

EXHIBIT V-I
RESEARCH, DEVELOPMENT & TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
BUDGET AUTHORITY
(In thousands of dollars)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	FY 2006 Actual	FY 2007 Pres. Bud.	FY 2007 CR	FY 2008 Request
A. Research and Analysis	71,908	64,211	71,908	65,040
1. Crashworthiness	22,994	19,226	22,994	19,226
a. Safety Systems	9,134	7,726	9,134	8,226
b. Biomechanics	13,860	11,500	13,860	11,000
2. Crash Avoidance	12,065	9,165	12,065	10,219
a. Crash Avoidance & Human-Vehicle Performance	6,980	6,750	6,980	7,804
b. Heavy Vehicles	4,470	2,115	4,470	2,115
c. Pneumatic Tire Research	615	300	615	300
3. Data programs (T)	34,188	33,883	34,188	33,658
a. National Motor Vehicle Crash Causation Survey (T)	7,920	7,000	7,920	7,000
b. Fatality Accident Reporting System (T)	6,992	7,063	6,992	7,172
c. Early Fatality Notification System (T)	990	1,000	990	1,000
d. National Accident Sampling System (NASS)(T)	12,108	12,230	12,108	12,230
e. Data Analysis Program (T)	1,980	2,000	1,980	1,666
f. State Data Systems (T)	2,515	2,890	2,515	2,890
g. Special Crash Investigations (T)	1,683	1,700	1,683	1,700
4. Crash Avoidance - New Technologies	495	0	495	0
5. Vehicle Research and Test Center	1,002	1,012	1,002	1,012
5. Hydrogen	916	925	916	925
6. Plastic and Composite Vehicles	248	0	248	0
B. Highway Safety Research	4,621	6,833	4,621	10,146
C. Administrative Expenses	15,169	13,458	15,169	24,171
Subtotal, Research & Development	57,510	50,619	57,510	65,699
Subtotal, Technology Investment (T)	34,188	33,883	34,188	33,658
Subtotal, Facilities (F)	0	0	0	0
Total NHTSA	91,698	84,502	91,698	99,357

EXHIBIT V-2

**National Highway Traffic Administration
FY 2008 RD&T Budget Request
(\$99,357)**

RD&T Program	FY 2008 Request	<i>Safety</i>	<i>Mobility</i>	<i>Global Conn.</i>	<i>Environ.</i>	<i>Security</i>	<i>Org. Excell.</i>
Research and Analysis	65,707	65,707					
<i>Crashworthiness</i>	<i>19,226</i>	<i>19,226</i>					
Safety Systems	8,226	8,226					
Biomechanics	11,000	11,000					
<i>Crash Avoidance</i>	<i>10,219</i>	<i>10,219</i>					
Crash Avoidance & Human-Vehicle Performance	7,804	7,804					
Heavy Vehicles	2,115	2,115					
Pneumatic Tire Research	300	300					
<i>Hydrogen</i>	<i>925</i>	<i>925</i>					
<i>Data Programs</i>	<i>33,658</i>	<i>33,658</i>					
National Motor Vehicle Crash Causation Survey	7,000	7,000					
Fatality Analysis Reporting System	7,172	7,172					
Early Fatality Analysis Reporting System	1,000	1,000					
National Automotive Sampling System	12,230	12,230					
Data Analysis Program	1,666	1,666					
State Data Systems	2,890	2,890					
Special Crash Investigation	1,700	1,700					
Highway Safety Research	10,146	10,146					
Administrative Expenses	24,171	24,171					
Subtotal, R&D	99,357	99,357					
Subtotal, Technology Investment (T)	0	0					
Subtotal, Facilities (F)	0	0					
Total NHTSA	99,357	99,357					

RD&T PROGRAM: CRASHWORTHINESS
AMOUNT REQUESTED FOR FY 2008: \$19,226

Projects

Safety Systems

Objective: Provide research to support Federal motor vehicle safety standards, and develop performance tests and specifications for motor vehicle safety systems that will decrease fatalities and mitigate crash outcomes through improved vehicle structure design and the increased efficacy of occupant protection systems.

Description: Safety System research and development activities provide NHTSA with research to support the issuance or upgrade of Federal motor vehicle safety standards, including the requisite facilitation to coordinate with industry to incorporate improvements in vehicle structure and occupant compartment design. Activities also provide for the development and establishment of performance tests, specifications, and dummy requirements to ascertain the validity of improvements for vehicle structure and occupant protection systems that will increase the survivability of a crash.

Outputs:

- Performance tests using the side impact moving deformable barrier, as well as test and dummy requirements to further address front-to-side compatibility
- Performance tests for front-to-front compatible energy management in crashes between LTVs and passenger cars.
- Development of performance specifications and objective tests for frontal and side crash mitigation countermeasures and for advanced adaptive restraints
- Development of dynamic performance test methods for rollover occupant protection systems

FY 2008 Funding: \$8,226

Biomechanics

Objective: Develop critical scientific linkages between the mechanical conditions of an impact and the human injury consequences of that impact.

Description: Biomechanics research supports continuous and long range research activities that employ the science of impact biomechanics using the principles and practices of engineering to study human injury mechanisms in vehicle crashes. These efforts will help to develop suitable injury criteria that predict injury risk in automobile crashes and provides the test devices, such as crash test dummies, that accurately mimic human impact response. These resulting capabilities and equipment allow a confident, quantitative prediction of the extent and severity of human injury for a particular body area and impact situation, providing for the establishment of science-based Federal motor safety vehicle standards.

Outputs:

- Expanded 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
- Maintenance of the Biomechanics Database, facilities and capabilities with appropriate and sufficient equipment to address pending research and rulemaking issues
- Continuation of 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.
- Leadership in 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;

FY 2008 Funding: \$11,000

RD&T PROGRAM: CRASH AVOIDANCE
AMOUNT REQUESTED FOR FY 2008: \$10,219

Projects

Crash Avoidance and Human-Vehicle Performance

Objective: Provide research on the vehicle-based and all human factors issues associated with the interaction between the driver and vehicle to increase the crash avoidance capabilities of motor vehicles.

Description: As new electronic technologies are introduced into the vehicle fleet, research must be conducted to ensure that a balance is reached between the maximum safety benefits derived from these technologies while providing a minimum burden to driver distraction. Research areas include vehicle rollover, braking, handling, stability, direct and indirect visibility, vehicle lighting/signaling, controls and displays, as well as all human factors issues associated with the interaction between the driver and vehicle, using such tools as the National Advanced Driving Simulator, test tracks, and instrumented vehicles.

Outputs:

- Identification, evaluation, and adoption of new technologies that have the potential of providing significant reductions in crashes.
- Development of new assessment methodologies and safety performance criteria to test and evaluate new technologies.
- Development of objective test procedures and criteria that can be used to estimate the safety impact of new technologies.
- Development of performance rating tests for vehicle handling.
- Improved drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces, and minimizing driver distraction from in-vehicle devices.
- A field test to support rulemaking on alternative rear lighting and signaling approaches.
- Continued research on NADS to examine the role of advanced vehicle technologies in reducing crashes.
- Development and evaluation of a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.

FY 2008 Funding: \$7,804

Heavy Vehicles

Objective: Reduce the number of fatalities involving large vehicles through research into countermeasures to prevent the instance of crashes on this vehicle type.

Description: The most effective way to address the problem of large vehicle fatalities is to concentrate on countermeasures designed to prevent the collision in the first place. NHTSA's Heavy Vehicle research program supports the agency's rulemaking efforts by developing the scientific basis for improving the safety of heavy vehicles by making them less prone to crashes through improvements in their braking, handling, and visibility characteristics; by mitigating the consequences of collisions that do occur between heavy trucks and other vehicles; and improving the drivers performance through the use of advanced technologies.

Outputs:

- Research into driver assistance technologies for crash prevention to improve heavy vehicle crash avoidance performance.
- Continued development of requirements and objective tests for assessing tractor/semi-trailer Electronic Stability Control (ESC) systems.
- Research of ESC systems for single unit trucks to understand their performance capabilities for this vehicle type.
- Continued field testing of electronic vision enhancement systems to eliminate truck blind spots.
- Research of heavy truck tire pressure monitoring/central inflation systems.
- Research of occupant protection in large vehicles to improve crashworthiness.

FY 2008 Funding: \$2,115

RD&T PROGRAM: CRASH AVOIDANCE (CONTINUED)
AMOUNT REQUESTED FOR FY 2008: \$10,219

Projects

Pneumatic Tire Research

Objective: Provide research to improve tire performance for motor vehicles.

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

Outputs:

- Tire aging test procedures and performance requirements.

FY 2008 Funding: \$300

RD&T PROGRAM: HYDROGEN
AMOUNT REQUESTED FOR FY 2008: \$925

Projects

Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety

Objective: Ensure that hydrogen internal combustion engines (ICEs) and fuel cell powered vehicles attain a level of safety comparable to that of other vehicles.

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

Outputs:

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

FY 2008 Funding: \$925

RD&T PROGRAM: DATA PROGRAMS
AMOUNT REQUESTED FOR FY 2008: \$33,658

Projects

National Motor Vehicle Crash Causation Survey (NMVCCS)

Objective: Provide essential information related to primary prevention of crashes through the provision of scientific data necessary to identify specific factors or events leading to crashes.

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

Outputs:

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

FY 2008 Funding: \$7,000

Fatality Accident Reporting Systems (FARS)

Objective: Collect data on all fatal highway crashes in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands to provide the data support necessary to enable the agency's highway safety countermeasures to reduce the greatest number of fatalities possible.

Description: The Fatality Analysis Reporting System (FARS) is a data collection system that provides a census of all fatal highway crashes in all 50 States, the District of Columbia, Puerto Rico and the Virgin Islands. The FARS program provides data support for most of the agency's traffic and highway safety countermeasures aimed at reducing the number of fatalities and injuries on U.S. highways. The FARS program's annual data files are used by NHTSA, but are also instrumental in defining data-driven initiatives in the FHWA, FMCSA, and OST.

Outputs:

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

FY 2008 Funding: \$7,172

RD&T PROGRAM: DATA PROGRAMS (CONTINUED)
AMOUNT REQUESTED FOR FY 2008: \$33,658

Projects

Early Fatality Notification System (FastFARS)

Objective: Provide the agency with crash fatality counts with a lag-time of thirty days for all fatalities and within one week after National holidays.

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

Outputs:

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

FY 2008 Funding: \$1,000

National Accident Sampling System (NASS)

Objective: Provide comprehensive, accurate, and up-to-date data on U.S. motor vehicle crashes.

Description: About 6.3 million police-reported traffic crashes occur annually in the United States. To initiate and develop effective countermeasures to this serious problem, NHTSA must have access to comprehensive, accurate, and up-to-date data on U.S. motor vehicle crashes. The National Automotive Sampling System (NASS) program provides the vital link to this information for the agency and for the highway safety community at large. NASS provides the agency and other users with nationally representative data on U.S. motor vehicle crashes. The NASS General Estimates System (GES) data provides the agency and the nation with annual data and trends on the number and severity of crash related non-fatal injuries in the U.S. The NASS Crashworthiness Data System (CDS) provides in-depth and descriptive data, which allows NHTSA to quantify the relationship between occupants and vehicles in the real-world crash environment. Collection, storage, and quality control of these data must be maintained and continually improved to ensure that users continue to be provided with high-quality data gathered in a timely fashion.

Outputs:

- Collection of Crashworthiness Data System (CDS) case data at all CDS crash investigation sites.
- Collection of General Estimates System (GES) case data at all CDS and GES only crash investigation sites.
- Collection of nationally representative data on crashes involving late model vehicles equipped to meet the requirements of the upgraded Federal Motor Vehicle Safety Standard for occupant protection (FMVSS 208). (FY 2006 included the first fleet of 2005 model year vehicles required to meet the upgraded standard.)
- Continued collection of data in support of safety defect related crashes.

FY 2008 Funding: \$12,230

RD&T PROGRAM: DATA PROGRAMS (CONTINUED)
AMOUNT REQUESTED FOR FY 2008: \$33,658

Projects

Data Analysis Program

Objective: Provide analytical resources for timely and pertinent research and analyses to support NHTSA's data-driven programs, as well as to educate the public about highway traffic safety.

Description: The Data Analysis Program provides critical information, as well as analytical and statistical support to NHTSA program areas and to the overall traffic safety community, using data from NHTSA's traffic safety databases to produce the annual reports that monitor the magnitude of the traffic safety problem. Also provided is specifically targeted research conducted to better understand factors that influence highway safety, that relate human, vehicle, environmental and roadway characteristics to crash frequency and outcomes, that identify crash injury mechanisms, that evaluate the effectiveness of countermeasures and traffic safety efforts, and that quantify the benefits resulting from agency rules. This program is also provides statistical integrity for the eight databases managed by NHTSA that serve as the primary data sources for traffic safety information.

Outputs:

- Traffic Safety Facts Annual Report and the 14 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Metrics used to track performance of NHTSA's activities under both the DOT and NHTSA Performance Plans.
- Expert analytical support for internal and external customers on a wide range of statistical and traffic safety areas.
- Analysis of available data to identify injury mechanisms and associated outcomes in motor vehicle crashes.
- Continued evaluation of the effectiveness of emerging occupant protection systems.
- Continued statistical analysis of data from the Large Truck Crash Causation Study and the National Motor Vehicle Crash Causation Survey.
- Enhanced data dissemination mechanism to improve the effectiveness of distributing timely traffic safety information.

FY 2008 Funding: \$1,666

State Data Systems

Objective: Integrate State data into existing national data systems to generate timely and accurate statistics to further enhance NHTSA's data-driven programs.

Description: High-quality data is necessary to perform problem identification, establish and monitor the achievement of goals and performance measures, determine progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures. National data systems currently do not generate sufficient crash outcome information for all events and persons involved, nor do crash data alone provide information about the medical and financial burden to injured victims. State data, however, provides this complementary information to NHTSA's existing data sources.

Outputs:

- Determination of appropriate means/mechanisms to collect not-in-transport data.
- Improved analytical techniques to provide enhanced State data.
- State-specific crash outcomes to initiate, support and justify safety legislation.
- Adoption of standardized motor vehicle traffic crash data elements information by States.
- Customer satisfaction with quality and timely completion and dissemination of research results.

FY 2008 Funding: \$2,890

RD&T PROGRAM: DATA PROGRAMS (CONTINUED)
AMOUNT REQUESTED FOR FY 2008: \$33,658

Projects

Special Crash Investigations (SCI)

Objective: Identify vehicle problems through in-depth crash investigation to reduce fatalities and injuries.

Description: SCI identifies vehicle problems before needless deaths and injuries have occurred through the examination of thousands of crashes of high interest to the agency. Examination of these crashes leads to the performance of in-depth investigations on approximately 200 of these crashes through a network of three field contractors. Investigation of these real-world crashes enables NHTSA to assess the safety performance of emerging technologies in occupant protection systems.

Outputs:

- In-depth crash investigations on:
 - Advanced technology systems such as electronic stability control and roll stability control systems.
 - New and emerging occupant protection devices such as ejection mitigation systems.
 - New and emerging technology in occupant protection systems: advanced frontal, rollover, and side impact air bags; complex sensing systems and sophisticated deployment control modules; automatic air bag shut off systems; and advanced crash data collection systems.
 - New rollover sensing / prevention technologies.
 - Children who were properly secured in child safety seats. Priority will be given to crashes where the vehicles were equipped with Lower Anchors and Tethers for Children (LATCH).
 - school buses, alternative fuel vehicles, and adaptive devices for persons with physical challenges.
- Detailed vehicle and trauma information on air bag-related crashes to support research and regulatory initiatives on occupant protection systems in passenger cars.
- Collection and use of collision-avoidance and crashworthiness data from onboard event data recorder (EDR) systems.
- Continued collaborative efforts with automobile manufacturers for the collection of EDR data.
- Development and testing of new technologies to improve the quality and completeness of SCI data reports.

FY 2008 Funding: \$1,700

RD&T PROGRAM: HIGHWAY SAFETY RESEARCH
AMOUNT REQUESTED FOR FY 2008: \$10,146*

Projects

Highway Safety Research

Objective: Provide the scientific basis for the development and evaluation of effective countermeasures to reduce the occurrence of traffic crashes.

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

Outputs:

- Annual evaluations of the national high visibility enforcement campaigns to increase safety belt use and reduce impaired driving, as mandated under Section 2009 (f) of SAFETEA-LU.
- Research to identify and test strategies for combining alcohol and nighttime safety belt enforcement, including joint messaging.
- Research to investigate the effects of motorcycle training and licensing on crashes.
- Determination of the relationship between speeding and crash risk.
- Research to determine the best practices for driver education programs.
- Evaluation of the impact of DMV licensing practices and policies on older driver safety, as mandated under Section 2017 (a) of SAFETEA-LU.
- Continuation of two demonstration project to address distracted, inattentive and fatigued drivers, as mandated under Section 2003(d) of SAFETEA-LU.
- A case-control study to determine the crash risk associated with driving under the influence of drugs other than alcohol.
- A research program to test innovative technologies (vehicle-based as well as other approaches) for reducing alcohol-impaired driving as mandated under Section 2003 (h) of SAFETEA-LU.
- Continuation of the evaluation of a national campaign to reduce underage drinking and drinking and driving and a general deterrence approach for reducing alcohol-impaired motorcycle riding.
- Continuation of 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 (as mandated by Section 2013(c) of SAFETEA-LU).
- Continuation of a study on the frequency of breath test refusal and the effect of such refusals on the ability to prosecute for driving while intoxicated.
- Continuation of development and testing strategies for increasing safety belt use at high-risk times (e.g., night) and among high-risk populations.
- Research to validate promising screening and assessment tools to identify functional limitations of older drivers
- Research to determine the effectiveness of rehabilitation programs in enhancing older driver safety.
- Research on alternative high visibility safety belt enforcement approaches.
- Research to identify strategies for ensuring that older drivers continue to use safety belts despite physical limitations.

FY 2008 Funding: \$10,146*

**includes \$1,200,000 authorized under Section 2013 of SAFETEA-LU for Drug Impaired Driving research*

EXHIBIT V-3

National Highway Traffic Safety Administration

Support for Secretarial and Administration RD&T Priorities

Policy Initiative	<u>Supporting RD&T Program (s)</u>	FY 2008 Request (\$000)
E-911 — <i>Secretarial Priority</i>		
Highway Incident Management Improvements – <i>Secretarial Priority</i>		
Nationwide Differential Global Positioning System (NDGPS) – <i>Secretarial Priority</i>		
GPS Modernization — <i>President's Second Term Priority</i>		
Congestion Relief – <i>Secretarial Priority</i>		
Impacts of Congestion – <i>Secretarial Priority</i>		
Major Corridor Capacity Improvements and Enhancements – <i>Secretarial Priority</i>		
Committee on the MTS — <i>Secretarial Priority</i>		
Freight and Port Capacity – <i>Secretarial Priority</i>		
Next Generation Air Transportation — <i>Secretarial Priority</i>		
International Trade Data System — <i>President's Second Term Priority</i>		
International Transportation Liberalization— <i>Secretarial Priority</i>		
Freight System Impacts – <i>Secretarial Priority</i>		
Project Review Enhancements – <i>Secretarial Priority</i>		
Hydrogen Research Initiative — <i>President's Second Term Priority</i>	Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety	\$925
Emergency Preparedness and Disaster Response— <i>Secretarial Priority</i>		

EXHIBIT V-4

**National Highway Traffic Safety Administration
Implementation of the R&D Investment Criteria**

R&D Investment Criteria	How Applied	Actions Reflected in FY 2008 Request
Relevance	<ul style="list-style-type: none"> • Research program is mission-oriented and supports NHTSA and DOT strategic goals • Stakeholders are engaged throughout the RD&T process • Stakeholders are engaged in technology transfer and innovation delivery activities • The program employs a number of mechanisms for customer feedback, including surveys and focus groups 	<p>NHTSA holds public meetings to provide a forum for the agency and stakeholders to discuss its RD&T program. For example, NHTSA meets regularly with automotive manufacturers and suppliers to discuss developments in new technologies, so as to make RD&T programs, such as the agency's New Car Assessment Program, timely and relevant.</p>
Quality	<ul style="list-style-type: none"> • External experts are frequently consulted during the conduct of research; merit reviews of results are encouraged • Investment decisions are based on competition and merit review whenever possible. 	<p>NHTSA frequently conducts collaborative research with manufacturers, suppliers, and the public health community in order to engage experts in its research process. For example, NHTSA will consult with the National Institutes of Health to conduct the research necessary to better understand the scope and nature of the drug impaired driving problem (both illicit and over-the-counter), as mandated by section 2013 of SAFETEA-LU. A report to Congress will be provided on the success of this research.</p>
Performance	<ul style="list-style-type: none"> • NHTSA's RD&T programs are required to track and report relevant program inputs annually. • Programs must define appropriate output and outcome measures, schedules, and decision points. 	<p>Program results are linked to NHTSA and DOT performance plans, and documented in an annual performance report.</p>