGIC & PERFORMANCE GOAL BY PROGRAM ACTIVITY</u> | <u>FY 2006 ENACTED</u> | <u>FY 2007 CR</u> | <u>FY 2007 PRES. BUDGET</u> | <u>FY 2008 REQUEST</u> |
|--|----------------------------|-----------------------|---------------------------------|----------------------------|
| 3. Environmental Stewardship (FHWA Funded) | | | | |
| Conserve Non-renewable Resources through Fuel Economy | | | | |
| A. Rulemaking (Operations and Research) | 2,851 | 2,851 | 0 | 0 |
| Subtotal | 2,851 | 2,851 | 0 | 0 |
| FTE (Direct funded associated with this strategic goal) | 5 | 5 | 0 | 0 |
| 3. Environmental Stewardship (NHTSA Funded) | | | | |
| Conserve Non-renewable Resources through Fuel Economy | | | | |
| A. Rulemaking (Operations and Research) | 0 | 0 | 2,035 | 2,634 |
| Subtotal | 0 | 0 | 2,035 | 2,634 |
| <i>FTE (Direct funded associated with this strategic goal)</i> | 0 | 0 | 5 | 5 |
| Total Environmental Stewardship | 2,851 | 2,851 | 2,035 | 2,634 |
| FTE (Direct funded associated with this strategic goal) | 5 | 5 | 5 | 5 |
| TOTAL NHTSA | 806,487 | 806,487 | 815,000 | 833,000 |
| * FTE (Direct funded) | 605 | 635 | 635 | 623 |
| FTE (Reimbursable funded) | 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.

EXHIBIT IV-2
FY 2008 BUDGET REQUEST BY APPROPRIATION ACCOUNT AND PERFORMANCE GOAL
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 Appropriations, Obligation Limitations, and Exempt Obligations

| APPROPRIATION/PROGRAM ACTIVITY/PERFORMANCE GOAL | FY 2006 ENACTED | | FY 2007 CR | | FY 2007 PRES. BUD | | FY 2008 REQUEST | |
|--|--------------------|-------|---------------|-------|----------------------|-------|--------------------|-------|
| | (\$000) | FTE's | (\$000) | FTE's | (\$000) | FTE's | (\$000) | FTE's |
| Operations and Research | | | | | | | | |
| 1. Vehicle Safety (FHWA) | | | | | | | | |
| Reduce highway fatality rate to 1.0 per 100 million VMT by 2011 | | | | | | | | |
| Rulemaking | 25,078 | | 25,078 | | 0 | | 0 | |
| Enforcement | 34,982 | | 34,982 | | 0 | | 0 | |
| Research and Analysis | 55,165 | | 55,165 | | 0 | | 0 | |
| General Administration | 1,994 | | 1,994 | | 0 | | 0 | |
| Office of the Administrator | 1,162 | | 1,162 | | 0 | | 0 | |
| Vehicle Safety (FHWA) | 118,381 | 330 | 118,381 | 344 | 0 | | 0 | |
| 3. Environmental Stewardship | | | | | | | | |
| Conserve non-renewable resources through Fuel Economy. | | | | | | | | |
| Rulemaking | 2,851 | | 2,851 | | 0 | | 0 | |
| Environmental Stewardship (FHWA) | 2,851 | 5 | 2,851 | 5 | 0 | | 0 | |
| Total, FHWA | 121,232 | 335 | 121,232 | 349 | 0 | | 0 | |
| 1. Vehicle Safety (NHTSA) | | | | | | | | |
| Reduce highway fatality rate to 1.0 per 100 million VMT by 2011 | | | | | | | | |
| Rulemaking | 0 | | 0 | | 26,348 | | 10,134 | |
| Enforcement | 0 | | 0 | | 36,287 | | 18,277 | |
| Research and Analysis | 0 | | 0 | | 51,158 | | 29,068 | |
| General Administration | 0 | | 0 | | 4,950 | | 0 | |
| Administrative Expenses | 0 | | 0 | | 1,222 | | 61,887 | |
| Vehicle Safety (NHTSA) | 0 | | 0 | | 119,965 | 344 | 119,366 | 332 |

EXHIBIT IV-2
FY 2008 BUDGET REQUEST BY APPROPRIATION ACCOUNT AND PERFORMANCE GOAL
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations

| APPROPRIATION/PROGRAM ACTIVITY/PERFORMANCE GOAL | FY 2006 ENACTED | | FY 2007 CR | | FY 2007 PRES. BUD | | FY 2008 REQUEST | |
|---|--------------------|------------|----------------|------------|----------------------|------------|--------------------|------------|
| | (\$000) | FTE's | (\$000) | FTE's | (\$000) | FTE's | (\$000) | FTE's |
| 2. Behavioral Safety (NHTSA) Reduce highway fatality rate to 1.0 per 100 million VMT by 2011 | | | | | | | | |
| Highway Safety | 56,244 | | 56,244 | | 57,759 | | 41,059 | |
| National Driver Register | 3,960 | | 3,960 | | 4,000 | | 4,000 | |
| Research and Analysis | 37,683 | | 37,683 | | 35,251 | | 36,610 | |
| Enhanced 9-1-1 | 0 | | 0 | | 0 | | 1,500 | |
| General Administration | 9,694 | | 9,694 | | 6,815 | | 0 | |
| Administrative Expenses | 5,279 | | 5,279 | | 5,425 | | 28,581 | |
| Behavioral Safety -- Total | 112,860 | 185 | 112,860 | 201 | 109,250 | 201 | 111,750 | 201 |
| 3. Environmental Stewardship (NHTSA) Conserve non-renewable resources through Fuel Economy. | | | | | | | | |
| Rulemaking | 0 | | 0 | | 2,035 | | 2,634 | |
| Environmental Stewardship -- Total | 0 | 0 | 0 | 0 | 2,035 | 5 | 2,634 | 5 |
| Total, NHTSA | 112,860 | | 112,860 | | 231,250 | | 233,750 | |
| Total Operations and Research | 234,092 | 520 | 234,092 | 550 | 231,250 | 550 | 233,750 | 538 |
| <u>Highway Traffic Safety Grants</u> | | | | | | | | |
| 1. Behavioral Safety Reduce highway fatality rate to 1.0 per 100 million VMT by 2011 | | | | | | | | |
| Highway Traffic Safety Grants | 527,670 | | 527,670 | | 541,000 | | 552,000 | |
| Grant Administrative Expenses | 16,014 | | 16,014 | | 17,750 | | 18,250 | |
| High Visibility Enforcement | 28,710 | | 28,710 | | 25,000 | | 29,000 | |
| Behavioral Safety -- Total | 572,394 | | 572,394 | | 541,000 | | 552,000 | |
| Total Highway Grants | 572,394 | 85 | 572,394 | 85 | 583,750 | 85 | 599,250 | 85 |
| TOTAL NHTSA | 806,487 | 605 | 806,487 | 635 | 815,000 | 635 | 833,000 | 623 |

PERFORMANCE ISSUE

After two consecutive years of decline in overall highway fatalities and impaired driving fatalities, and having achieved the lowest recorded fatality rate in history, the data reveal a setback in 2005. Total fatalities increased by 1.4 percent over 2004, to a total of 43,443 in 2005, a figure which includes a minimal decrease of alcohol-related fatalities by 0.2 percent to a total of 16,885 in 2005. The increase in fatalities comes from the continued dramatic rise in the number of motorcycle fatalities and the increase in pedestrian fatalities over the previous year, which more than compensate for the slight decrease in motor vehicle occupant fatalities (- 0.7%). Motorcycles continue to be of particular concern, playing a large role in the increase with a 13 percent increase in motorcycle fatalities in 2005, to a total of 4,553, an increase of more than 115 percent since 1997. The number of pedestrian fatalities increased from 4,675 in 2004 to 4,881 in 2005, a 4.4 percent increase.

NHTSA's mission is to "Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity" - an approach that puts the safety of the American motoring public first and foremost. Families are the source of inspiration at NHTSA; each life saved is no less than another family tragedy prevented. Keeping families safe also requires the enforcement of sound motor vehicle regulations and traffic safety laws, enlisting technology in protecting the family on the highway and supporting comprehensive Enhanced 9-1-1 technologies to improve response time and post-crash care.

Fatalities often receive more public attention than injuries from traffic crashes; however, the societal toll in hospitalization, medical costs, lost productivity, pain and suffering are a significant burden on individuals and on our society. Like fatalities, injury trends are dominated by highway crashes, accounting for 99 percent of all transportation-related injuries. In 2005, approximately 2.70 million individuals were injured in police-reported motor vehicle crashes, a 3.2 percent decline from the 2.79 million individuals injured in 2004.

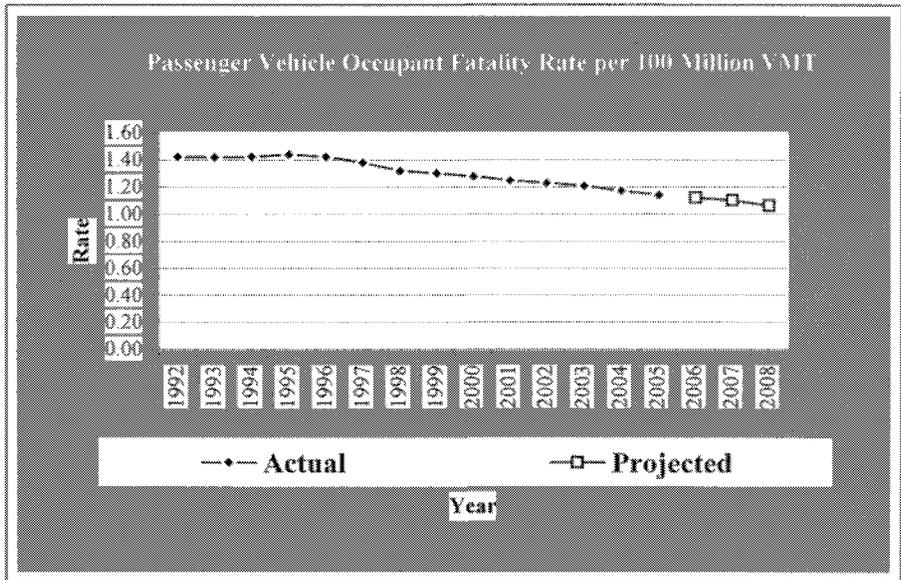
Motor vehicle crashes are the leading cause of death and disability for Americans age 4 through 34. Traffic crashes cost our economy approximately \$230.6 billion, or 2.3 percent of the U.S. Gross Domestic Product. This figure includes \$81 billion in lost productivity, \$33 billion in medical expenses, and \$59 billion in property damage. Furthermore, this translates to an annual average of \$820 for every person living in the United States. The average cost for a critically injured survivor of a motor vehicle crash is estimated at \$1.1 million over a lifetime. NHTSA seeks to attenuate this major public health problem and avoid the pain, suffering, and economic loss to our Nation by preventing highway crashes and alleviating the effects when crashes do occur.

DOT Outcome Measure

The Department has made transportation safety its highest priority. While firmly committed to meeting the 1.0 fatality rate goal, the Department has realized that we will not achieve this goal by FY 2008 as originally planned. To continue making our roads safer, a cross-modal working group has been established to identify new strategies and technologies that will reduce highway fatalities. New performance targets have been established in key areas to focus the Department’s efforts on the critical factors responsible for the overall highway fatality rate increase. These key focus areas include passenger vehicle occupants, non-occupants (pedestrians, cyclists, etc.), motorcycle riders, and large trucks and buses. They were chosen in part to cover the breadth of all road users. In addition to the establishment of new performance measures for these focus areas, each mode will continue to maintain their agency-specific intermediate outcome measures, many of which serve as a subset to the Department’s accountability measures. The DOT overall fatality rate target for 2008 is 1.37 fatalities per 100 million vehicle miles traveled (VMT).

Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle miles traveled (VMT).

| | |
|---------------------|------|
| 2003: | 1.21 |
| 2004: | 1.17 |
| 2005: | 1.14 |
| 2006 Target: | 1.12 |
| 2007 Target: | 1.10 |
| 2008 Target: | 1.06 |



DOT has established a long-term outcome measure: Reduce the passenger vehicle occupant fatality rate

(includes passenger cars, pickup trucks, vans, and SUVs) to 1.06 by 2008. The passenger vehicle occupant fatality rate has declined sharply since 1995 when the rate was 1.44. In 2005 (the latest rate data available), the passenger vehicle occupant fatality rate declined to 1.14. The number of passenger vehicle occupant fatalities decreased in 2005 to 31,415 from 31,866 in 2004.

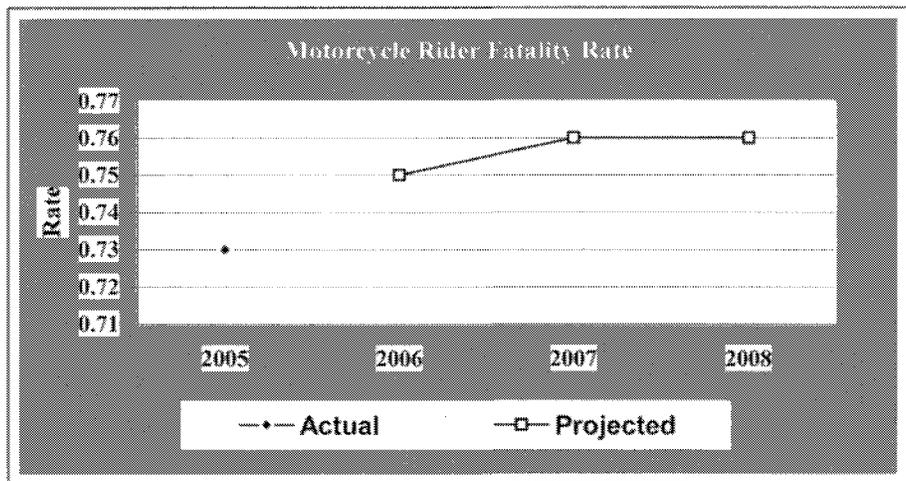
The 2005 Fatality Analysis Reporting System (FARS) data show passenger vehicle occupant fatalities decreased by 1.4%; occupant fatalities in passenger cars declined by 3.9%, while occupant fatalities in light trucks and vans (LTVs) – to include sport utility vehicles (SUVs), vans and pickup trucks) increased by 2.4%. The increase in LTV

fatalities was largely impacted by a 3.4 percent increase in occupant fatalities in pick up trucks.

A further reduction in occupant fatalities and the passenger vehicle occupant fatality rate can be achieved by increased availability of front and side airbags, increased seat belt use, a reduction of alcohol and drug impaired driving and increased use of age-appropriate child safety seats. Consequently, DOT has set a 2008 target rate of 1.06 fatalities per 100 million passenger vehicle miles traveled.

Reduce the expected rate of increase in motorcycle rider highway fatalities per 1,000 motorcycle registrations.

2005: 0.73
 2006 Target: 0.75
 2007 Target: 0.76
 2008 Target: 0.76



While 20 percent of passenger vehicle crashes result in injury or death to occupants, an astounding 80 percent of police-

reported motorcycle crashes result in injury or death to involved riders. Motorcycle rider fatalities have increased each year since reaching a historic low of 2,116 fatalities in 1997. In 2005 motorcycle rider fatalities increased to 4,553 (increasing for the 8th year in a row), from 4,028 in 2004. This is a 13 percent increase in just one year and accounts for 10.5 percent of the 43,443 total fatalities in motor vehicle crashes in 2005.

Data from 2005 show that motorcycle rider fatalities increased for every age group; however, the largest increase was in the “50 and over” age group, followed by the “20-29” and the “30-39” age groups. Significant increases again occurred among older riders (40+) who are primarily riding large engine (1,001 cc and above) motorcycles. Increases also continued to occur among younger riders (less than 30) riding medium engine (500-1,000 cc) motorcycles. In addition, speed continued to be a major contributing factor in motorcycle crashes especially among the younger riders. Likewise, the number of motorcycle riders killed in alcohol-related crashes increased by 10 percent.

In 2005, 20 States, the District of Columbia, Puerto Rico, Guam, the Virgin Islands, and two other U.S. territories required helmet use by all motorcycle operators and passengers. In another 27 States, only persons under a specific age, usually 18, were required to wear helmets. Three States had no laws requiring helmet use.

According to the Motorcycle Industry Council (MIC), new unit motorcycle sales continued to climb in 2004 (latest data available), rising through the one million mark

and reaching levels not seen since the 1970s. MIC data indicates that in 2004, 725,000 new-on-highway motorcycle units were sold, marking the 12th consecutive year of growth for the U.S. motorcycle market. As a result, State operator training programs continue to have difficulty meeting the increased demand for their services.

VMT is usually considered the best measure for exposure since it measures actual miles traveled. However, given that both fatalities and registrations climbed significantly over this period, the lack of change in VMT does not seem credible. Fatality data is collected through FARS and it represents a complete census of all fatal crashes in the U.S. Registration data is collected by the states and provided to the Federal Highway Administration which is responsible for the collection and publication of all exposure data (registration, VMT, licensed drivers). The VMT data collected by the Federal Highway Administration are from estimates gathered by individual states. However, state reporting of motorcycle VMT to FHWA is optional. Even in states that report motorcycle VMT, it is often only measured as a standard proportion of total VMT rather than being collected directly through surveys or roadside counters. FHWA estimates VMT for states that do not report based on data from states that do report. The accuracy of these counts is thus quite speculative. Additionally, motorcycle ridership (i.e. state registration), is itself dependent on high oil prices and successful marketing. For FY 2008, the Department re-baselined this measure to reflect a change of focus from fatalities per 100 million VMT to fatalities per 1,000 registrations.

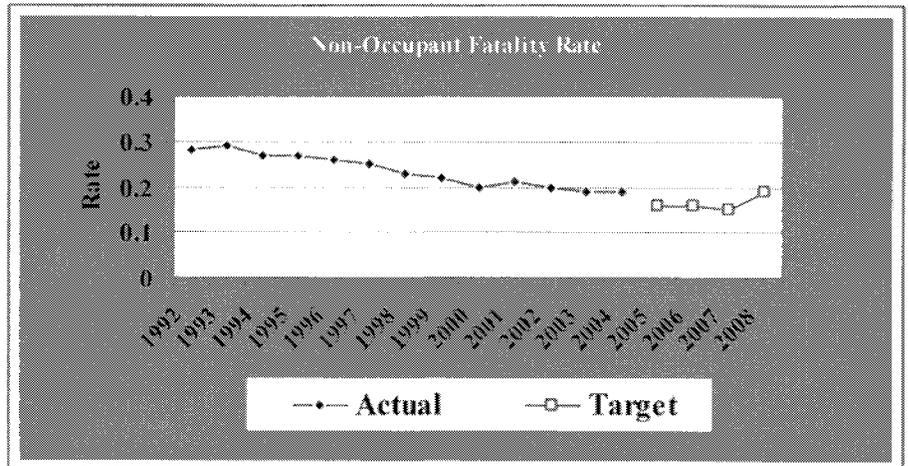
DOT has set its motorcycle rider fatality rate for FY 2008 at 0.76. Like other road users who are urged to protect themselves from injury or death by wearing seat belts, driving unimpaired, and observing traffic rules, many motorcycle deaths could be prevented if motorcyclists would take responsibility for ensuring they have done everything possible to make the ride safe by taking operator training, wearing protective gear including helmets, and riding sober.

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

2003: 0.19
2004: 0.19
2005: 0.20
2006 Target: 0.16
2007 Target: 0.15
2008 Target: 0.19

According to the 2005 data, the number of nonoccupants of all types (pedestrians, pedalcyclists and occupants of motor vehicles not in transport

and of non-motor vehicle transport devices) killed in motor vehicle crashes increased by



5.7 percent, to 5,849 fatalities in 2005, as compared to 5,532 in 2004. The increase in the nonoccupant fatality rate was impacted most by the 4.4 percent increase in pedestrian fatalities and the 7.8 percent increase in pedalcyclist fatalities. To re-align the non-occupant fatality rate goal with current trends, DOT has re-baselined the measure and has set its FY 2008 target to 0.19 fatalities per 100 million VMT.

Reduce the rate of large truck and bus fatalities per 100 million total vehicle miles traveled.

- 2005:** 0.184
- 2006 Target:** 0.179
- 2007 Target:** 0.175
- 2008 Target:** 0.171

The new DOT large truck and bus sub-measure will track fatalities involving both occupants and non-occupants in a crash involving a truck with a gross vehicle weight rating of 10,000 pounds or more and/or motor coach) This new measurement will use total VMT, rather than truck VMT. Total VMT captures the traffic volumes of all vehicles, which is important given that approximately three-fourths of fatal large truck crashes in recent years have involved a passenger vehicle. The FY2008 target for large truck and bus fatalities is 0.171.

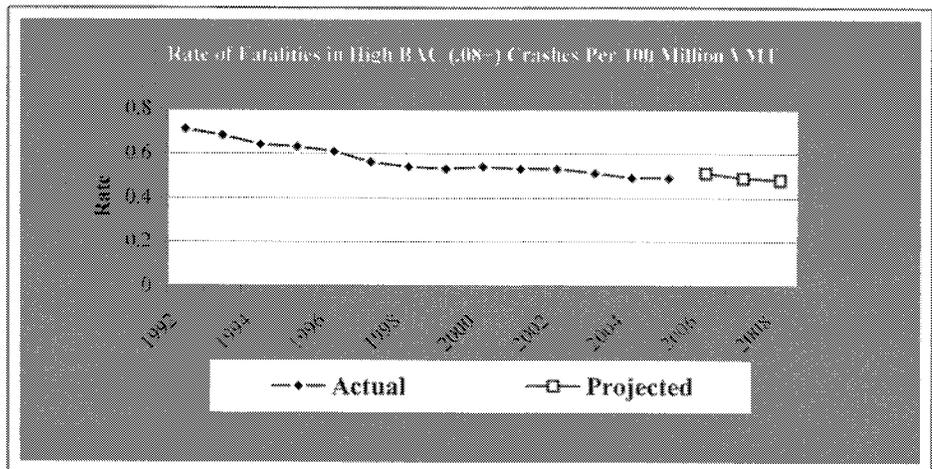
NHTSA Intermediate Outcome Measures

NHTSAs intermediate performance measures support both the overall DOT Safety goal and the new key focus area performance targets. NHTSAs intermediate performance measures for 2008 include: (1) reducing the fatality rate in crashes where blood alcohol concentration (BAC) was .08+; (2) increasing seat belt use; (3) reduce the percentage of improperly licensed motorcyclists involved in fatal crashes; and (4) increasing restraint use among 0-7 year-olds. The agency has included output measures in the budget program requests for each line item.

Reduce the rate of fatalities in high BAC (.08+) crashes per 100 million VMT.

- 2003 Baseline:** 0.51
- 2004:** 0.49
- 2005:** 0.49
- 2006 Target:** 0.51
- 2007 Target:** 0.49
- 2008 Target:** 0.48

In 2005, NHTSA estimates that about 7 percent of all police-reported



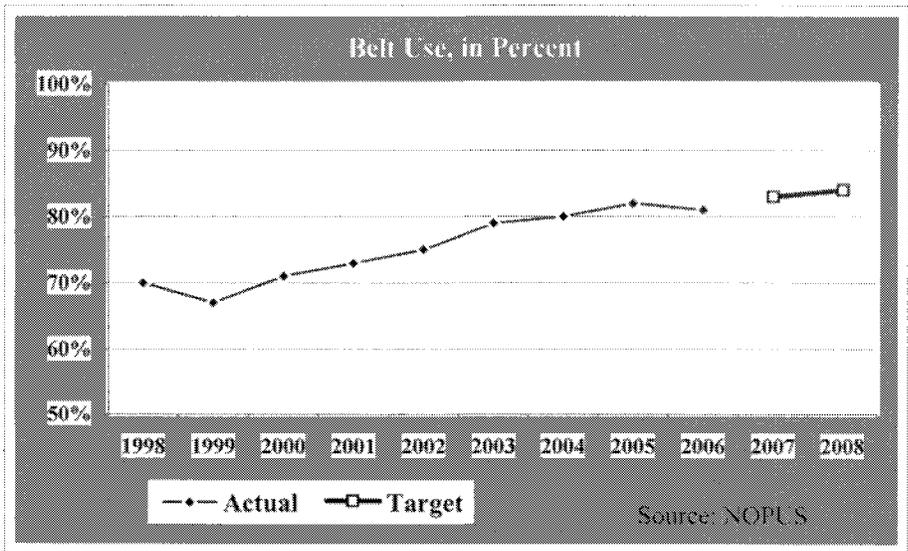
crashes involved the use of alcohol – amounting to 39 percent of all traffic deaths, and claiming 16,885 lives. Recognizing fatalities in crashes with high blood alcohol concentration (BAC .08 g/dL and above) make up 85 percent of the alcohol problem, for FY 2006 NHTSA created a new goal to reduce the rate of fatalities in BAC (.08+) crashes for 2006 and beyond. In 1996 the BAC (.08+) crash fatality rate per 100 million VMT amounted to 0.61 and decreased significantly to 0.49 in 2005, a 0.4 percent decrease in fatalities over 2004. This is a "declaration of success" for State .08 laws. However, the median BAC value for alcohol-involved drivers was 0.16; meaning half of all alcohol-involved drivers had BACs higher than twice the legal limit in all States. The following chart shows the breakout of fatalities by highest BAC in the crash and the corresponding fatality rates for 2004 and 2005.

| Highest BAC in Crash | YEAR | | % Change in Fatalities |
|--|-----------------|-----------------|------------------------|
| | 2004 | 2005 | |
| Total Alcohol-Related Fatalities/Fatality Rate 100 M VMT | 16,919/ 0.57 | 16,885/ 0.56 | -0.2 % |
| Impaired (.01 <=BAC <=.07)/ Fatality Rate 100 M VMT | 2,325/ 0.08 | 2,346/ 0.08 | +0.9% |
| Intoxicated (.08 <= BAC)/ Fatality Rate 100 M VMT | 14,593/ 0.49 | 14,539/ 0.49 | -0.4% |

While there is still work that needs to be done to prevent alcohol-related fatalities in their totality, NHTSA is taking aggressive action to implement strategies to continue to focus on the .08 BAC crash fatality at-risk populations. This group accounted for 14,539 of the 16,885 alcohol-related fatalities. To reverse this trend, the agency has been implementing new programs, which are outlined in its Impaired Driving Integrated Project Team (IPT) report to address repeat and high BAC offenders. Efforts focus on three priority strategies from the report: high visibility law enforcement; support for prosecutors and Driving While Impaired (DWI) courts; and alcohol screening and brief intervention. It is the agency's hope that alcohol-related fatalities, specifically .08 BAC crash fatalities, will continue to decline in the coming years, especially with the enactment of .08 BAC legislation in all 50 States, the District of Columbia, and Puerto Rico.

Increase seat belt use.

2002: 75 percent
2003: 79 percent
2004: 80 percent
2005: 82 percent
2006: 81 percent
2007 Target: 83 percent
2008 Target: 84 percent



In 2006 (latest data available), the National Occupant Protection Use Survey (NOPUS) showed a 6 percentage-point increase in belt

use since 2002, which amounted to an 81 percent usage rate – a one percent drop from the 2005 all-time high usage rate of 82 percent. NHTSA has set its 2008 target at 84 percent. These targets cannot be achieved without cooperation from States and local communities since passage of primary laws has proven to be the most effective way to ensure more vehicle occupants buckle up.

Seat belt use is statistically lower in States with secondary belt enforcement laws than in States with primary laws, and even lower in rural areas than in urban or suburban areas. In 2005, States that allowed more stringent enforcement of their belt use laws (“primary” States) reached a milestone of 85 percent belt use. On average, States that pass primary seat belt laws can expect to increase belt use by 9 percentage points. However, depending on the level of high-visibility enforcement that they employ, far greater results are possible. States that adopt comprehensive high-visibility enforcement campaigns to implement primary belt laws may achieve increases of 20 points or more. The number of States with Primary Seat belt laws increased from 22 in 2004 to 25 in 2006.

States and local communities will need to continue to pass and enforce seat belt laws, and encourage their use in order for the national targets to be met. Especially since, in 2004 (latest data available), more than 3 out of 5 (61 percent) teen (ages 16-20) passenger vehicle occupants killed were unrestrained. This compares to a 55 percent unrestrained rate for adult fatalities (ages 21+).

Seat belts are approximately 50 percent effective in preventing fatalities in severe crashes. The 82 percent seat belt usage rate will save more than 15,700 lives and prevent more than 350,000 serious injuries, saving \$67 billion in medical care, lost productivity and other injury-related costs every year.

Conversely, the failure of crash victims to wear seat belts leads to an estimated 5,300 preventable fatalities, 73,000 serious nonfatal injuries, and \$15.8 billion in costs annually.

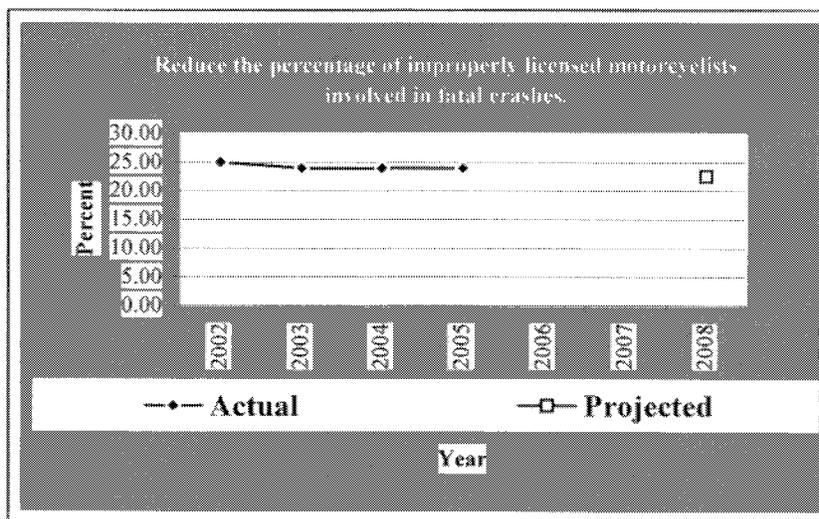
Twenty-six percent of overall crash costs are paid by individuals directly involved in these crashes; the remaining 74 percent is paid by the public through insurance premiums, taxes, and higher health care costs. For each percentage point increase in seat belt use, an additional 2.8 million people buckle up, saving approximately 270 lives each year.

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

- 2005 Baseline:** 24 percent
- 2006 Target:** NA
- 2007 Target:** NA
- 2008 Target:** 22.5 percent

Motorcycle operator licensing is a major component of a comprehensive State motorcycle safety program. By obtaining a specialized motorcycle license, a motorcyclist demonstrates the minimum ability needed to safely operate a motorcycle roadway. All States and the District of Columbia require that motorcycle operators who use

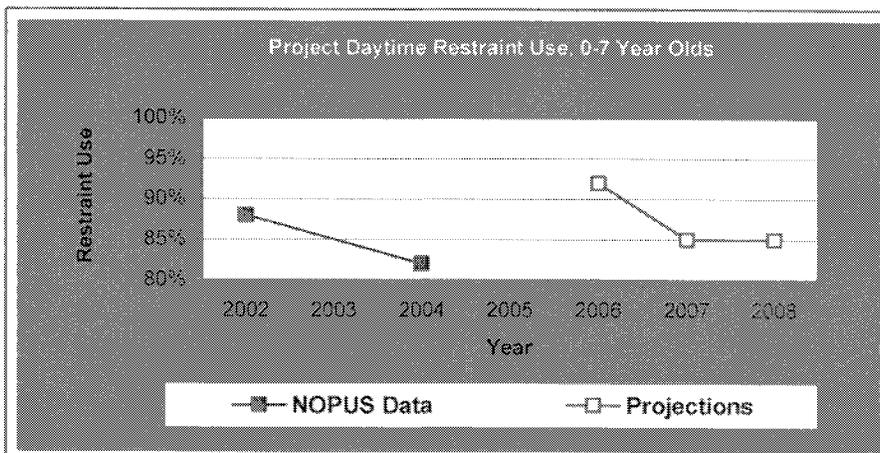
roadways possess a valid motorcycle license endorsement. To receive a license, operators pass a written knowledge and skills test. Beyond these stipulations, States vary in their procedures for licensing riders and for encouraging unlicensed operators to obtain the required license.



In 2005, nearly one out of four motorcycle operators (24%) involved in fatal crashes were operating their vehicles with invalid licenses at the time of the collision, while only 12 percent of drivers of passenger vehicles in fatal crashes did not have valid licenses. Motorcycle operators involved in fatal traffic crashes were 1.4 times more likely than passenger vehicle drivers to have a previous license suspension or revocation (17% and 12%, respectively). Given these statistics, NHTSA has established a new intermediate measure to reduce the percentage of improperly licensed motorcyclists involved in fatal crashes. For 2008, the agency has set its target at 22.5 percent.

Increase restraint use among 0 through 7 year olds.

- 2002 Baseline:** 88 percent
- 2003 Target:** NA
- 2004:** 82 percent
- 2005:** TBD*
- 2006 Target:** 92 percent
- 2007 Target:** 85 percent
- 2008 Target:** 85 percent



**2005 data is not yet available.*

Age-appropriate child safety seats are the most effective restraint systems available to child occupants of passenger vehicles. Restraint use by young children reached record levels in 2004 (latest data available), with 98 percent of infants and 93 percent of toddlers restrained. However, restraint use drops off when children reach the 4 -7 age category – 73% in 2004. Rear-facing infant seats reduce the risk of fatal injury in a car crash by 71 percent for infants, forward-facing safety seats for toddlers by 54 percent and seat belts by 45 percent. From 1975 to 2005, an estimated 7,896 lives were saved by the use of restraints (child safety seats or adult seat belts). In 2005, an estimated 420 children (under 5 years of age) were saved as a result of child restraint use. If 100 percent of children were protected by child restraints, an estimated 518 lives (that is an additional 98) could have been saved in 2005.

The agency re-baselined its restraint use target for 2007 after data showed a significant decline from 88 percent in 2002 to 82 percent in 2004 (data in 2003 was not collected and data for 2005 is not yet available). Past targets were based off of this one data point, but with a second year of data now available, the agency is better able to forecast and project future restraint use in setting out-year targets. In support of the DOT overall 1.0 vehicle fatality rate goal, and based on historic trends, NHTSA has set a new target of 85 percent for 2008.

By increasing restraint use among all children, the occurrences of death and injury – if the appropriate restraint systems are used correctly – should continue to decline. The agency relies on the States, local communities and other groups to encourage the use of child restraints and booster seats and discourage placing children under 13 in the front seating position.

ANTICIPATED FY 2007 ACCOMPLISHMENTS

In FY 2007, NHTSA has set out to implement many initiatives to further reduce the highway fatality rate. Highlights of anticipated FY 2007 accomplishments follow:

- Under the New Car Assessment Program (NCAP), NHTSA will 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. The agency will conduct crash testing on approximately 70 vehicles to provide front and side safety ratings on approximately 85 percent of new MY'07 vehicles; evaluate and test approximately 60 vehicles to provide rollover ratings on approximately 75 percent of new MY'07 vehicles; and provide Ease of Use ratings on approximately 95 percent of the child seat on the market.
- Concerning light truck Corporate Average Fuel Economy (CAFE) standards, NHTSA will work for the improvement of the modeling system for future CAFE rulemakings. In addition, promotion of hydrogen as a fuel to reduce the U.S. dependence on foreign oil and other benefits is a Presidential priority. With the heavy investment and marketing by many manufacturers in producing and marketing these alternative fuel vehicles, as those vehicles are being 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. In FY 2007, NHTSA will conduct and report results of fuel system integrity tests. Pending authority from Congress, NHTSA plans to implement increases in CAFE outlined by the President in the State of the Union Address. This would consist of the initiation in 2007 of a rulemaking to increase passenger car CAFE standards by 2010.

- NHTSA will complete problem analyses for crash mitigation systems and advanced adaptive restraints, and identify the most promising target crashes. The initial data collection will be completed which will characterize the front-to-front crash energy compatibility performance of light trucks and vans (LTVs).
- For improvements in biomechanics, NHTSA will develop novel 3-dimensional tracking techniques to capture kinematic behavior of human surrogates in typical automotive crash environments, which will help tune dummy response to human response, and complete the development and response analysis of NHTSA's advanced, frontal, 5th percentile female dummy.
- In FY 2007, NHTSA will complete an evaluation of the effectiveness of Electronic Stability Control (ESC) systems, a technology which has the potential to save many lives. The agency will complete initial research to understand performance capabilities and potential safety benefits of heavy vehicle ESC systems and additional brake research needed to support FMVSS 121 (Air Brake Systems) rulemaking. Additionally, NHTSA will initiate development of requirements, assessment metrics and test procedures for heavy vehicle (tractor semi-trailer) ESC systems in support of future rulemaking proposals.
- The research and analysis program of crash avoidance and human vehicle performance will initiate the development of a performance standard for preventing backover crashes, and complete the evaluation of the adaptive driver/vehicle interface vehicle.
- 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.
- The Impaired Driving Highway Safety Program will establish State Traffic Safety Resource Prosecutors in at least half the States, and 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. NHTSA will 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. The Agency will 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. Additionally, NHTSA will develop recommendations and promising practices for reducing impaired driving among high risk populations, including 21-34 year olds and Hispanics, and conduct an impaired driving technical assessment of Indian Country in cooperation with the Bureau of Indian Affairs, developing plans to address priority recommendations derived from the assessment.

- In 2007, the Agency will adopt the Drug Evaluation and Classification program in additional States, 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, improve utilization of the Standardized Field Sobriety (SFST) training in States, and conduct State SFST program assessments in additional states, and train additional prosecutors, judges, school resource officers regarding drug impairment, detection, and sanction and treatment options.
- Under NHTSA's Enforcement and Justice Service Program, the Agency will disseminate a first responder vehicle safety program as mandated under Section 2014 of SAFETEA-LU, and distribute 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.
- To improve national occupant protection, NHTSA will conduct demonstration projects to increase seat belt use among high-risk and low-use populations, which includes 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, as well as provide incentive grant funding to encourage implementation of primary seat belt laws through the Section 406 Seat belt Performance Grants.
- With motorcycle safety a significant concern, NHTSA will distribute a State and community implementation guide for the *National Agenda for Motorcycle Safety*; complete the Motorcycle Characteristics Study, identifying riding habits, training, and licensing characteristics of motorcycle operators, and form new partnerships with AARP, insurance companies, State licensing and registering entities, and health/medical organizations to assist with reaching older/returning motorcyclists. The Agency will 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, and develop and distribute updated motorcycle licensing guidance to State motor vehicle administrators.
- NHTSA's Pedestrian, Bicycle and Pupil Transportation program will 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, as well as implement a program to reduce the rate of pedestrian and pedalcycle fatalities among Hispanic youth and families, which data indicates are currently over-represented in such crashes.
- To improve older driver safety, NHTSA will promote tools, materials and training developed jointly by NHTSA, medical and other organizations to professionals who work with large populations of older patients/clients, as well as conduct market research on older drivers to understand how they transition from driving and develop message strategies on older driver safety.
- NHTSA's Emergency Medical Services (EMS) program will complete the Rural EMS Optimization Pilot as mandated through Section 2016 of SAFETEA-LU, strategies for national EMS Benchmarks and a quality improvement system based on National EMS Information System, as well as initiate a Model State Emergency

Medical Services Plan. Another priority is the activation and marketing of the web site: www.ems.gov. NHTSA will also establish a National 9-1-1 Office at NHTSA (in coordination, as mandated by law, with the National Telecommunications and Information Administration at the Department of Commerce NTIA), along with 9-1-1 office operational procedures/protocols.

- NHTSA's Highway Safety Research program will complete research on the effectiveness of: vehicle sanctions and vehicle interlocks in preventing impaired driving; per se laws for driving under the influence of drugs; saliva-drug detection devices; booster seat law implementation; automated speed enforcement in school zones; the of setting rational speed limits on speeding and crashes; and Graduated Driver Licensing (GDL).
- Early identification of emerging traffic safety issues is critical in developing proactive programs to counter problems. To aid in this endeavor, NHTSA will use the Fatality Analysis Reporting System (FARS) to produce a statistical database of fatal motor vehicle crash data to be used to define data-driven highway safety initiatives. The Agency will 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, promote speed management programs, as well as GDL and parental roles and responsibilities in driver education in States and communities, and track and assess the success of new and emerging technologies that affect reductions in speeding offenses/speeding-related crashes.
- NHTSA will continue evaluating, improving, and monitoring the data entered into case management system of the Early Fatality Notification System (FastFARS). 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.
- In FY 2007, the timeliness and accuracy of data entered in the traffic records system will be improved, while more States switch from paper systems to automated systems. The improved Information Systems will increase accessibility to the data from multiple users including courts, the health community, and law enforcement. NHTSA will promote the adoption of the Model Minimum Uniform Crash Criteria (MMUCC) by States as their basic police reported crash data set, as well as promote the linking of crash and medical outcome databases. 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.
- The first annual nationally representative National Motor Vehicle Crash Causation Survey (NMVCCS) database file will be built to provide current and future research efforts with information on the events and factors related to the causation of real-world crashes. NMVSS will be the only nationally representative source of data on new crash-avoidance technologies that are currently being researched, developed, and introduced by automobile manufacturers into the fleet.
- NHTSA will perform in-depth investigations on approximately 200 cases nationwide, through three Special Crash Investigation (SCI) field contractors, in the following areas: 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.

- New requirements of the REAL ID Act will increase state inquiry activity for the National Driver Register's (NDR) Problem Driver Point System (PDPS). With NDR's PDPS in the process of modernization, funding will be used for Beta testing, integration, and parallel testing with system enhancements. In addition, NHTSA will 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."
- Highway Traffic Safety Grants enable NHTSA to promote critical traffic safety programs by providing funding to the States to enable their implementation of these critical safety issues. In FY 2007 NHTSA will complete the development of three "good" practice manuals addressing occupant protection, impaired driving and motorcycle helmets, and support implementation of the Data Grant Program (i.e. requirements set forth in SAFETEA-LU and the 408 grant applications guidelines). The new SAFETEA-LU booster seat incentive grant program requires State laws to cover child passengers up to age 8, weighing up to 65 pounds. It is anticipated that additional States will pass laws in order to qualify for these incentive funds.
- The High Visibility Enforcement (HVE) program supports the States' increased enforcement programs through the continued provision of national paid media, during mobilizations and crackdowns, targeting those audiences which are critical for that campaign, such as 18 to 34 year old males which have higher fatality rates than the general population. In Section 2009, SAFETEA-LU authorized \$29 million each year (from FY 2006 – 2009) for the development, production and use of broadcast and print media in carrying out traffic safety law enforcement campaigns.
 - Over 45 States will participate in the national impaired driving HVE crackdown in August and September 2007, with more than 11,000 law enforcement agencies conducting zero tolerance impaired driving enforcement backed up by significant paid advertising campaigns. The new theme-line and logo for this crackdown will be *Drunk Driving. Over the Limit. Under Arrest.*
 - Seat belt usage is promoted through the national *Click It or Ticket* (CIOT) mobilization. More than 49 States will participate in the May 2007 CIOT mobilization, focusing on demographic or geographic targets associated with low belt use (e.g., rural areas, pick-up truck drivers, and teenagers).

FY 2008 PERFORMANCE BUDGET REQUEST

NHTSA's programs, when fully implemented by States, local communities, and stakeholders, have a proven track record in decreasing highway crashes and their adverse economic impact. As a result, since 1980, traffic fatalities decreased from 51,091 to 43,443 in 2005. However, much remains to be accomplished. NHTSA is committed to meeting the challenge of reducing the occurrence of crashes and increasing the survivability of crash events through its FY 2008 budget request, which includes a strong commitment to: restraint use (seat belts and child restraints), helmet use, safety of

pedestrians and older drivers, and sober driving; changing dangerous driver behaviors; rulemaking activities to improve the safety of motor vehicles; and sustaining the research activities to support the agency's behavioral and vehicular programs. Included below are summaries of the anticipated agency program outputs for FY 2008.

□ *Reduce Fatalities by Improving the Safety of Motor Vehicles*

NHTSA manages a balanced vehicle safety program designed to increase both vehicle crash avoidance and crashworthiness.

Crash Avoidance

The FY 2008 Crash Avoidance and Human Vehicle Performance budget request will fund continued application of the safety performance process to additional high priority technologies. NHTSA will identify, evaluate, and decide on which new technologies have the potential of providing significant reductions in crashes; and develop objective test procedures and criteria that can be used to estimate the safety impact of new technologies. The Agency will develop and implement a plan to facilitate the widespread deployment of beneficial technologies and develop and evaluate a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers. Additionally, NHTSA will conduct a field test to support rulemaking on alternative rear lighting and signaling approaches and continue research on the National Advanced Driver Simulator (NADS) to examine the role of advanced vehicle technologies in reducing crashes. Efforts in FY 2008 will focus on rulemakings required under SAFETEA-LU with final rules required in the areas of roof crush, door locks, ejection mitigation, and side impact protection by July 1, 2008; February 2008; October 1, 2009; and July 1, 2008; respectively.

NHTSA will develop and evaluate improved restraints for drivers who are seated in wheel chairs; and evaluate automatic headlight leveling systems designed to reduce nighttime glare to oncoming drivers. To improve fuel economy and reduce tire failures, the Agency will conduct research and evaluations of both TPMS and automatic tire inflation systems for heavy truck tires. Additionally, NHTSA will continue motorcycle conspicuity studies, updating previous research to reduce the number of motorcycle crashes. Cost and Lead-time 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 (ESC). Funding also supports initiation of the enforcement of new CAFE regulations for light trucks.

From January 1, 2001 through July 28, 2006, there were 3,310 recalls for safety-related defects and 760 of these recalls – representing about 55.5 million vehicles and 10.6 million equipment items - were influenced by NHTSA investigations. During this same time period there were 581 recalls to correct non-compliances with Federal motor vehicle safety standards; 12 NHTSA influenced child safety seat recalls that involved just over 5 million seats; and one NHTSA influenced tire recall that involved 2.8 million tires. Since 2000, NHTSA has influenced, on average, the recall of 10.5 million vehicles and related equipment annually for safety-related defects. In FY 2008, NHTSA will maintain or

enhance the five-year vehicle recall completion rate (72 percent) through initiating early investigations and ensuring that the average completion time for a defect investigation remains at 8 months or less.

Crashworthiness

With the constant, rapid implementation of new and diverse safety technologies, the demand for accurate biomechanical evaluation of their interaction with the diversity of human occupants throughout the lifespan has increased enormously. NHTSA's crashworthiness research program promotes transportation safety through the development of test procedures; performance requirements; and cost and benefit estimates for occupant protection.

NHTSA's New Car Assessment Program (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 on vehicle crashworthiness and child restraint ease of use and provides 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 will be disseminated appropriately to the widest possible audience to meet consumer needs. During FY 2008, NHTSA will provide consumers with comparative vehicle safety and child safety seat ease of use ratings, and with front, side, and rollover vehicle safety ratings through www.safercar.gov and NHTSA's website at www.NHTSA.dot.gov, in agency publications, and at the point of sale.

New and Emerging Technologies

The performance of new and emerging vehicle technologies is of extremely high interest to NHTSA. The Special Crash Investigation (SCI) program identifies and documents the effects of rapidly changing vehicle technologies to assess how they impact motor vehicle crashes, including in-depth crash investigations on advanced technology systems and on new and emerging occupant protection devices such as ejection mitigation systems and new rollover sensing / prevention technologies.

NHTSA will 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, and maintain the Biomechanics Database, facilities and capabilities with appropriate and sufficient equipment to address pending research and rulemaking issues. NHTSA will 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.

In FY 2008, NHTSA's crashworthiness agenda will include providing research support for issuing or upgrading Federal motor vehicle safety standards, and working with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems. NHTSA's FY 2008

Safety Systems funding will also be used to develop performance tests using the side impact moving deformable barrier and establish test and dummy requirements to further address front-to-side compatibility, and for front-to-front compatible energy management in crashes between LTVs and passenger cars.

Stability control systems can reduce loss of control crashes involving heavy vehicles, which often result in rollover or jackknifing. In FY 2008, NHTSA will improve heavy vehicle crash avoidance performance through research into driver assistance technologies for crash prevention; initiate research to understand performance capabilities of ESC systems for single unit trucks; and complete research on heavy truck tire pressure monitoring/central inflation systems.

DOT's Safety Initiative is also focused on providing critical safety information on hydrogen-powered fuel cell and ICE vehicles, and will complement the efforts of the Department of Energy by conducting risk assessment studies of hydrogen fueled vehicles, and developing test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles. In addition, NHTSA's international policy and harmonization program will participate in the development of a Global Technical Regulation (GTR) on hydrogen fuel cell vehicles by conducting individual and joint testing programs, and a draft GTR for passenger vehicle tires.

Funding is requested for the Agency's Vehicle Safety Compliance program to complete critical vehicle crashworthiness and crash-avoidance compliance testing and critical-equipment compliance testing (including noncompliant safety equipment) by September 2008, as well as begin enforcement of new CAFE regulations for light trucks.

NHTSA's operations and research program was a participant in the Office of Management and Budget's (OMB) FY 2004 Program Assessment Ratings Tool (PART). The program assessment effort presents an opportunity to inform and improve agency performance plans and reports, establishing a meaningful systematic link between the Government Performance and Results Act (GPRA) and the budget process. NHTSA's PART submission on its operations and research programs scored moderately effective (75 out of 100 percent). The agency's experience with the PART assessment helped NHTSA in assessing many of its internal operations, whereby the agency developed the following two efficiency measures:

- 1) *Time required for NHTSA to complete significant rulemaking actions –12 months. (Measure is restricted to time within the agency and does not include the Office of the Secretary of Transportation (OST) and/or the OMB review periods.)*
- 2) *Average completion time for a defect investigation – 8 months. (NHTSA will maintain the average completion time for a defect investigation at 8 months.)*

NHTSA continues to include these measures in respective budget justifications in the Budget by Appropriations Account section (i.e., Safety Standards Support and Defects Investigation) of the budget.

□ ***Reduce Highway Fatalities By Improving Human Behaviors Related to Traffic Safety***

NHTSA's behavioral programs are designed to influence changes in human actions and judgments in order to prevent crash-related injuries and fatalities. These include promoting occupant protection programs such as seat belts, child passenger and airbag safety. Initiatives include the *Buckle Up America* campaign and the successful *Click It or Ticket (CIOT)* initiative. In 2005, 55 percent of passenger vehicle occupants killed in motor vehicle crashes were not wearing seat belts or using other occupant restraints. In FY 2008, NHTSA will continue to develop and implement occupant protection programs to increase overall belt use rates, as well as to increase restraint use amongst 0-7 year olds. NHTSA supports the passage and enforcement of primary belt laws, high visibility enforcement (HVE) mobilizations, and CPS safety seat education efforts as effective strategies to improve occupant protection. NHTSA will continue development and test of strategies for increasing seat belt use at high-risk times (e.g., night) and among high-risk populations. NHTSA's ability to work with States to develop and implement data-driven, workable, and self-sustaining local highway safety programs is key to the agency's overall success in achieving a reduction in highway safety fatalities.

Impaired Driving

In FY 2008, NHTSA will initiate a research program to test innovative technologies for reducing alcohol-impaired driving, and impaired driving recidivism, as mandated under Section 2003 (h) of SAFETEA-LU. As mandated by Section 2013(c) of SAFETEA-LU, the Agency will 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. NHTSA will 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 as mandated under Section 2003 (f) of SAFETEA-LU.

In support of successful and appropriate prosecution and adjudication of impaired driving cases, NHTSA will expand training and education for prosecutors and judges, and increase the number of DWI courts by offering training to courts who wish to add a DWI treatment/rehabilitative component or enhancement training to existing Drug Courts that wish to add a DWI Court component.

NHTSA has met with the National Traffic Law Center to begin research on the requirement of Section 2013 (d) of SAFETEA-LU which requires NHTSA to develop a model statute on drug impaired driving by February 2008. Additionally, NHTSA will demonstrate effective strategies to address challenges with implementing ALR laws, and institute successful strategies in other States with ALR laws. NHTSA will disseminate information regarding High (0.08+) BAC Laws, to include models for ignition interlock programs to help prevent impaired driving recidivism.

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, and the development of streamlined training programs and technical support for law enforcement officers, prosecutors and judges. NHTSA will complete the assessment and description of current State and Federal laws relating to drug-impaired driving and develop a model statute for States relating to drug-impaired driving, as well as continue the assessment of methodologies and technologies for measuring driver impairment resulting from use of the most common illicit drugs and the investigation of technologies to detect drug use that can provide reliable toxicological evidence.

Motorcycles

In response to the eighth year in a row of increased motorcycle rider fatalities, NHTSA's motorcycle safety program will develop 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. Additional focus will remain on increasing coordination between national motorcycle safety stakeholders, and working with States to increase training efficacy and capacity, and reduce training backlogs. NHTSA will 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 and work with law enforcement to increase their awareness of the motorcycle crash problem, providing guidance on efforts they can undertake to decrease crashes.

Data shows that alcohol plays a significant role in motorcycle fatalities; NHTSA will continue to support demonstration projects that use law enforcement to implement general deterrence impaired riding programs to reduce alcohol-related motorcycle crashes. Success of these demonstration programs will provide other States and communities with models of enforcement activities that can be implemented to decrease impaired riding. NHTSA will issue a report to Congress, as instructed by Section 2003(g) of SAFETEA-LU, on the finding of a study conducted of educational and other activities aimed at reducing impaired riding.

Increasing motorist awareness of motorcycles on the road reduces the incidence of multi-vehicle crashes. In FY 2008, NHTSA will design, promote and distribute a campaign (i.e. traffic safety education courses, driver's manuals, and other driver training materials) to be used by States and local communities, as well as motorcycle organizations, to increase motorist awareness of motorcycles and to convey the importance of sharing the road safely with motorcyclist, the materials based on the Section 2010(g) model language on "Share the Road" developed during FY 2007.

Nonoccupants

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, through

development of law enforcement training materials on pedestrian and bicycle safety. NHTSA will implement key strategies identified in the pedestrian safety strategic plan and provide continued technical assistance and support for implementation of pedestrian safety action plans prepared by States and cities with high fatality rates. A bicycle safety marketing campaign for adults will be created, based on the findings from the focus group research conducted in FY 2007. The Agency will perform an analysis of existing Safe Routes to School (SRTS) resources, and create the additional resources needed for communities to establish and evaluate SRTS safely.

Licensing

Emerging Traffic Safety Issues funding for FY 2008 will focus primarily on speed management and support of Graduated Driver Licensing laws. NHTSA will evaluate the speed marketing and communications program's effectiveness in changing behavior in neighborhood, school zones and secondary roads, revising the communications plan and marketing, as needed. Additionally, NHTSA will enhance the marketing of the speed communications program and materials to States and communities through Law Enforcement Liaisons (LELs) by tying it to the introduction of technologies (e.g., speed cameras) and high visibility enforcement (HVE) activities. NHTSA also plans to undertake two demonstration projects addressing distracted, inattentive or fatigued drivers, as specified under section 2003 (d) of SAFETEA-LU, as well as evaluate the impact of DMV licensing practices and policies on older driver safety, as mandated under Section 2017 (a) of SAFETEA-LU.

NHTSA's FY 2008 Budget request support activities in the older driver plan submitted to Congress as required by Section 2017 (a) of SAFETEA-LU. SAFETEA-LU (2017) requires 1.7 million in section 403 funds be allocated to older driver safety. NHTSA will promote and coordinate medical review guidelines with State licensing agencies, guidelines that will assist States in establishing or strengthening a system to allow for medical, law enforcement and family referral of potentially at-risk drivers. A communications and marketing campaign, based on the research conducted on FY2007 on older driver safety and transitioning from driving, will be developed and disseminated, along with tools and training for nurses and other medical professionals who work with older patients and clients. Additionally, NHTSA will initiate research to validate promising screening and assessment tools to identify functional limitations of older drivers and to determine the effectiveness of rehabilitation programs in enhancing older driver safety.

NHTSA's Driver Licensing programs will address improvements to driver licensing systems and driver education. The Agency will also enhance marketing for teen distracted driving and GDL messaging and materials as part of the youth communications campaign. By increasing parental involvement in novice driver training and GDL requirements addresses NHTSA's outcome measure of reducing the rate of passenger vehicle occupant fatalities.

Behavioral Research

NHTSA's highway safety behavioral research program provides the scientific basis for NHTSA's national leadership in highway safety. Special emphasis is placed on supporting 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. 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; determine the relationship between speeding and crashes, and conduct and evaluate research, and develop best practices related to driver education programs. NHTSA will initiate research to identify and test strategies for combining alcohol and nighttime seat belt enforcement, including joint messaging, and to investigate the effects of motorcycle training and licensing on crashes.

Emergency Medical Services

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 head 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 begun 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. Additionally, the National Pandemic Flu Implementation Plan requires DOT to guide the development of protocols, guidelines and procedures for EMS and 9-1-1 providers.

The agency will also continue the development and operation of the National EMS Information System (NEMISIS) and assist with the transition of the NEMISIS pilot database to a national EMS database. The FY 2008 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.

Under SAFETEA-LU 2003 (b), NHTSA may participate and cooperate in international activities to enhance highway safety. 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, and speed) in particular countries and to pilot test the "good" practice tools in selected countries, to initiate one bilateral research and/or program initiative to foster bilateral cooperation in addressing a specific traffic safety problem, and to work with the World Bank and other appropriate organizations to develop guidelines and tools for traffic law enforcement in developing nations.

NHTSA Data Programs

The National Highway Traffic Safety Administration's (NHTSA) data systems each have a unique and essential role in supporting our primary mission of saving lives and preventing injuries associated with motor vehicle crashes. NHTSA's traffic safety data provide the underpinning for informed highway safety decision-making at the Federal, State, and local levels. Accurate, accessible, timely, and standardized data allow decision makers to identify the primary factors related to the source of crashes and their outcomes, develop and evaluate effective safety countermeasures, support traffic safety operations, measure progress in reducing crashes and their severity, design effective vehicle safety regulations, and target safety funding. NHTSA believes that combining sound science with quality crash and fatality data are absolutely essential to reducing the human and economic cost of motor vehicle crashes.

In response to an essential need for "real-time", or "near real-time", data on the number of fatalities resulting from motor vehicle traffic crashes, NHTSA will continue to improve and refine the Early Fatality Notification System (FastFARS) reporting in preparation for the realization of FastFARS in FY 2008. 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.

In FY 2008, the National Motor Vehicle Crash Causation Survey (NMVCCS) will be used to analyze, develop, and evaluate potential intervention technologies for safety-related systems. NHTSA plans to make the data accessible to researchers and the public by providing an Internet-based case viewing and file distribution system. In addition, NHTSA will continue to conduct nationally representative crash investigations within NMVCCS to provide detailed information about the causal factors in real-world crashes; and collect NMVCCS cases at 24 Crashworthiness Data System (CDS) sites

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. The FY 2008 budget request will maintain the FY 2007 service level and accommodate anticipated increasing inquiry activities, based on the new requirements of the REAL ID Act which will increase State inquiry activity for the NDR's PDPS system. The PDPS is undergoing modernization, and funding will be used for Beta testing, integration, and parallel testing with system enhancements. Furthermore, the Office of Personnel Management (OPM) has been granted access to NDR information for personnel security investigations.

Highway Traffic Safety Grants

To help accomplish reductions in highway fatalities and injuries, NHTSA provides grants to States and local communities, and supports research, demonstrations and countermeasure programs designed to prevent motor vehicle crashes, as well as to reduce associated economic costs. The States use their highway safety grant funds to support a wide range of programs designed to reduce highway fatalities and injuries and target high national priority program goals, such as the alcohol and occupant protection program performance measures.

Section 402 Grants

The performance-based requirements of the Section 402 formula program ensure 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.

Section 405 Grants

The Section 405 Occupant Protection Incentive Grants program, at fully-funded SAFETEA-LU authorization levels, will continue the efforts to increase seat belt use and to reduce child occupant fatalities nationally. States will use their FY 2008 incentive grant awards to continue 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 and correct child safety seat usage education programs.

Section 406 Grants

The Section 406 Seat belt Performance grant 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 through support of a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In FY 2008, NHTSA will continue to provide Section 406 grant funding to States to encourage further implementation of primary seat belt laws and to support law enforcement organizations to train traffic patrol officers in effective techniques for enforcing seat belt and child passenger safety laws. NHTSA will also complete research on alternative high visibility safety seat enforcement approaches.

Section 408 Grants

The Section 408 Safety Information Systems Grants grant will continue to 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. In FY08, 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.

Section 410 Grants

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. NHTSA will focus attention on programs to support the initiatives that provide eligibility for States to receive funding under Section 410, which include high visibility enforcement, outreach to prosecutors and judges, DWI Courts, underage drinking prevention programs, Administrative License Revocation (ALR) Laws, high Blood Alcohol Content (BAC) Laws, increased BAC testing and reporting, and self-sufficient impaired driving programs. Section 410 funds also support NHTSA's high visibility impaired driving enforcement initiative by enabling States to continue to implement effective sustained enforcement campaigns that will result in lower alcohol-related fatalities and to support a wide range of impaired driving countermeasures and programs, such as 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.

Section 2009 Grants

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, and two for impaired driving, all of which will include both English and Spanish-language advertisements. The agency will focus on those in the population most at risk of traffic fatality, as well as those networks that deliver programming particularly suited to the key 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.

Section 2010 Grants

In FY 2008, the Section 2010 Motorcycle Safety Grant program will provide States 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.

Section 2011 Grants

Section 2011 of SAFETEA-LU established the Child Booster Safety Incentive Grants program to make grants available to States that have enacted and are enforcing a booster seat law that meets the requirements prescribed by Anton's Law. These grant funds will be used only for child safety seat and child restraint programs. NHTSA will improve and intensify media strategies to increase booster seat occupant protection use through partnerships with the Ad Council and other media outlets.

NHTSA's grant program participated in the first round of the Office of Management and Budget's (OMB) Program Assessment Ratings Tool (PART), for FY 2004. The program assessment effort presents an opportunity to inform and improve agency performance plans and reports, establishing a meaningful systematic link between the Government Performance and Results Act (GPRA) and the budget process.

NHTSA scored a 78 percent (out of 100) on its grant programs PART submission. The agency's experience with the PART assessment helped the Department in formulating its reauthorization proposal. In addition, NHTSA developed the following efficiency measure: *Distribute the allocation of Section 402 formula grants within an average of 21 days from the release of the advice of funds.* This measure is included in the highway traffic safety grant budget justification in the Budget by Appropriations Account section of the budget.

□ *Conserve non-renewable resources through fuel economy*

The Energy Policy and Conservation Act of 1975 requires NHTSA to establish and revise, as appropriate, fleet average fuel economy standards for passenger cars and light trucks, based on the criteria of economic practicability, technological feasibility, the effect of other motor vehicle standards of the Federal Government on fuel economy, and the need of the United States to conserve energy. NHTSA will continue to focus on identifying and implementing reforms to the corporate average fuel economy (CAFE) system that will facilitate improvements in fuel economy without compromising motor vehicle safety or 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, as well the Nation's dependency on foreign nations for fuel sources. Pending this authority, NHTSA will complete an NPRM for passenger cars, which would include reforming that CAFE program.

DOT FY 2006 TOP MANAGEMENT CHALLENGES (OIG) – HIGHWAY SAFETY

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted August 10, 2005, includes significant funding increases and initiatives in highway safety programs. In its 2006 update on DOT's top

management challenges, the Office of the Inspector General (OIG) highlighted areas related to motor vehicle safety where NHTSA needs to improve its performance. NHTSA must use the tools provided in SAFETEA-LU to build on past initiatives in addressing highway safety problems where serious injuries and fatalities persist. SAFETEA-LU provides states incentives, managed by NHTSA via grants, to address three persistent challenges: reducing alcohol-impaired driving fatalities, promoting greater seat belt use, and abating the increase in motorcycle fatalities.

Management Challenge:

- More Focus on States with the Greatest Number of Alcohol-Impaired Driving Fatalities:

SAFETEA-LU now allows NHTSA to direct grant funding to 10 states with the highest fatality rates related to impaired drivers. Under this program, in FY2006, NHTSA made available more than \$118.8 million to the ten high fatality rate States and also to States having alcohol-impaired driving countermeasure laws or programs, such as administrative license revocation (ALR) laws and high blood-alcohol content (BAC) laws, or to meet certain performance criteria based on their alcohol-related fatality rates. NHTSA will work closely with the ten high fatality rate States to facilitate implementation of effective programs, including periodic and sustained high-visibility enforcement efforts and media campaigns. NHTSA will initiate the new national advertising campaign delivering the message “Drunk Driving: Over the Limit; Under Arrest.” As part of this campaign, States conducted impaired driving enforcement crackdowns during the Labor Day weekend and the December holiday season. In addition, in FY 2006, NHTSA further enhanced its impaired driving program, with continued emphasis on assisting high-risk populations (e.g., underage drinkers, 21 to 34 year-olds, individuals with high BAC levels and repeat offenders). NHTSA also completed its demonstration of effective records system improvement strategies. Improved records systems ensure a more comprehensive and consistent approach to the apprehension, adjudication, and sanctioning of impaired drivers.

- Use of SAFETEA-LU Authority to Aggressively Promote Greater Seat belt Use in States:

To further increase seat belt usage, NHTSA provided \$123.3 million in incentive grant funding (Section 406) to 22 States, including the District of Columbia, Puerto Rico and four territories to encourage implementation of primary State seat belt use laws. To date, 25 States have enacted primary seat belt use laws. SAFETEA-LU established new core safety programs, encouraging safer cars and safer roads, and aggressively discouraging impaired driving while providing real incentives for States to enact stronger belt use laws. It is already seeing benefits: since the beginning of 2006 three more States, Alaska, Kentucky, and Mississippi, have enacted primary seat belt use laws in direct response to the SAFETEA-LU incentives. (Note: Kentucky's law will not be enforced until January 1, 2007, thereby making it ineligible for FY2006 406 monies.) In addition, the agency conducted its May 2006 *Click It or Ticket (CIOT)* campaign and encouraged States to

increase participation in periodic high-visibility seat belt law enforcement mobilizations with coordinated paid and earned media efforts. Currently, a full NOPUS is available to help quantify the results of the campaign's efforts. To reach hard-core seat belt non-users, NHTSA will continue to identify new communications strategies and messages and conduct research and demonstration projects among nighttime drivers, rural populations, pick-up truck drivers, 8-15 year olds, and teens.

- Help States Address the Steady Increase in Motorcycle Fatalities:

In 2005 motorcycle rider fatalities increased to 4,553 (increasing for the 8th year in a row), from 4,028 in 2004. This is a 13 percent increase in just one year and accounts for 10.5 percent of the 43,443 total fatalities in motor vehicle crashes in 2005 – an increase of more than 115 percent since 1997. In FY 2006, to address the increased fatalities associated with motorcycle riders, NHTSA issued a final rule implementing the Motorcyclist Safety grant program under Section 2010 of SAFETEA-LU for FYs 2006 through 2009. This final rule establishes the requirements a State must meet and the procedures it must follow to receive a Motorcyclist Safety grant. The grants are to support rider training, and motorist awareness programs. Additionally, the agency developed and distributed implementation guidance and recommendations to State and local communities with implementation recommendations contained in the *National Agenda for Motorcycle Safety*. NHTSA also initiated a demonstration program to implement the “best practices” identified from a review of State training and licensing programs. Other NHTSA efforts include providing technical assistance workshops to States to assist in the long range planning to build capacity to increase training needs and reduce training backlogs and to form new partnerships with AARP, insurance companies, and health/medical organization to assist with older/returning motorcyclists. The agency also recently released its 2006 Motorcycle Safety Program Plan, which provides a comprehensive look at NHTSA motorcycle safety efforts. The document can be found on NHTSA's Web site at www.nhtsa.dot.gov.

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Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|--------------------------|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Safety Standards Support | \$2,300 | | \$500 | | \$2,800 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT*

Performance Measure: Conduct vehicle and component test programs to support Rulemaking Agenda.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| <u>Baseline Performance Level</u> | | | | | | | |
| Target | ---- | ---- | ---- | ---- | ---- | 3 | 3 |
| Actual | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | 2 | |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | 5 | |

Marginal Cost Narrative:

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.

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|--|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| New Car Assessment Programs | \$7,893 | | 0 | | \$7,893 | |
| Section 10307 Amendment of Automobile Information Disclosure Act | \$2,607 | | (\$2,607) | | 0 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Improve timeliness of vehicle safety information for consumer buying decisions. Reduce the passenger vehicle occupant fatality rate.*

Performance Measure: Percentage of the vehicle fleet with ratings at the end of Quarter 1.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|------------|-----------|
| <u>Baseline Performance Level</u> | | | | | | | |
| Target | --- | --- | --- | --- | 63% | 63% (est) | 73% (est) |
| Actual | 54% | 64% | 63% | 60% | 63% | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| With Program Changes | ---- | ---- | ---- | ---- | | 10% | 10% |
| <u>(Total) Performance Target</u> | | | | | | | |
| With Program Changes | ---- | ---- | ---- | ---- | | 73% (est.) | 83% |

Marginal Cost Narrative:

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.

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|---------------|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Theft Program | \$53 | | \$122 | | \$175 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT*

Performance Measure: *Produce the annual insurers report (IR) by September (baseline performance target). Complete Parts Marking Technology Study and Anti-Theft Device Study.*

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|--|---------|---------|---------|---------|---------|---------|------------------|
| <u>Baseline Performance Level</u> | | | | | | | |
| Target | IR |
| Actual | IR | IR | IR | IR | IR | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 2 studies |
| -- Complete Parts Marking Technology Study | | | | | | | |
| -- Complete Anti-Theft Device Study | | | | | | | |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | IR and 2 studies |

Marginal Cost Narrative:

NHTSA requests \$175,000 for its Theft programs 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. Additionally, the FY 2008 funding request will provide for the publication of the annual insurer report by September 2008.

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|---|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Pedestrian, Bicycle, and Pupil Transportation | \$1,665 | | (\$212) | | \$1,453 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of non-occupant highway fatalities per 100 million VMT.*

Performance Measure: Number of Regions market updated pedestrian and bicycle training to State and local law enforcement agencies.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| <u>Baseline Performance Level*</u> | | | | | | | |
| Target | ---- | ---- | ---- | ---- | ---- | ---- | 10 |
| Actual | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 0 |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 10 |

Marginal Cost Narrative:

In FY 2008, NHTSA requests 1,453,000 for Pedestrian, Bicycle, and Pupil Transportation programs, a \$212,000 decrease from FY 2007 levels. This decrease is consistent with the reduction in bicycle fatalities, and allows the agency to fund programs in motorcycle safety, where fatalities are increasing. The through the implementation of the pedestrian strategic plan and coordination with NHTSA Regional offices, the agency anticipates the realization of efficiencies in this program, which will result in all ten Regional offices supporting the updated pedestrian and bicycle training to law enforcement agencies at the State and local levels.

***number of NHTSA Regions**

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|-------------------|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Motorcycle Safety | \$800 | | \$192 | | \$992 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the expected rate of increase in motorcycle rider highway fatalities per 1,000 motorcycle registrations.*

Performance Measure: Distribute the Share the Road materials and model language mandated by Section 2010(g) of SAFETEA-LU, to States and local communities, as well as motorcycle organization to increase motorist awareness of motorcycles, by the end of FY 2008.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| <u>Baseline Performance Level*</u> | | | | | | | |
| Target | ---- | ---- | ---- | ---- | ---- | ---- | Dec |
| Actual | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | Oct |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | Oct |

Marginal Cost Narrative:

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.

*Share the Road materials and Model Legislation

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|--------------|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Older Driver | \$500 | | \$1,200 | | \$1,700 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Conduct Older Driver research in support of Section 2017 (a) of SAFETEA-LU.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------------|
| <u>Baseline Performance Level*</u> | | | | | | | |
| Target | ---- | ---- | ---- | ---- | ---- | 3 | 3 |
| Actual | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 1 |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 4 projects |

Marginal Cost Narrative:

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.

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|---|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Crash Avoidance & Human-Vehicle Performance | \$6,750 | | \$392 | | \$7,804 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Conduct test procedure development for promising advance crash avoidance technologies.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---|
| <u>Baseline Performance Level</u> | | | | | | | |
| Target | ---- | ---- | ---- | ---- | ---- | 0 | 0 |
| Actual | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| With Program Changes | ---- | ---- | ---- | ---- | ---- | ---- | 1 |
| <u>(Total) Performance Target</u> | | | | | | | |
| With Program Changes | ---- | ---- | ---- | ---- | ---- | ---- | 1 advance crash avoidance technology test procedure |

Marginal Cost Narrative:

In FY 2008, NHTSA requests \$7,804,000 for Crash Avoidance & Human-Vehicle Performance programs, an increase of \$1,392,000 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. 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.

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|--------------|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Biomechanics | \$11,500 | | (\$500) | | \$11,000 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT*

Performance Measure: Development of brain injury modeling techniques to predict occupant injury.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| <u>Baseline Performance Level*</u> | | | | | | | |
| Target | ---- | ---- | ---- | ---- | ---- | ---- | 1 year |
| Actual | ---- | ---- | ---- | ---- | ---- | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 1 year |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | 2 years |

Marginal Cost Narrative:

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. 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.

*completion rate in years

Marginal Cost of Performance

Requested Program Changes from FY 2008 Baseline Associated with this Goal:

| | FY 2008 BASELINE ESTIMATES | | FY 2008 PROGRAM CHANGES | | FY 2008 TOTAL REQUEST | |
|------------------------------------|----------------------------------|------|-------------------------------|------|--------------------------|------|
| | (\$000) | FTEs | (\$000) | FTEs | (\$000) | FTEs |
| Fatality Analysis Reporting System | \$7,063 | | \$109 | | \$7,172 | |

Agency Output or Outcome Measure Associated with this Program increase(s): *Reduce the rate of passenger vehicle occupant highway fatalities per 100 million passenger vehicle VMT.*

Performance Measure: Produce statistical database files in a timely manner to ensure statistical support documents can be published as soon as possible after the file closing date.

| | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 | FY 2008 |
|---------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| <u>Baseline Performance Level*</u> | | | | | | | |
| Target | ---- | ---- | Aug | Sep | Oct | Oct | Oct |
| Actual | Aug | Aug | Aug | Aug | Aug | ---- | ---- |
| <u>Incremental Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | Aug |
| <u>(Total) Performance Target</u> | | | | | | | |
| <u>With Program Changes</u> | ---- | ---- | ---- | ---- | ---- | ---- | Aug |

Marginal Cost Narrative:

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.

*Annual Report File