



**U.S. Department of
Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2027

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

**SUBMITTED FOR THE
USE OF THE COMMITTEES ON APPROPRIATIONS**

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National Highway Traffic Safety Administration

FY 2027 Budget Request

Section 1: Overview

Administrator's Overview



The National Highway Traffic Safety Administration (NHTSA) has a mission to save lives, prevent injuries, and reduce economic costs due to road traffic crashes. It also plays a central role in U.S. energy policy, setting fuel economy and efficiency standards for cars and trucks.

Safety is the top priority—for the Department of Transportation (DOT), for the National Highway Traffic Safety Administration (NHTSA), and for the people we serve. NHTSA is dedicated to our mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes. That life-saving mission has never been more important given the tremendous opportunities to save lives by removing unnecessary barriers to potentially life-saving technologies and making newer, safer cars more affordable to average American families.

Preliminary data for the first half of 2025 projects an 8.2% decline in roadway deaths. This data is encouraging, and fatalities have decreased from their peak 2021 levels, however, the United States is still suffering several thousand additional annual fatalities than before the pandemic. While advances in automotive technology and vehicle innovation have created new possibilities for improving highway safety and offer potential safety benefits, the 2023 final roadway fatality data show that longstanding challenges remain in traffic safety:

- Fatalities among young drivers increased by 227 from 2022 to 2023 (4.2% increase);
- Motorcyclist fatalities increased by 84 from 2022 to 2023 (1.3% increase); and
- Some 60,000 more people were seriously injured in traffic crashes in 2023 compared to 2022 (2.44 million in 2023 vs. 2.38 million in 2022).

In light of these facts, **NHTSA's FY 2027 Budget Request totals nearly \$1.3 billion** to pursue critical

vehicle and behavioral safety work. The request includes **\$867 million for State Grants and High Visibility Enforcement, \$211.9 million for Vehicle Safety, and \$214.0 million for Behavioral Safety** programs.

The request focuses on several critical Administration and Secretarial priorities— **safety, deregulation, innovation, support for and collaboration with law enforcement, and economic competitiveness**. The following are several key initiatives in FY 2027:

Fixing the CAFE Program: This cornerstone of NHTSA’s deregulatory efforts is a key Secretarial priority, and will improve affordability of newer, safer vehicles for American drivers by removing unreasonable regulatory burdens that drive up the price of vehicles. In FY 2027, NHTSA will continue its essential work on rescinding and replacing prior CAFE rules to align the program with Administration priorities and applicable law, thereby creating a level regulatory playing field for automakers to design and produce the type of vehicles American families and businesses want and need.

Automated Vehicle (AV) Framework: In FY 2027, NHTSA will continue this essential work to prioritize safety of AV operations on public roadways, spur innovation by reducing regulatory barriers, and enhance the safety and mobility of the American traveling public through removal of unintended barriers to commercial deployment of AVs. This includes modernizing the Federal Motor Vehicle Safety Standards (FMVSS), placing U.S. developers of AVs on a level playing field with their foreign competitors, and streamlining crash reporting requirements for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS).

Supporting Law Enforcement: In FY 2027, NHTSA will work to strengthen its close partnership and collaboration with law enforcement to improve safety outcomes on the Nation’s roads and to promote the safety of law enforcement personnel. NHTSA will accomplish this through initiatives such as Highway Traffic Safety grants that provide essential funding for law enforcement safety programs, as well as officer safety projects, including the National Law Enforcement Officers Memorial Fund and the Below 100 program, which seeks to reduce the number of law enforcement fatalities through training and awareness.

Key components of NHTSA’s FY 2027 Budget request include:

Rulemaking: NHTSA’s Rulemaking office will focus on deregulation activities that will remove unintended and unnecessary regulatory inefficiencies and barriers to innovation, make newer safer cars more affordable for American families, and spur economic growth. This includes **Fixing the CAFE Program**, which will allow automakers to produce **affordable vehicles that American drivers want and need**. NHTSA will continue its essential work on rescinding and replacing prior CAFE rules to align the program with Administration priorities and applicable law. Additionally, through its Office of Automation Safety, the agency will support the Secretary’s AV Framework by pursuing regulatory actions to remove unnecessary regulatory barriers to potentially life-saving technologies.

Vehicle Safety Research: Funding is requested to support research programs aimed at the **safe testing and deployment of novel motor vehicle technologies** and to **advance the development of an Automated Vehicle (AV) regulatory framework** to assure safety, foster innovation, and maintain U.S. leadership in the field. The program prioritizes the creation of advanced tools and methods to spur crashworthiness and crash avoidance innovations. Additionally, the requested funding will support the assessment of vehicle technologies, including their performance, capabilities, limitations, and

effectiveness, while also addressing emerging risks such as motor vehicle cybersecurity.

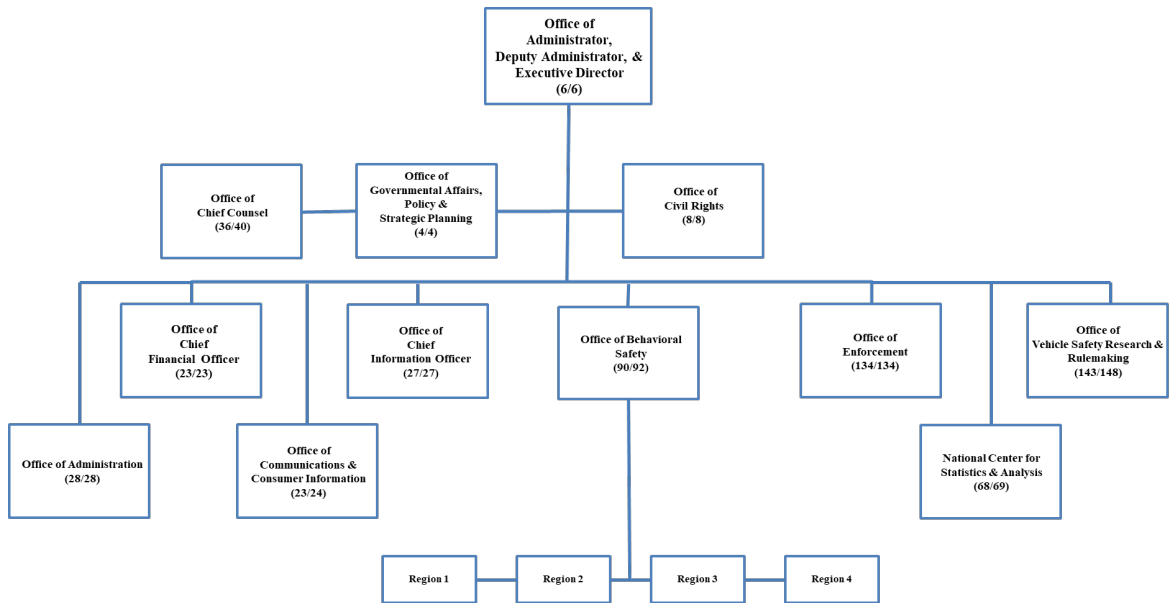
Enforcement: Funding will support the **enforcement of vehicle safety standards, address safety-related defects and recalls, and investigate criminal odometer fraud.** This funding will also support the Secretary's AV Framework, **unleashing innovation through an expanded Automated Vehicle Exemption Program (AVEP)** which is now available for vehicles produced domestically. This work will continue in FY 2027, enabling faster deployment of vehicles through a streamlined exemption process.

Highway Traffic Safety Grants: **\$867 million** is requested for Highway Traffic Safety grants, which are distributed by formula to States, the District of Columbia, U.S. Territories, and the Bureau of Indian Affairs on behalf of the federally recognized Tribes, to carry out highway safety programs within their jurisdictions. These grants help **improve road safety through implementing both proven and innovative countermeasures to high-risk driving**, such as funding traffic law enforcement crackdowns against drunk, drugged, distracted, or speeding drivers; promoting the proper use of seat belts and car seats; and implementing strategies to improve pedestrian safety. Highway Traffic Safety grants **provide critical resources to State and local law enforcement agencies** across the country to enforce highway safety laws.

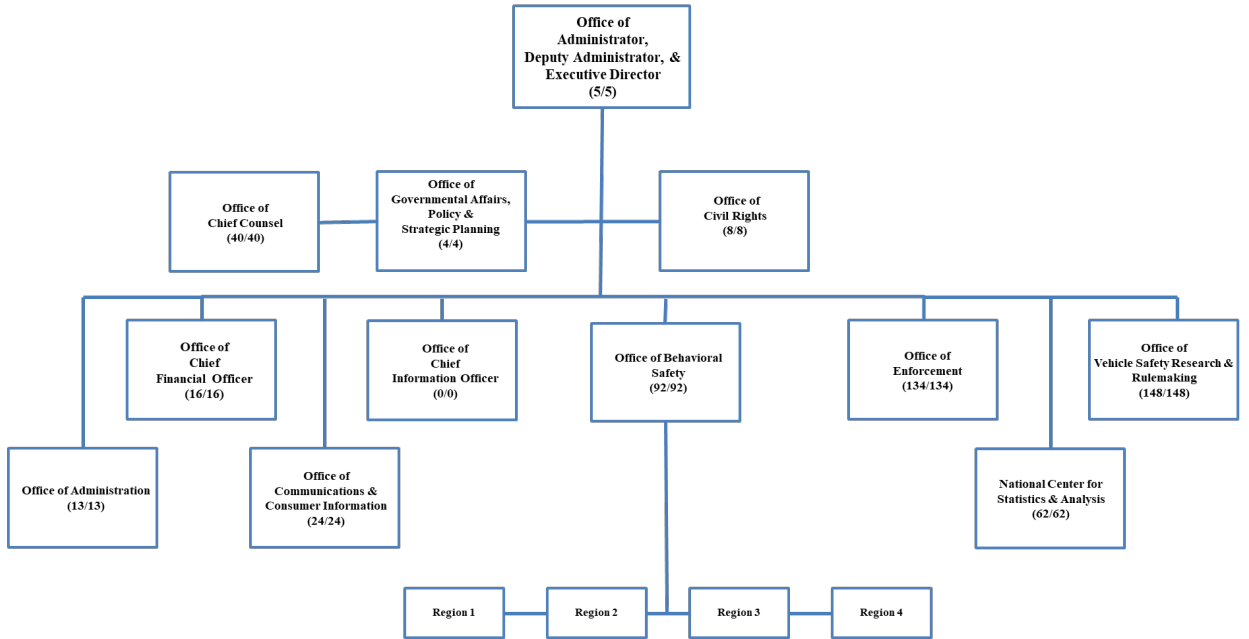
NHTSA is deeply committed to saving lives on our Nation's roads, but it is also a collaborative effort between Federal and State governments, law enforcement, industry, families, and individuals. All partners, including the public at large, must work together to reduce roadway fatalities. Every life lost on our Nation's roadways is a mother, a father, a sister, a brother, a child, and a friend. NHTSA is dedicated to reducing these preventable tragedies, and using all available resources to create a safer, more innovative, affordable, and economically competitive roadway system for all users.

Exhibit 1: Organizational Charts

FY 2026 FTE/FTP Estimate National Highway Traffic Safety Administration (Total 590 FTE/603 FTP)



FY 2027 FTE/FTP Estimate
National Highway Traffic Safety Administration
(Total 544 FTE/544 FTP)



Section 2: Budget Summary Tables

Exhibit II-1: Comparative Statement of New Budget Authority

**FY 2027 BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)**

ACCOUNT NAME	M / D	(A)	(B)	(F)
		FY 2025 ACTUALS	FY 2026 ENACTED	FY 2027 REQUEST
OPERATIONS & RESEARCH (GF)		\$ 223,000	\$ 200,000	\$ 211,850
Rulemaking	D	\$ 21,219	\$ 17,320	\$ -
Enforcement	D	\$ 19,271	\$ 15,730	\$ -
Research and Analysis	D	\$ 29,805	\$ 24,328	\$ -
Research and Analysis - NCSA	D	\$ 900	\$ 4,400	\$ -
Communication & Consumer Info.	D	\$ 5,418	\$ 4,422	\$ -
Administrative Expenses	D	\$ 146,387	\$ 133,800	\$ 154,845
Repurposed Funding to Operations & Research (GF) Transfer	D	\$ -	[129,000]	
OPERATIONS & RESEARCH (TF)		\$ 205,400	\$ 209,600	\$ 214,000
Highway Safety Programs	M	\$ 59,965	\$ 72,655	\$ -
Research and Analysis - NCSA	M	\$ 57,160	\$ 56,839	\$ -
Sec. 1906 Grants	M	\$ 11,500	\$ 11,500	\$ -
Communication & Consumer Info.	M	\$ 10,294	\$ 12,707	\$ -
Administrative Expenses	M	\$ 66,481	\$ 55,899	\$ 73,897
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$ 971,686	\$ 1,000,479	\$ 867,000
Formula Grants (section 402)	M	\$ 385,900	\$ 393,400	\$ -
High-Visibility Enforcement (Section 404)	M	\$ 42,300	\$ 44,300	\$ -
National Priority Safety Programs (Section 405)	M	\$ 360,500	\$ 367,500	\$ -
Transfer from Federal Highway Administration (FHWA)	M	\$ 140,241	\$ 150,824	\$ -
Administrative Expenses	M	\$ 42,745	\$ 44,455	\$ 45,300
Gross New Budget Authority		\$ 1,259,845	\$ 1,410,079	\$1,292,850
Rescissions				
Transfers		\$ 140,241	\$ 150,824	\$ -
Offsets				
NET NEW BUDGET AUTHORITY REQUESTED:		\$ 1,400,086	\$ 1,410,079	\$1,292,850
[Mandatory BA]		\$ 1,177,086	\$ 1,210,079	\$1,081,000
[Discretionary BA]		\$ 223,000	\$ 200,000	\$ 211,850
IIJA Supplemental (Division J)		\$ 321,700	\$ 192,700	\$ -
Crash Data		\$ 150,000	\$ 150,000	
Vehicle Safety & Behavioral Research		\$ 109,700	\$ 109,700	
Supplemental Highway Traffic Safety Programs		\$ 62,000	\$ 62,000	
Repurposed Funding to Operations & Research (GF) Transfer			\$ (129,000)	
Grand Total, All Appropriations		\$ 1,721,786	\$ 1,602,779	\$1,292,850

Exhibit II-2: Budgetary Resources

**FY 2027 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

ACCOUNT NAME	M / D	(A)	(B)	(F)
		FY 2025 ACTUALS	FY 2026 ENACTED	FY 2027 REQUEST
OPERATIONS & RESEARCH (GF)		\$ 223,000	\$ 200,000	\$ 211,850
Rulemaking	D	\$ 21,219	\$ 17,320	\$ -
Enforcement	D	\$ 19,271	\$ 15,730	\$ -
Research and Analysis	D	\$ 29,805	\$ 24,328	\$ -
Research and Analysis - NCSA	D	\$ 900	\$ 4,400	\$ -
Communication & Consumer Info.	D	\$ 5,418	\$ 4,422	\$ -
Administrative Expenses	D	\$ 146,387	\$ 133,800	\$ 154,845
Repurposed Funding to Operations & Research (GF) Transfer	D		[129,000]	
OPERATIONS & RESEARCH (TF)		\$ 205,400	\$ 209,600	\$ 214,000
Highway Safety Programs	M	\$ 59,965	\$ 72,655	\$ -
Research and Analysis - NCSA	M	\$ 57,160	\$ 56,839	\$ -
Sec. 1906 Grants	M	\$ 11,500	\$ 11,500	\$ -
Communication & Consumer Info.	M	\$ 10,294	\$ 12,707	\$ -
Administrative Expenses	M	\$ 66,481	\$ 55,899	\$ 73,897
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$ 971,686	\$ 1,000,479	\$ 867,000
Formula Grants (section 402)	M	\$ 385,900	\$ 393,400	\$ -
High-Visibility Enforcement (Section 404)	M	\$ 42,300	\$ 44,300	\$ -
National Priority Safety Programs (Section 405)	M	\$ 360,500	\$ 367,500	\$ -
Transfer from Federal Highway Administration (FHWA)	M	\$ 140,241	\$ 150,824	\$ -
Administrative Expenses	M	\$ 42,745	\$ 44,455	\$ 45,300
Gross New Budget Authority		\$ 1,259,845	\$ 1,410,079	\$1,292,850
Rescissions				
Transfers		\$ 140,241	\$ -	\$ -
Offsets				
NET NEW BUDGET AUTHORITY REQUESTED:		<u>\$ 1,400,086</u>	<u>\$ 1,410,079</u>	<u>\$1,292,850</u>
[Mandatory BA]		\$ 1,177,086	\$ 1,210,079	\$1,081,000
[Discretionary BA]		\$ 223,000	\$ 200,000	\$ 211,850
IIJA Supplemental (Division J)		\$ 321,700	\$ 192,700	\$ -
Crash Data		\$ 150,000	\$ 150,000	
Vehicle Safety & Behavioral Research		\$ 109,700	\$ 109,700	
Supplemental Highway Traffic Safety Programs		\$ 62,000	\$ 62,000	
Repurposed Funding to Operations & Research (GF) Transfer			\$ (129,000)	
Grand Total, All Appropriations		<u>\$ 1,721,786</u>	<u>\$ 1,602,779</u>	<u>\$1,292,850</u>

Exhibit II-4: FY 2027 Outlays

**FY 2027 OUTLAYS
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION □
(\$000)**

	(A)	(B)	(C)
	FY 2025	FY 2026	FY 2027
M / D	ACTUALS	ENACTED	REQUEST
OPERATIONS & RESEARCH (GF)	\$ 275,000	\$ 268,000	\$ 251,000
OPERATIONS & RESEARCH (TF)	\$ 185,000	\$ 251,000	\$ 229,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)	\$ 938,000	\$ 1,042,000	\$ 997,000
TOTAL:	\$ 1,398,000	\$ 1,561,000	\$ 1,477,000
Mandatory	\$ 1,123,000	\$ 1,293,000	\$ 1,226,000
Discretionary	\$ 275,000	\$ 268,000	\$ 251,000
IIJA Supplemental (Division J)			
Crash Data	\$28,000	\$112,000	\$98,000
Vehicle Safety & Behavioral Research	\$15,000	\$48,000	\$38,000
Supplemental Highway Traffic Safety Programs	\$44,000	\$40,000	\$37,000
Grand Total, Outlays from all Appropriations	\$ 1,485,000	\$ 1,761,000	\$ 1,650,000

Exhibit II-5: Analysis of Changes Tables

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION Appropriations, Obligation Limitations, and Exempt Obligations (\$000)

CONSOLIDATED	Baseline Changes							WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent					
PERSONNEL RESOURCES (FTE)												
Direct FTE	782	590		13						603	(59)	544
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$167,335	\$131,597	\$329	\$2,597						\$134,523	(\$13,421)	\$121,102
Travel	\$450	\$934							(\$410)	\$524	\$0	\$524
Transportation	\$48	\$48								\$48	\$0	\$48
GSA Rent	\$2,708	\$2,755					(\$8)			\$2,747	\$0	\$2,747
Communications, & Utilities	\$32	\$327							(\$217)	\$110	\$0	\$110
Printing	\$350	\$350								\$350	\$0	\$350
Other Services:	\$34,385	\$51,683							\$68	\$51,751	(\$21,615)	\$30,136
-WCF	\$45,269	\$46,288						\$1,307		\$47,595	\$71,258	\$118,853
Supplies	\$78	\$167								\$167	\$0	\$167
Equipment	\$2	\$5								\$5	\$0	\$5
Admin Subtotal	\$250,657	\$234,154	\$329	\$2,597	\$0	\$0	(\$8)	\$1,307	(\$559)	\$237,820	\$36,222	\$274,042
PROGRAMS ¹												
Rulemaking	\$24,050	\$17,320										
Enforcement	\$21,038	\$15,730										
Research and Analysis	\$18,515	\$24,328										
Communications & Consumer Info.	\$18,868	\$17,129										
Highway Safety Programs	\$102,604	\$72,655										
Research and Analysis - NCSA	\$197,891	\$61,239										
Sec. 1906 Grants	\$10,925	\$11,500										
Formula Grants (Section 402)	\$405,770	\$393,400										
High-visibility Enforcement (Section 404)	\$42,300	\$44,300										
National Priority Safety Programs (Section 405)	\$380,432	\$367,500										
Transfer from Federal Highway Administration (FHWA)	\$140,241											
Transfer from Vehicle Safety & Behavioral Research (0670)	\$25,225											
Surface Transportation Reauthorization Activities											(\$19,722)	\$1,018,808
Programs Subtotal	\$1,387,859	\$1,025,101	\$0	\$0	\$0	\$0	\$0	\$0	\$13,429	\$1,032,375	(\$19,722)	\$1,018,808
BASE PROGRAMS TOTAL	\$1,638,516	\$1,259,255	\$329	\$2,597	\$0	\$0	(\$8)	\$1,307	\$12,870	\$1,270,195	\$16,500	\$1,292,850

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

OPERATIONS & RESEARCH (GF)	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Baseline Changes		WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
						Adjustment for Compensable Days (261 days)	GSA Rent					
PERSONNEL RESOURCES (FTE)												
Direct FTE	484	390		8						398	(30)	368
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$103,475	\$86,369	\$216	\$1,625						\$88,210	(\$6,996)	\$81,214
Travel	\$26	\$510							(\$410)	\$100		\$100
Transportation	\$22	\$22								\$22		\$22
GSA Rent	\$1,391	\$1,435					(\$13)			\$1,422		\$1,422
Communications, & Utilities	\$19	\$306							(\$217)	\$89		\$89
Printing	\$350	\$350								\$350		\$350
Other Services:	\$15,557	\$16,225							(\$182)	\$16,043	(\$9,788)	\$6,255
-WCF	\$27,447	\$28,466						\$804		\$29,270	\$36,006	\$65,276
Supplies	\$30	\$117								\$117		\$117
Equipment	\$0	\$0								\$0		\$0
Admin Subtotal	\$148,317	\$133,800	\$216	\$1,625	\$0	\$0	(\$13)	\$804	(\$809)	\$135,623	\$19,222	\$154,845
PROGRAMS ¹												
Rulemaking	\$24,050	\$17,320										
Enforcement	\$21,038	\$15,730										
Research and Analysis	\$18,515	\$24,328										
Research and Analysis - NCSA	\$1,036	\$4,400										
Communications & Consumer Info.	\$6,006	\$4,422										
Transfer from Vehicle Safety & Behavioral Research (0670)	\$25,225	\$0										
Surface Transportation Reauthorization Activities	-	-								-	(\$19,222)	\$57,005
Programs Subtotal	\$95,870	\$66,200	\$0	\$0	\$0	\$0	\$0	\$0	\$10,027	\$76,227	(\$19,222)	\$57,005
BASE PROGRAMS TOTAL	\$244,187	\$200,000	\$216	\$1,625	\$0	\$0	(\$13)	\$804	\$9,218	\$211,850	\$0	\$211,850

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

OPERATIONS & RESEARCH (TF)	Baseline Changes							WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent					
PERSONNEL RESOURCES (FTE)												
Direct FTE	217	146		3						149	(29)	120
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$47,308	\$33,725	\$84	\$540						\$34,349	(\$6,425)	\$27,924
Travel	\$55	\$55								\$55		\$55
Transportation	\$11	\$11								\$11		\$11
GSA Rent	\$0	\$0								\$0		\$0
Communications, & Utilities	\$11	\$11								\$11		\$11
Printing	\$0	\$0								\$0		\$0
Other Services:	\$8,811	\$8,811								\$8,811	(\$3,827)	\$4,984
-WCF	\$13,241	\$13,241						\$374		\$13,615	\$27,252	\$40,867
Supplies	\$40	\$40								\$40		\$40
Equipment	\$2	\$5								\$5		\$5
Admin Subtotal	\$69,479	\$55,899	\$84	\$540	\$0	\$0	\$0	\$374	\$0	\$56,897	\$17,000	\$73,897
PROGRAMS ¹												
Highway Safety Programs	\$62,904	\$72,655										
Research and Analysis - NCSA	\$49,055	\$56,839										
Sec. 1906 Grants	\$10,925	\$11,500										
Communications & Consumer Info.	\$12,862	\$12,707										
Surface Transportation Reauthorization Activities											(\$17,000)	\$140,103
Programs Subtotal	\$135,746	\$153,701	\$0	\$0	\$0	\$0	\$0	\$0	\$3,402	\$157,103	(\$17,000)	\$140,103
BASE PROGRAMS TOTAL	\$205,225	\$209,600	\$84	\$540	\$0	\$0	\$0	\$374	\$3,402	\$214,000	\$0	\$214,000

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

HIGHWAY TRAFFIC SAFETY GRANTS (TF)	Baseline Changes							Inflation and other adjustments to base		FY 2027 Baseline Estimate	Program Increases/ Decreases	FY 2027 Request
	FY 2025 Actual	FY 2026 Enacted	Annualization of Prior Pay Raises	Annualization of new FY 2026 FTE	FY 2027 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease				
PERSONNEL RESOURCES (FTE)												
Direct FTE	81	54		2						56	0	56
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$16,552	\$11,503	\$29	\$432						\$11,964	\$0	\$11,964
Travel	\$369	\$369								\$369		\$369
Transportation	\$15	\$15								\$15		\$15
GSA Rent	\$1,317	\$1,320				\$5				\$1,325		\$1,325
Communications, & Utilities	\$2	\$10								\$10		\$10
Printing	\$0	\$0								\$0		\$0
Other Services:	\$10,017	\$26,647							\$250	\$26,897	(\$8,000)	\$18,897
-WCF	\$4,581	\$4,581					\$129			\$4,710	\$8,000	\$12,710
Supplies	\$8	\$10								\$10		\$10
Equipment	\$0	\$0								\$0		\$0
Admin Subtotal	\$32,861	\$44,455	\$29	\$432	\$0	\$0	\$5	\$129	\$250	\$45,300	\$0	\$45,300
PROGRAMS ¹												
Formula Grants (section 402)	\$385,770	\$393,400										
High-Visibility Enforcement (Section 404)	\$42,300	\$44,300										
National Priority Safety Programs (Section 405)	\$358,432	\$367,500										
Transfer from Federal Highway Administration (FHWA)	\$140,241	\$150,824										
Surface Transportation Reauthorization Activities											\$16,500	\$821,700
Programs Subtotal	\$926,743	\$956,024	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$799,045	\$16,500	\$821,700
BASE PROGRAMS TOTAL	\$959,604	\$1,000,479	\$29	\$432	\$0	\$0	\$5	\$129	\$250	\$844,345	\$16,500	\$867,000

1/ The consolidation of information technology and procurement activities was approved by Congress in FY 2026. Implementation is actively underway. However, resources are not expected to meaningfully shift from FHWA to the Working Capital Fund (WCF) until late in FY 2026. FY 2027 estimates reflect the full consolidation of information technology and procurement, as well as human resources activities within the Office of the Secretary through the WCF. Such expenses are illustrative of the consolidation and may be refined.

Exhibit II-6: Working Capital Fund

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

	<u>FY 2025 ACTUALS</u>	<u>FY 2026 ENACTED</u>	<u>FY 2027 REQUEST</u>
DIRECT:			
Operations & Research (GF)	27,447	\$ 28,466	\$ 65,276
Operations & Research (TF)	13,241	\$ 13,241	\$ 40,867
Highway Traffic Safety Grants (TF)	4,581	\$ 4,581	\$ 12,710
SUBTOTAL	\$ 45,269	\$ 46,288	\$ 118,853
TOTAL, Base programs	<u>\$ 45,269</u>	<u>\$ 46,288</u>	<u>\$ 118,853</u>
SUPPLEMENTAL FUNDING			
COVID-19 Supplementals Subtotal	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Crash Data	-	-	-
Vehicle Safety & Behavioral Research	-	-	-
Supplemental Highway Traffic Safety Programs	-	-	-
Total, All Sources	<u>\$ 45,269</u>	<u>\$ 46,288</u>	<u>\$ 118,853</u>

Exhibit II-7: Full-time Equivalents (FTE)

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

	FY 2025 ACTUALS	FY 2026 ENACTED	FY 2027 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations & Research (GF)	484	390	368
Operations & Research (TF)	217	146	120
Highway Traffic Safety Grants (TF)	81	54	56
SUBTOTAL, DIRECT FUNDED	782	590	544
BASE TOTAL FTEs	782	590	544
<u>SUPPLEMENTAL FUNDED FTEs</u>			
IIJA Supplemental Funding			
Crash Data			
Vehicle Safety & Behavioral Research			
Supplemental Highway Traffic Safety Programs			
SUBTOTAL, Supplemental Funded	0	0	0
TOTAL FTEs	782	590	544

Exhibit II-8: Full-time Positions (FTP)

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

	FY 2025 ACTUALS	FY 2026 ENACTED	FY 2027 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations & Research (GF)	475	398	368
Operations & Research (TF)	210	149	120
Highway Traffic Safety Grants (TF)	79	56	56
SUBTOTAL, DIRECT FUNDED	764	603	544
BASE TOTAL FTEs	764	603	544
<u>SUPPLEMENTAL FUNDED FTEs</u>			
IIJA Supplemental Funding			
Crash Data			
Vehicle Safety & Behavioral Research			
Supplemental Highway Traffic Safety Programs			
SUBTOTAL, Supplemental Funded	0	0	0
TOTAL FTPs	764	603	544

Section 3: Budget Request by Appropriation
Appropriation Language

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety, authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, [\$223,000,000] *\$211,850,000*, to remain available through September 30, [2027] *2028*.

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

For payment of obligations incurred in carrying out the provisions of section 403 of title 23, United States Code, including behavioral research on automated driving systems and advanced driver assistance systems and improving consumer responses to safety recalls, [section 25024 of the Infrastructure Investment and Jobs Act (Public Law 117-58),] and chapter 303 of title 49, United States Code, [\$209,600,000] *\$214,000,000*, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2026] *2027*, are in excess of [\$209,600,000] *\$214,000,000*: [Provided further, That of the sums appropriated under this heading—]

[(1) \$202,000,000 shall be for programs authorized under section 403 of title 23, United States Code, including behavioral research on automated driving systems and advanced driver assistance systems and improving consumer responses to safety recalls, and section 25024 of the Infrastructure Investment and Jobs Act (Public Law 117-58); and]

[(2) \$7,600,000 shall be for the national driver register authorized under chapter 303 of title 49, United States Code:]

Provided further, That within the [\$209,600,000] *\$214,000,000* obligation limitation for operations and research, \$57,500,000 shall remain available until September 30, [2027] *2028*, and shall be in addition to the amount of any limitation imposed on obligations for future years: Provided further, That amounts for behavioral research on automated driving systems and advanced driver assistance systems and improving consumer responses to safety recalls are in addition to any other funds provided for those purposes for fiscal year [2026] *2027* in this Act.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out provisions of sections 402, 404, and 405 of title 23, United States Code, and grant administration expenses under chapter 4 of title 23, United States Code, to remain available until expended, [\$849,654,625] ~~\$867,000,000~~ to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs for which the total obligations in fiscal year [2026] ~~2027~~ are in excess of [\$849,654,625] ~~\$867,000,000~~ for programs authorized under sections 402, 404, and 405 of title 23, United States Code, and grant administration expenses under chapter 4 of title 23, United States Code: [Provided further, That of the sums appropriated under this heading—

- (1) \$393,400,000 shall be for highway safety programs under section 402 of title 23, United States Code;
- (2) \$367,500,000 shall be for national priority safety programs under section 405 of title 23, United States Code;
- (3) \$44,300,000 shall be for the high visibility enforcement program under section 404 of title 23, United States Code; and
- (4) \$44,454,625 shall be for grant administrative expenses under chapter 4 of title 23, United States Code:]

Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed \$500,000 of the funds made available for national priority safety programs under section 405 of title 23, United States Code, for impaired driving countermeasures (as described in subsection (d) of that section) shall be available for technical assistance to the States: Provided further, That with respect to the "Transfers" provision under section 405(a)(10) of title 23, United States Code, any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: Provided further, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the preceding proviso or under section 405(a)(10) of title 23, United States Code, within 5 days.

ADMINISTRATIVE PROVISIONS

Sec. 140. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

Operations & Research (GF)

Operations & Research (GF)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025	FY 2026	FY 2027
	ACTUAL	ENACTED	REQUEST
Rulemaking	\$ 21,219	\$ 17,320	\$ -
Enforcement	\$ 19,271	\$ 15,730	\$ -
Research and Analysis	\$ 29,805	\$ 24,328	\$ -
Research and Analysis - NCSA	\$ 900	\$ 4,400	\$ -
Communications & Consumer Info.	\$ 5,418	\$ 4,422	\$ -
Administrative Expenses	\$ 146,387	\$ 133,800	\$ 154,845
TOTAL, Base appropriations	\$ 223,000	\$ 200,000	\$ 211,850

FTEs

Direct Funded	484	390	368
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Exhibit III-1: Appropriation Summary by Program Activity

Program and Performance Statement

The Operations and Research account supports Vehicle Safety programs and activities that reduce highway fatalities, prevent injuries, and reduce their associated economic toll by developing, setting, and enforcing Federal Motor Vehicle Safety Standards (FMVSS). This account supports activities to root out safety-related defects in motor vehicles and motor vehicle equipment. These programs also set and enforce fuel economy standards for motor vehicles. NHTSA conducts research for cutting-edge technologies, including complex safety-critical electronic control systems; vehicle cybersecurity; and new emerging Automated Driving System technologies. Additional research areas include biomechanics and heavy vehicles safety technologies. Finally, NHTSA leverages this funding to collect and analyze crash data to identify safety trends and develop safety countermeasures.

Exhibit III-1a: Summary of Analysis of Changes

Operations & Research (GF)

SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027

Appropriations, Obligations, Limitations, and Exempt Obligations

(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	<u>\$200,000</u>	<u>390</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2026 FTE	1,625	8
Annualization of Prior Pay Raise(s)	216	
FY 2027 Pay Raise	0	
GSA Rent	-13	
Working Capital Fund	804	
WCF Salaries & benefit	-6,996	
Inflation and other adjustments to base	-809	
WCF Consolidation	36,006	-30
Other Services	-9,788	
SUBTOTAL, ADJUSTMENTS TO BASE	21,045	-22
PROGRAM DECREASE:		
Rulemaking	0	
Enforcement	0	
Research and Analysis	0	
Research and Analysis - NCSA	0	
Communications & Consumer Info.	0	
SUBTOTAL, PROGRAM DECREASE	-9,195	
FY 2027 REQUEST	211,850	368

FY 2027 - Operations and Research (GF)
Vehicle Safety Programs
(\$211,850,000)

The details of activities funded by this account are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

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Operations & Research (TF)

Exhibit III-1: Appropriation Summary by Program Activity

Operations & Research (TF)
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025	FY 2026	FY 2027
	ACTUAL	ENACTED	REQUEST
Highway Safety Programs	\$ 59,965	\$ 72,655	\$ -
Research and Analysis - NCSA	\$ 57,160	\$ 56,839	\$ -
Sec. 1906 Grants	\$ 11,500	\$ 11,500	\$ -
Communications & Consumer Info.	\$ 10,294	\$ 12,707	\$ -
Administrative Expenses	\$ 66,481	\$ 55,899	\$ 73,897
TOTAL, Base appropriations	\$ 205,400	\$ 209,600	\$ 214,000

FTEs

Direct Funded	217	146	120
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Program and Performance Statement

The Highway Safety Research and Development programs support research, demonstrations, evaluation, technical assistance, and national leadership activities for behavioral safety programs conducted by State and local governments, as well as various safety associations and organizations. These programs are designed to provide our State and local partners with the latest tools to combat impaired, distracted, and unsafe driving while encouraging occupant protection, pedestrian and bicycle safety, and development of best practices for emergency medical and trauma care systems as part of a comprehensive highway and traffic safety system. This funding supports the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs. Finally, this funding will allow NHTSA to improve its vital data collection and analysis, which drives all the agency's safety activities.

Exhibit III-1a: Summary of Analysis of Changes

Operations & Research (TF)
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	<u>\$209,600</u>	<u>146</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2026 FTE	540	3
Annualization of Prior Pay Raise(s)	84	
FY 2027 Pay Raise	0	
GSA Rent	0	
Working Capital Fund	374	
Other Services	0	
WCF Salaries and benefit	-6,425	-29
Inflation and other adjustments to base	0	0
WCF Consolidation	27,252	
Other Services	-3,827	
SUBTOTAL, ADJUSTMENTS TO BASE	17,998	-26
PROGRAM DECREASE:		
Highway Safety Programs		
Research and Analysis - NCSA		
Sec. 1906 Grants		
Communications & Consumer Info.		
SUBTOTAL, PROGRAM INCREASES	(13,598)	0
FY 2027 REQUEST	214,000	120

FY 2027 - Operations and Research (TF)
Highway Safety Programs
(\$214,000,000)

The details of activities funded by this account are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

Highway Traffic Safety Grants (TF)

Exhibit III-1: Appropriation Summary by Program Activity

Highway Traffic Safety Grants (TF) □
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	FY 2025	FY 2026	FY 2027
	ACTUAL	ENACTED	REQUEST
Formula Grants (section 402)	\$ 385,900	\$ 393,400	\$ -
High-Visibility Enforcement (Section 404)	\$ 42,300	\$ 44,300	\$ -
National Priority Safety Programs (Section 405)	\$ 360,500	\$ 367,500	\$ -
Transfer from Federal Highway Administration (FHWA)	\$ 140,241	\$ 150,824	\$ -
Administrative Expenses	\$ 42,745	\$ 44,455	\$ 45,300
TOTAL, Base appropriations	\$ 971,686	\$ 1,000,479	\$ 867,000

FTEs

Direct Funded	81	54	56
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Program and Performance Statement

NHTSA provides grants to States for activities related to highway traffic safety. NHTSA's grants program supports multi-faceted State highway safety programs designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. Dedicated funds from the program support high visibility enforcement campaigns that promote the use of seat belts and the reduction of impaired and distracted driving. The Agency also makes grant awards to States to address national priorities, such as impaired driving, occupant protection, distracted driving, and non-motorized safety, among others. The Agency implements performance measures and data-driven targets as a condition of approval in these programs and to ensure efficient and effective use of funds.

Exhibit III-1a: Summary of Analysis of Changes

**Highway Traffic Safety Grants (TF) □
 SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
 Appropriations, Obligations, Limitations, and Exempt Obligations
 (\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2026 ENACTED	<u>\$849,655</u>	<u>54</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2026 FTE	432	2
Annualization of Prior Pay Raise(s)	29	
FY 2027 Pay Raise	0	
GSA Rent	5	
Working Capital Fund	129	
Inflation and other adjustments to base	250	
Other Services	0	
Salaries and benefit	0	0
SUBTOTAL, ADJUSTMENTS TO BASE	845	2
PROGRAM INCREASES/DECREASE		
Formula Grants (section 402)	0	
High-Visibility Enforcement (Section 404)	0	
National Priority Safety Programs (Section 405)	0	
Transfer from Federal Highway Administration (FHWA)	0	
SUBTOTAL, PROGRAM INCREASES	16,500	
FY 2027 REQUEST	867,000	56

FY 2027 – Highway Traffic Safety Grants (TF)
(\$867,000,000)

The details of activities funded by this account are dependent upon reauthorization of surface transportation programs. While many core programs previously funded through prior reauthorizations may continue, exact funding amounts, eligibilities, and requirements are all subject to change. The Department of Transportation looks forward to working with Congress to finalize and implement a reauthorization that advances the Department's mission. Details on current programs and funding levels may be found in prior year budget submissions.

Section 4: Research, Development, and Technology

RD&T Funding Request and Narrative

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2027 Research, Development, & Technology Budget Authority
(\$000)

Budget Account	FY 2025 Actuals	FY 2026 Enacted	FY 2027 Request	Basic Research	Applied Research	Experimental Development / Advanced Research	Technology Transfer
Vehicle Safety Research ¹	\$37,924	\$36,602	-	-	-	-	-
Highway Safety Research ¹	\$4,000	\$9,400	-	-	-	-	-
Total	\$41,924	\$46,002	-	\$0	-	\$0	\$0
IIJA Supplemental (Division J)							
Vehicle Safety Research	65,883	70,000	-	-	-	-	-
Highway Safety Research	\$15,200	15,200	-	-	-	-	-
Supplemental Funding SubTotal	\$81,083	\$85,200	-	\$0	\$0	\$0	\$0
Total R&D Funding, all appropriations	\$123,007	\$131,202	-	-	-	-	-

¹/ Final Research funding levels TBD subject to surface transportation reauthorization.

Vehicle Safety Research

Vehicle research will prioritize critical safety areas, including the safety and cybersecurity of vehicle electronic systems; advanced safety technologies designed to prevent crashes or reduce their severity; and Automated Driving Systems (ADS), which have the potential to transform road transportation upon deployment. Additional focus areas include vehicle crashworthiness and occupant protection during collisions; safety for vulnerable road users such as bicyclists, motorcyclists, and older drivers; and human factors research to better understand driver interaction with vehicle technologies and the broader transportation system. The research will also address improved crash safety across all ages, sexes, and body types; safety concerns related to alternative fuels, including battery-electric vehicle fire risks; countermeasures to address alcohol impairment and reduce risky driving behaviors such as speeding, drowsiness, and distraction; and initiatives to enhance the protection of child passengers.

The Vehicle Electronics and Cybersecurity Program addresses both the functional safety and Safety of the Intended Functionality (SOTIF) of vehicle electronic systems, as well as vehicle cybersecurity. Planned functional safety research focuses on managing safety risks associated with potential failures in sensors, components, systems, software implementation, operator errors, and environmental conditions. SOTIF analyses, guided by industry standards, assess the reliability and safety of advanced electronic control systems, software, and electromechanical components—particularly the unintended consequences that may arise from system misuse or operation beyond intended functionality or design domains.

Vehicle cybersecurity research centers on managing safety risks linked to intentional threats, such as the manipulation of vehicle software, hardware, sensors, and internal communication networks. A systematic approach to identifying vulnerabilities and managing emerging risks is critical to ensure that vehicle architectures remain safe and resilient, even in the face of system failures, software faults, or malicious cyberattacks. The Advanced Safety Technologies research program focuses on vehicle systems and technologies that help drivers avoid crashes in passenger vehicles, large trucks, and buses—commonly referred to as Advanced Driver Assistance Systems (ADAS). This program also encompasses research on conventional vehicle components such as tires, brakes, and mirrors; human factors studies related to the safe integration of in-vehicle displays and controls; and investigations into driver impairments, including alcohol use, distraction, and drowsiness. In addition, the program addresses the safety of vulnerable road users, including motorcyclists, bicyclists, and pedestrians, and explores the potential role and impact of vehicle connectivity in enhancing safety.

The Advanced Safety Technology program leads national safety research and accelerates the responsible deployment of safety-enhancing Advanced Driver Assistance Systems (ADAS) across the U.S. vehicle fleet. The program prioritizes safety systems and innovations that directly address real-world crashes involving light and heavy vehicles, as well as vulnerable road users such as pedestrians, bicyclists, and motorcyclists. Research efforts aim to develop a comprehensive understanding of ADAS-enabling technologies, including sensor systems, and to evaluate their performance, capabilities, limitations, effectiveness, and potential risks across all vehicle types and roadway users. The program also explores safety technologies that monitor driver behavior to promote attentive driving. The program will continue to leverage emerging technologies and innovative systems that show promise in preventing crashes and improving vehicle safety—especially those designed to detect and respond to vulnerable road users.

The Automated Driving Systems (ADS) program focuses on advancing the knowledge and tools necessary to inform regulatory decisions that support the safe deployment of innovative, safety-enhancing technologies. Key objectives include developing methods to evaluate ADS safety, assessing whether existing tools can adequately address new vehicle designs across diverse use cases, and identifying potential gaps. The program will conduct foundational research in ADS safety performance and human factors. All research activities will align with the U.S. Department of Transportation’s strategic safety and policy goals and support the pillars of the AV Regulatory Framework.

In 2027, NHTSA's Crashworthiness Research Program will continue to support agency decisions related to motor vehicle crash safety and the causes and outcomes of occupant and road user injuries. The program evaluates how crashworthiness countermeasures can reduce fatalities and injuries in motor vehicle crashes. Research begins with understanding the causes and biomechanics of crash-induced injuries, drawing on real-world data and detailed case investigations from NHTSA's Crash Injury Research and Engineering Network (CIREN). Based on identified safety needs, the program conducts experimental biomechanics research and advances the development of crash testing tools, including anthropomorphic test devices (ATDs) and human body models (HBMs). These tools are applied in the development of new crash test protocols and enhanced injury metrics—key outputs of the program. Current efforts emphasize variations in sex, size, and age, with a focus on designing, evaluating, and documenting advanced crash test dummies. The program also supports the development of pedestrian impact test procedures to evaluate vehicle design countermeasures. Additionally, research includes crashworthiness considerations for Automated Driving System (ADS)-equipped vehicles, especially those with nontraditional seating configurations.

Highway Safety Research

Highway Safety Research provides the scientific foundation for developing and evaluating behavioral countermeasures aimed at reducing the frequency and severity of traffic crashes. The program supports state efforts to allocate resources effectively and meet national safety goals by tracking safe and unsafe driving behaviors and identifying emerging risks. NHTSA's research spans a range of safety issues, including impaired driving, occupant protection, distraction, law enforcement, emergency medical systems, licensing, and vulnerable road user safety. Activities include demonstration projects, education, and training initiatives.

The program also funds the Behavioral Traffic Safety Cooperative Research Program (BTSCRCP), managed by the Transportation Research Board, which delivers practical, ready-to-use solutions for traffic safety professionals. BTSCRCP focuses on areas such as impaired and distracted driving, speed, seat belt use, vulnerable road users, and young and older driver safety. The research supports five strategic categories:

- Preventing destructive traffic safety behaviors.
- Encouraging positive traffic safety behaviors.
- Leveraging public safety to improve traffic safety.
- Protecting vulnerable road users.
- Exploring advanced technologies to address traffic safety issues.

NHTSA's research is expected to examine emphasis areas based on problem identification and research needs, with continued focus expected on drug-impaired driving and the behavioral impacts of new technologies. Efforts will include foundational research to define problems, developmental research to refine interventions, and hybrid projects exploring innovative concepts and their potential as safety programs.

Section 5: Information Technology
Modal IT Budget Request and Narrative

FY 2027 INFORMATION TECHNOLOGY BUDGET REQUEST
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
(\$000)

Budget Account	FY 2025 ACTUALS	FY 2026 ENACTED	FY 2027 Request
Operations & Research (GF)	\$50,871	\$59,705	\$51,993
<i>Commodity IT SS WCF</i>	\$20,837	\$22,380	\$22,983
<i>Modal IT - WCF</i>	\$0	\$0	\$29,010
<i>Modal IT</i>	\$30,034	\$37,325	\$0
Operations & Research (TF)	\$40,984	\$32,898	\$29,368
<i>Commodity IT SS WCF</i>	\$8,091	\$8,507	\$8,541
<i>Modal IT - WCF</i>	\$0	\$0	\$20,827
<i>Modal IT</i>	\$32,893	\$24,391	\$0
Highway Traffic Safety Programs (TF)	\$7,273	\$7,076	\$11,248
<i>Commodity IT SS WCF</i>	\$2,932	\$3,083	\$3,248
<i>Modal IT - WCF</i>	\$0	\$0	\$8,000
<i>Modal IT</i>	\$4,341	\$3,993	\$0
Crash Data (GF)	\$3,631	\$6,339	\$0
<i>Commodity IT SS WCF</i>	\$559	\$588	\$0
<i>Modal IT - WCF</i>	\$0	\$0	\$0
<i>Modal IT</i>	\$3,072	\$5,751	\$0
Vehicle Safety & Behavioral Research (GF)	\$448	\$0	\$0
<i>Commodity IT SS WCF</i>	\$448	\$0	\$0
<i>Modal IT - WCF</i>	\$0	\$0	\$0
<i>Modal IT</i>	\$0	\$0	\$0
Total	\$103,207	\$106,018	\$92,609

Modal IT Budget Request and Narrative

The National Highway Traffic Safety Administration (NHTSA) requests FY 2027 funding to support information technology solutions that enable the full spectrum of highway safety programs and advance the Department of Transportation’s strategic IT modernization efforts, including the ongoing consolidation of IT services under the Office of the Chief Information Officer (OCIO).

Through the Working Capital Fund, OCIO will also continue to deliver Commodity IT Shared Services to NHTSA in FY 2027. These services enable enterprise-wide efficiencies, consistent cybersecurity protections, and standardized service delivery across the Department.

Commodity IT Shared Services include:

- Network operations
- End-user computing
- Server operations
- Telecommunications services

NHTSA requests **\$31.1 million** to support these services in FY 2027.

This amount is based on historical consumption trends, projected service needs, and reflects a transition model where NHTSA is billed solely for services utilized. Continued collaboration with OCIO will ensure alignment between service levels, cybersecurity priorities, and mission delivery requirements.

In addition to enterprise IT needs, funding is requested for the following mission critical systems.

Artemis (NHTSA020):

Funding request: **\$9.05 million** (Development, Modernization, Enhancement [DME] and Operations & Maintenance [O&M]) - Supports the Office of Defects Investigation (ODI) in tracking and analyzing vehicle safety defects.

Crash Data Acquisition Network (NHTSA0347):

Funding request: **\$22.76 million** (Development, Modernization, Enhancement [DME] and Operations & Maintenance [O&M]) - Supports the National Center for Statistics and Analysis (NCSA) in acquiring and managing critical crash data to inform policy and program decisions.

Teleprocessing and Timesharing Services for the NDR Program (NHTSA0301):

Funding request: **\$2.2 million** (Development, Modernization, Enhancement [DME] and Operations & Maintenance [O&M]) - The National Driver Register (NDR) is a central repository of information on individuals whose privilege to drive has been revoked, suspended, canceled, denied, or who have been convicted of serious traffic-related offenses.

Finally, NHTSA requests **\$18.20 million** for the DME and O&M of non-major support systems, which collectively underpin core mission functions, data analytics, research initiatives, and stakeholder engagement platforms. Data analytics has always been an area of focus for NHTSA, and, in the advent of rapid innovations in artificial intelligence (AI), it plays an increasingly vital role in facilitating the execution of NHTSA's mission across all programs. Recognizing the power of AI to transform many aspects of NHTSA's daily work in significant ways, in FY 2025, NHTSA established a state-of-the-art data analytics platform called Enterprise Data Management Analytics Services (EDMAS) to leverage the latest advancements in AI, machine learning, and emerging technologies. As a data-driven organization, NHTSA relies heavily on EDMAS to process vast amounts of data, extract insights, and inform decision-making.

Section 5: 10-Year Funding History Tables

**NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
APPROPRIATIONS HISTORY
OPERATIONS AND RESEARCH
VEHICLE SAFETY PROGRAMS
GENERAL FUND**

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2018	\$152,509,527	2018	\$189,075,000
2019	\$152,427,000	2019	\$190,000,000
2020	\$151,000,000	2020	\$211,000,000
2021	\$156,000,000	2021	\$211,167,000
2022	\$245,550,000	2022	\$200,000,000
2023	\$317,550,000	2023	\$210,000,000
2024	\$304,062,000	2024	\$223,000,000
2025	\$248,000,000	2025	\$223,000,000
2026	\$223,000,000	2026	\$200,000,000
2027	\$211,850,000	2027	-

**NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
APPROPRIATIONS HISTORY
OPERATIONS AND RESEARCH
HIGHWAY SAFETY RESEARCH AND DEVELOPMENT
TRUST FUND - CONTRACT AUTHORITY**

2018	\$149,000,000	2018	\$149,000,000
2019	\$152,100,000	2019	\$152,100,000
2020	\$155,300,000	2020	\$155,300,000
2021	\$155,330,000	2021	\$155,300,000
2022	\$155,300,000	2022	\$192,800,000
2023	\$197,000,000	2023	\$197,000,000
2024	\$201,200,000	2024	\$201,200,000
2025	\$205,400,000	2025	\$205,400,000
2026	\$209,600,000	2026	\$209,600,000
2027	\$214,000,000	2027	-

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 APPROPRIATIONS HISTORY
 HIGHWAY TRAFFIC SAFETY GRANTS
 TRUST FUND - CONTRACT AUTHORITY**

<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2018	\$597,629,000	2018	\$597,629,000
2019	\$610,208,000	2019	\$610,208,000
2020	\$623,017,000	2020	\$623,017,000
2021	\$623,017,000	2021	\$623,017,000
2022	\$623,017,000	2022	\$774,300,000
2023	\$795,220,000	2023	\$795,220,000
2024	\$813,301,000	2024	\$813,301,000
2025	\$831,444,832	2025	\$831,444,832
2026	\$849,655,000	2026	\$849,655,000
2027	\$867,000,000	2027	-

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