



**U.S. Department of
Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2022

**NATIONAL HIGHWAY
TRAFFIC SAFETY
ADMINISTRATION**

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

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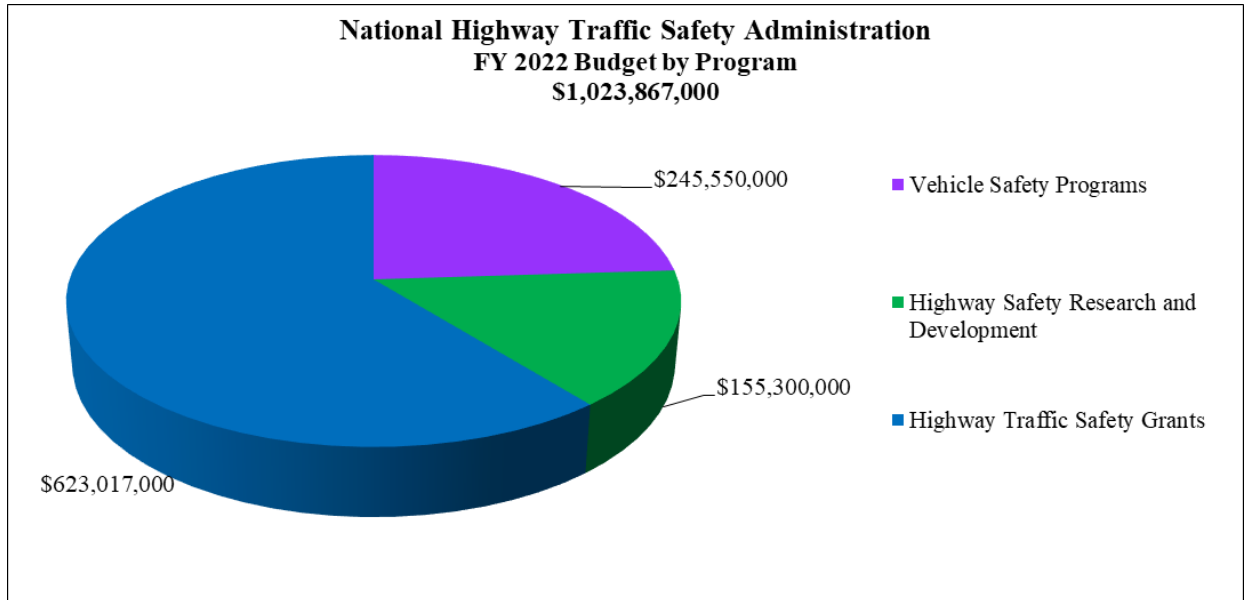
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National Highway Traffic Safety Administration FY 2022 Budget Request

Section 1: Overview

Acting 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. This mission is accomplished through education, research, development of safety standards, and enforcement activities. NHTSA works strategically across sectors, creating accountability with vehicle manufacturers, industry partners, and road users to end the tragic and often preventable loss of life on our highways. NHTSA's reach is expansive, and includes forming partnerships with State and local safety agencies; developing standards to ensure safety of road users and protect our environment; investigating the root cause of crashes and issuing recalls for unsafe equipment; supporting emergency medical services and the national 911 system; and making our vehicles more environmentally sustainable through such things as the establishment of the Corporate Average Fuel Economy (CAFE) standards. Access to safe transportation is a fundamental right in our society, a right that enables people to get to their jobs, schools, health care, and gain access to other essential goods and services. However, to make that dream accessible to all, we must recognize that misguided policies and missed opportunities can reinforce racial, ethnic, and disability disparities, dividing or isolating neighborhoods, and undermining the government's basic role of empowering people to thrive. NHTSA is committed to quickly and effectively implementing the Executive Orders 13985 and 13990 to make sure that all people are guaranteed safe and equitable access to our roadways. Our fiscal year (FY) 2022 budget request of \$1.02 billion will enable NHTSA to continue, and expand, our critical work so that all people can be safe on our roads.

In 2019, the Nation lost 36,096 lives as a result of traffic crashes. Analysis of our initial data show¹ that in 2020, during the pandemic, this number will be even greater. Currently, we are assessing our data to examine these concerning figures and are working to better understand potential causes for the increased loss of lives. We are also determining whether the opportunity exists to better administer our programs so that historically underserved, and overburdened, groups are not disproportionately suffering from lapses in safety, including the tragic consequences of traffic crashes.

There are nearly 280 million vehicles registered in the United States that fall under NHTSA's regulatory authority. With approximately 244 billion vehicle miles traveled every month², NHTSA holds an enormous responsibility for ensuring that vehicles, their occupants, and other road users including bicyclists and pedestrians are, first and foremost, safe. NHTSA also works to reduce the environmental effects of vehicle pollution by adopting standards that make cars and trucks more fuel-efficient. NHTSA's work is expansive, multi-disciplinary, and constantly adapting to address new behaviors or new technologies.

The automotive industry continues to undergo unprecedented transformations in automation. Although successful deployment of these technologies promises a new level of safety, the technologies also present a new set of challenges. To maximize safety and to best protect the American public, NHTSA must keep pace with the industry's rapid technological progress. NHTSA's FY 2022 budget request of \$246 million for Vehicle Safety Programs will build on existing vehicle research in advanced technologies; continue critical rulemaking efforts that ensure advancement of vehicle safety regulations while encouraging innovation; and build enforcement capacity to protect drivers around the country. The Agency's budget request targets resources to support the safe testing, development, and deployment of Automated Driving Systems (ADS) and Advanced Driver Assistance Systems (ADAS). Through ongoing collaboration with industry, and internal reviews of the existing Federal Motor Vehicle Safety Standards (FMVSS), NHTSA will continue to identify and amend regulations to promote the safe deployment of ADS in the United States.

NHTSA is committed to examining equity in everything we do, including the equitable development and implementation of safe vehicle technologies. NHTSA is currently researching the existing test dummy responses in crash simulations, to understand accessibility and safety implications for people of all bodies, regardless of age, gender, or size – including drivers and passengers with disabilities who use a wheelchair or other assistive devices. The agency's CAFE program, in making cars and trucks cleaner and more efficient, reduces toxic air pollution that disproportionately affects low income communities, attacks climate change, and makes driving more affordable.

One of the critical rulemaking efforts includes an upgrade to NHTSA's New Car Assessment Program (NCAP). In FY 2022, NHTSA will support upgrades to the program for new crash avoidance systems with specified performance requirements and test procedures to evaluate the systems. In the interest of service and transparency, all advanced testing procedure results will be made easily available to consumers through NHTSA's SaferCar app.

¹ [Early Estimate of Motor Vehicle Traffic Fatalities for the First Half \(Jan–Jun\) of 2020](#)

² [FHWA Highway Policy Information - Traffic Volume Trends](#)

NHTSA currently hosts the Department of Transportation's largest regulatory portfolio - but NHTSA's portfolio has significant environmental, societal and economic impacts, including more than 20 congressionally mandated rules, rulemakings for self-driving vehicles, and rulemakings that will advance the President's Agenda on climate and energy policy. The FY 2022 Vehicle Safety Programs budget request includes an increase of \$34.4 million and 17.5 FTE to begin addressing these concerns. While our recent regulatory actions have enabled us to address some urgent needs, additional funding would allow the Agency to build an appropriate and sustainable organization that can more timely deliver on the Departmental priorities and congressional mandates.

NHTSA collects reports of potential vehicle defects, investigates crashes, and oversees safety recalls for one of the Nation's largest industries. In 2019, the Office of Defect Investigations (ODI) oversaw 880 recalls involving 38.6 million vehicles, and continues to oversee the critical recall of millions of defective airbags. To maintain program integrity, this office also supports one of the Department of Transportation's largest information technology systems, the Artemis database, enabling ODI to enhance recall management; improve data-mining and analytical capabilities to screen for and investigate defects; and develop new assessment processes for driving automation systems.

As President Biden's Executive Order on Climate has made clear, we are in the midst of an unprecedented climate crisis that requires a whole of government response in order to address it rapidly and comprehensively. Transportation emits more greenhouse gases than any other sector of the economy. Over the next decade, as we move to a zero-emission vehicle future, consumers will continue to purchase Internal Combustion Engine (ICE) vehicles. NHTSA is taking immediate action to strengthen fuel economy standards for new vehicles to ensure that new ICE engines combust as little fuel as is possible and feasible. NHTSA is working closely with the Environmental Protection Agency (EPA) to ensure that its standards work in harmony with EPA's greenhouse gas standards as the vehicle fleet transitions to zero emissions.

At NHTSA, we recognize that human behavior plays a significant role in traffic crashes, and we also recognize how critical it is for our safety message to reach all roadway users. people, and, in partnership with State and local governments, encourages roadway users to adopt safe driving behaviors. The FY 2022 budget requests \$155.3 million for the Highway Safety Research and Development programs that support research, demonstrations, evaluation, technical assistance, and national leadership activities for behavioral safety programs conducted by State and local governments, as well as safety associations and organizations. In addition, NHTSA will use these funds to continue the development of best practices for emergency medical and trauma care systems as part of a comprehensive highway and traffic safety system, and will support NHTSA's facilitation of Federal emergency medical services information sharing. Additionally, this funding will enable NHTSA to improve its data collection and analysis, which are vital to the Agency's safety activities.

NHTSA's work is data driven; our staff relies on extensive investments in our information technology systems and databases. The collection and analysis of high quality data is essential for NHTSA to remain positioned as a safety leader.

The Agency will continue to implement and promote the use of both performance measures and data-driven targets, ensuring efficient and effective use of grant funds that also promote equity. Additionally, NHTSA will use dedicated funds from the program to support successful high visibility enforcement (HVE) campaigns, including annual *Click It or Ticket*, *Drive Sober or Get Pulled Over*, and *If You Feel Different, You Drive Different: Drive High, Get A DUI* media campaigns that have proven effective in reducing injuries and fatalities on our Nation's highways.

As a model and leader for our stakeholders, our work to enact safety and equity must begin internally. The organization is thinking critically about ways to integrate equitable practices across every program office. Additionally, we continue to look at innovative ways to competitively recruit and retain diverse subject matter experts to the workforce to bring innovative solutions to our safety challenges. NHTSA is reinstating extensive training for staff, including teaching new ways of examining implicit bias and how it could impact our work.

NHTSA's FY 2022 budget request of \$1.02 billion will support the Agency's core safety programs and activities, while keeping pace with rapid innovation in vehicle electronics and the full spectrum of automated driving systems.

AMERICAN JOBS PLAN: BUILD WORLD-CLASS TRANSPORTATION INFRASTRUCTURE: FIX HIGHWAYS, REBUILD BRIDGES, AND UPGRADE PORTS, AIRPORTS, RAIL AND TRANSIT SYSTEMS

President Biden is calling on Congress to make a historic and overdue investment in our roads, bridges, rail, ports, airports, and transit systems. The President's plan will ensure that these investments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively. These investments will advance racial equity by providing better jobs and better transportation options to underserved communities. These investments also will extend opportunities to small businesses to participate in the design, construction, and manufacturing of new infrastructure and component parts. President Biden's plan will deliver infrastructure Americans can trust, because it will be more resilient to floods, fires, storms, and other threats, and not fragile in the face of these increasing risks.

The President's plan invests an additional \$621 billion in transportation infrastructure and resilience:

- Within this amount, **\$540 Billion** would reside in the Department of Transportation for its programs allocated over a five-year period, and is in addition to the base amounts included in the FY 2022 Budget request.
- Separately, the American Jobs Plan also provides \$50 billion make our infrastructure more resilient of which **\$7.5 Billion** would be provided to the Department of Transportation.
- Aside from Department of Transportation funding, the American Jobs Plan calls for **\$74 Billion** in additional infrastructure investments, including \$8 Billion to the U.S. Army Corps of Engineers for Inland Waterways and Harbor Projects, \$3 Billion to the General Services Administration for land ports of entry, \$20 Billion to the Environmental Protection Agency for school bus electrification, and \$43B for non-transportation resilience programs.

Detailed information about the American Jobs Plan can be found within the FY 2022 Budget Highlights located at:

<https://www.transportation.gov/mission/budget/fiscal-year-2022-budget-highlights>

SURFACE TRANSPORTATION REAUTHORIZATION

The President's vision for addressing our Transportation Safety and Infrastructure needs relies on three building blocks:

The FY 2022 Budget

First, the FY 2022 President's Budget provides discretionary and mandatory funding in core programs to continue the current portfolio of transportation programs and includes targeted funding elements to address the Administration's current priorities particularly in the transit and rail areas.

Surface Transportation Reauthorization

The President's plan also recognizes that the current surface authorization act – Fixing America's Surface Transportation Act (FAST Act) – expires this fiscal year. Since Congress is now considering multi-year legislation that would begin in FY 2022, the budget displays flat levels equal to the last year of the FAST Act for simplicity. **This is not a policy decision that the next reauthorization should equal FAST ACT levels, but rather a technical presentation to ensure consistency between the American Jobs Plan (AJP) and the traditional DOT accounts.** Surface authorization acts have traditionally provided mandatory funding for highway, transit, and safety programs from excise tax revenue deposited into the Highway Trust Fund (HTF). Additionally, surface authorization acts establish certain programs that Congress funds through the annual appropriations process. For example, the FAST Act was the first time a rail title was included in a multi-year surface reauthorization package.

American Jobs Plan

Finally, the \$621 billion in investments proposed in the American Jobs Plan represent investments in addition to the base amounts included in the FY 2022 President's Budget request.

The FY 2022 Budget request reflects the American Jobs Plan funding as budget authority provided over five years. Funding is grouped in nine new program accounts that align with the major portions of the AJP, but funding is not assigned to specific DOT Budget Accounts.

The President's FY 2022 request does not include a formal legislative reauthorization proposal. Rather, the President's Budget documents present key Administration reauthorization principles, which align with the foundation of the AJP. These include:

- Safety
- Equitable Economic Strength and Improving Core Assets
- Ensuring Investments Meet Racial Equity and Economic Inclusion Goals
- Resilience and Addressing Climate Change

- Transformation of our Nation’s Transportation Infrastructure

To reflect this, the FY 2022 President’s Budget shows flat funding of contract authority in current Highway Trust Fund accounts throughout the full 10-year Budget window. These flat-line levels do not represent funding or program design recommendations by the Administration.

When the Congress takes up the AJP and Surface Transportation reauthorization, the Administration looks forward to working collaboratively with Congress to infuse its key principles and policy proposals into legislation, and to add additional funding and policy proposals proposed in the American Jobs Plan. The Administration seeks to work with Congress to reflect the American Jobs Plan and key principles in legislative measures to advance ambitious investments in infrastructure, including surface transportation reauthorization.

How does this impact programs not impacted by AJP goals?

For other programs that receive discretionary appropriations and mandatory programs unaffected by surface authorization, the FY 2022 Budget presents detailed information consistent with DOT’s prior budget requests.

JUSTICE40

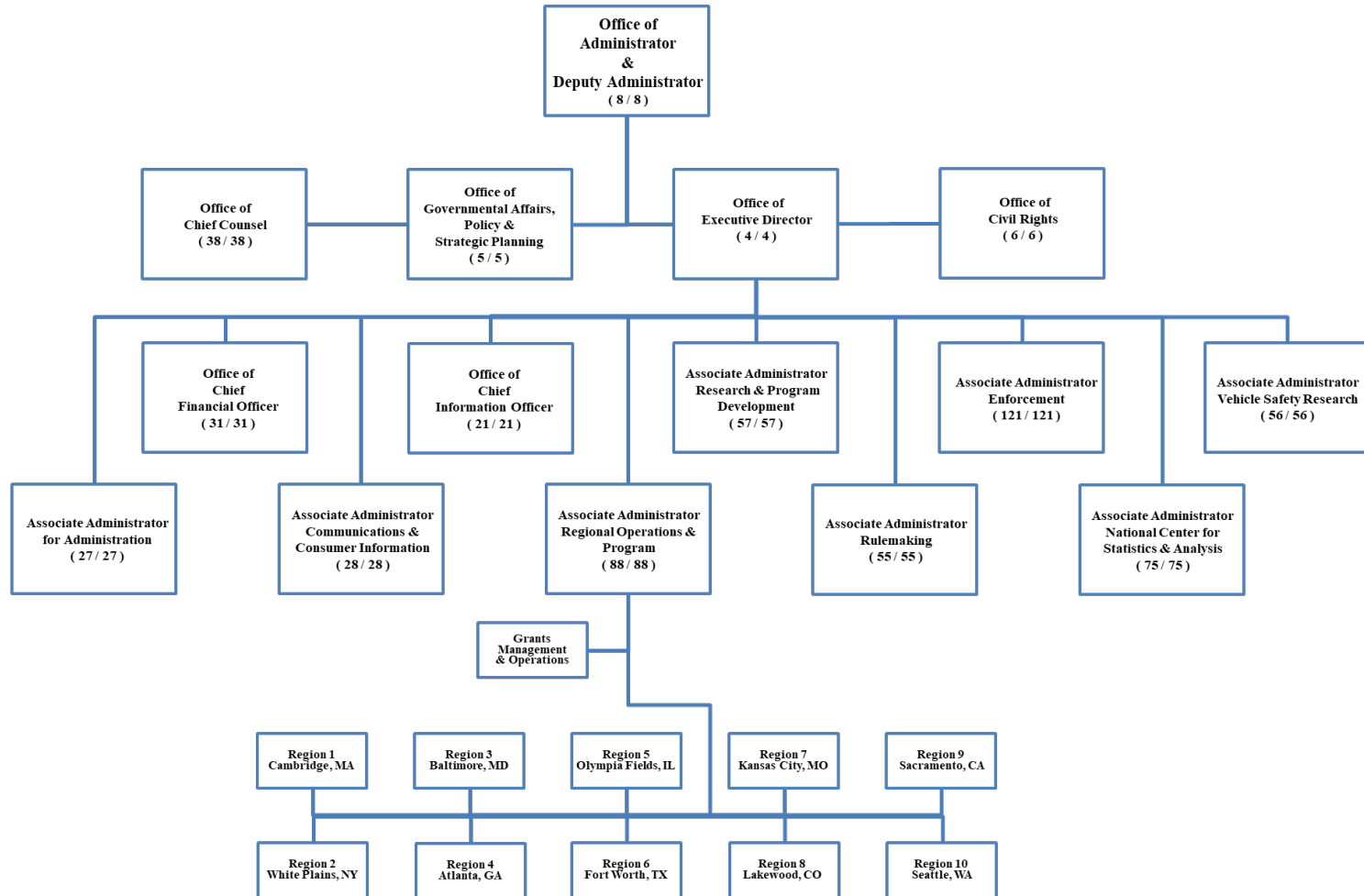
Executive Order 14008, issued on January 27, 2021, created a government-wide “Justice40” Initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities and tracking performance toward the goal through an Environmental Justice Scorecard.

The Justice40 Initiative has the potential to deliver benefits that could include increased access to renewable energy and energy efficiency improvements, public transit, water infrastructure, climate-resilient affordable housing, training and workforce development, reductions in legacy pollution, and equitable and just community development, among others. There are important considerations in the development, implementation, and evaluation of such a wide-reaching and complex initiative. To advance Justice40 goals the Department is considering options in areas such as, but not limited to, incorporating criteria in the Department’s discretionary grant programs, developing implementable definitions for “investment benefit” and “disadvantaged communities” as it relates to programmatic activities, public engagement strategies with stakeholders to define and further understand “investment benefits” that can be targeted for disadvantaged and underserved communities, and developing a Department-wide Environmental Justice Scorecard.

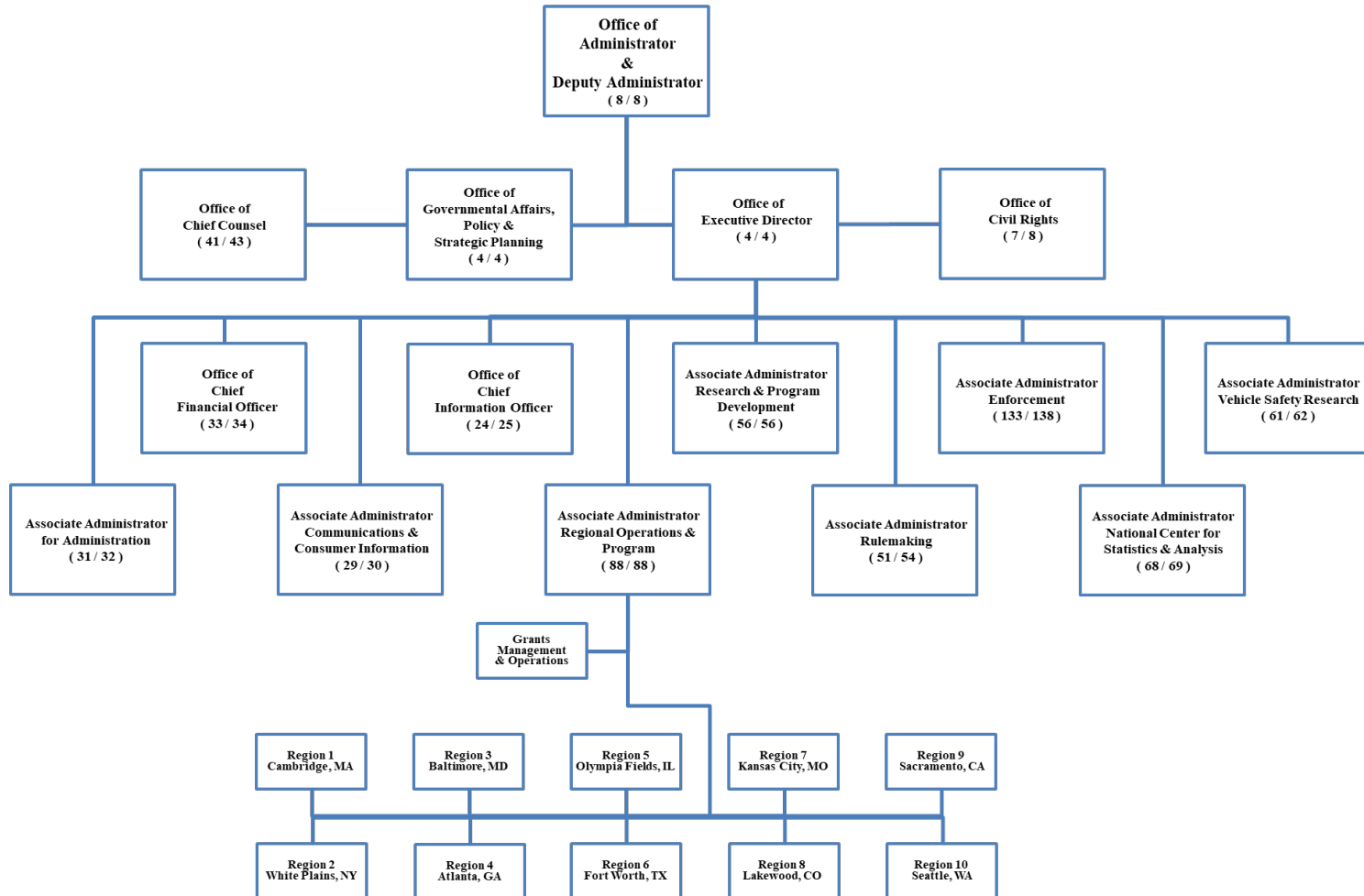
In the coming months, the Department will be working to ensure that subsequent programs, targets, and metrics fulfill the ambition of the Justice40 Initiative to deliver meaningful and measurable benefits to disadvantaged and underserved communities.

Exhibit 1: Organization Charts

FY 2021 FTE Estimate National Highway Traffic Safety Administration (Total 620 FTE/620 FTP)



FY 2022 FTE Estimate
National Highway Traffic Safety Administration
(Total 638 FTE/655 FTP)



Section 2: Budget Summary Tables

Exhibit II-1: Comparative Statement of New Budget Authority

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (\$000)

		(A)	(B)	(C)	(C)	(C)	(D)
ACCOUNT NAME	M / D	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
OPERATIONS & RESEARCH (GF)		\$ 216,658	\$ -	\$ 211,167	\$ -	\$ -	\$ 245,550
Rulemaking	D	\$ 29,775	\$ -	\$ 23,816	\$ -	\$ -	\$ 33,116
Enforcement	D	\$ 27,323	\$ -	\$ 23,893	\$ -	\$ -	\$ 45,594
Research and Analysis	D	\$ 40,687	\$ -	\$ 35,598	\$ -	\$ -	\$ 51,612
Communication & Consumer Info	D	\$ 5,377	\$ -	\$ 5,118	\$ -	\$ -	\$ 5,118
Sec. 142	D	\$ 17,000	\$ -	\$ 17,000	\$ -	\$ -	\$ -
Administrative Expenses	D	\$ 96,496	\$ -	\$ 105,742	\$ -	\$ -	\$ 110,110
OPERATIONS & RESEARCH (TF)		\$ 155,172	\$ -	\$ 155,300	\$ -	\$ -	\$ 155,300
Highway Safety Programs	M	\$ 50,520	\$ -	\$ 49,190	\$ -	\$ -	\$ 49,190
Research and Analysis - NCSA	M	\$ 47,703	\$ -	\$ 45,754	\$ -	\$ -	\$ 45,754
Communication & Consumer Info	M	\$ 10,418	\$ -	\$ 10,174	\$ -	\$ -	\$ 10,174
Administrative Expenses	M	\$ 46,531	\$ -	\$ 50,182	\$ -	\$ -	\$ 50,182
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$ 724,091	\$ -	\$ 728,134	\$ -	\$ -	\$ 623,017
Formula Grants (Section 402)	M	\$ 279,800	\$ -	\$ 279,800	\$ -	\$ -	\$ 279,800
High Visibility Enforcement (Section 404)	M	\$ 30,500	\$ -	\$ 30,500	\$ -	\$ -	\$ 30,500
National Priority Safety Programs (Section 405)	M	\$ 285,900	\$ -	\$ 285,900	\$ -	\$ -	\$ 285,900
Administrative Expenses	M	\$ 26,634	\$ -	\$ 26,817	\$ -	\$ -	\$ 26,817
Transfer from Federal Highway Administration (FHWA)	M	\$ 101,257	\$ -	\$ 105,117	\$ -	\$ -	\$ -
TOTALS							
Gross New Budget Authority		\$ 994,664	\$ -	\$ 989,484	\$ -	\$ -	\$ 1,023,867
Rescissions		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers		\$ 101,257	\$ -	\$ 105,117	\$ -	\$ -	\$ -
Offsets		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NET NEW BUDGET AUTHORITY:		\$ 1,095,921	\$ -	\$ 1,094,601	\$ -	\$ -	\$ 1,023,867
[Mandatory BA]		\$ 879,263	\$ -	\$ 883,434	\$ -	\$ -	\$ 778,317
[Discretionary BA]		\$ 216,658	\$ -	\$ 211,167	\$ -	\$ -	\$ 245,550

Exhibit II-2: Budgetary Resources

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

		(A)	(B)	(C)	(D)	(E)	(F)
ACCOUNT NAME	M / D	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
OPERATIONS & RESEARCH (GF)		\$ 216,658	\$ -	\$ 211,167	\$ -	\$ -	\$ 245,550
Rulemaking	D	\$ 29,775	\$ -	\$ 23,816	\$ -	\$ -	\$ 33,116
Enforcement	D	\$ 27,323	\$ -	\$ 23,893	\$ -	\$ -	\$ 45,594
Research and Analysis	D	\$ 40,687	\$ -	\$ 35,598	\$ -	\$ -	\$ 51,612
Communication & Consumer Info	D	\$ 5,377	\$ -	\$ 5,118	\$ -	\$ -	\$ 5,118
Sec. 142	D	\$ 17,000	\$ -	\$ 17,000	\$ -	\$ -	\$ -
Administrative Expenses	D	\$ 96,496	\$ -	\$ 105,742	\$ -	\$ -	\$ 110,110
OPERATIONS & RESEARCH (TF)		\$ 155,172	\$ -	\$ 155,300	\$ -	\$ -	\$ 155,300
Highway Safety Programs	M	\$ 50,520	\$ -	\$ 49,190	\$ -	\$ -	\$ 49,190
Research and Analysis - NCSA	M	\$ 47,703	\$ -	\$ 45,754	\$ -	\$ -	\$ 45,754
Communication & Consumer Info	M	\$ 10,418	\$ -	\$ 10,174	\$ -	\$ -	\$ 10,174
Administrative Expenses	M	\$ 46,531	\$ -	\$ 50,182	\$ -	\$ -	\$ 50,182
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		\$ 724,091	\$ -	\$ 728,134	\$ -	\$ -	\$ 623,017
Formula Grants (Section 402)	M	\$ 279,800	\$ -	\$ 279,800	\$ -	\$ -	\$ 279,800
High Visibility Enforcement (Section 404)	M	\$ 30,500	\$ -	\$ 30,500	\$ -	\$ -	\$ 30,500
National Priority Safety Programs (Section 405)	M	\$ 285,900	\$ -	\$ 285,900	\$ -	\$ -	\$ 285,900
Administrative Expenses	M	\$ 26,634	\$ -	\$ 26,817	\$ -	\$ -	\$ 26,817
Transfer from Federal Highway Administration (FHWA)		\$ 101,257	\$ -	\$ 105,117	\$ -	\$ -	
TOTALS							
Gross New Budgetary Resources		\$ 994,664	\$ -	\$ 989,484	\$ -	\$ -	\$ 1,023,867
Rescissions		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfers		\$ 101,257	\$ -	\$ 105,117	\$ -	\$ -	\$ -
Offsets		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL BUDGETARY RESOURCES:		\$ 1,095,921	\$ -	\$ 1,094,601	\$ -	\$ -	\$ 1,023,867
[Mandatory]		\$ 879,263	\$ -	\$ 883,434	\$ -	\$ -	\$ 778,317
[Discretionary]		\$ 216,658	\$ -	\$ 211,167	\$ -	\$ -	\$ 245,550
[Obligation Limitation]		\$ 879,263	\$ -	\$ 883,434	\$ -	\$ -	\$ 778,317

Exhibit II-4: Outlays

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (\$000)

	(A)	(B)	(C)	(D)	(E)	(F)
	FY 2020	FY 2020	FY 2021	FY 2021	FY 2021	FY 2022
M / D	ACTUAL	CARES Act	ENACTED	CRRSA	American Rescue Plan	PRESIDENT'S BUDGET
Operations and Research (GF)	D \$ 189,486	\$ -	\$ 262,000	\$ -	\$ -	\$ 239,000
Operations and Research (TF)	D \$ 155,641	\$ -	\$ 146,000	\$ -	\$ -	\$ 176,000
Highway Traffic Safety Grants (TF)	D \$ 616,583	\$ -	\$ 780,000	\$ -	\$ -	\$ 829,000
Next Generation 911 Implementation Grants (GF)	M \$ 9,137	\$ -	\$ 46,000	\$ -	\$ -	\$ 45,000
TOTAL:	\$ 970,847	\$ -	\$ 1,234,000	\$ -	\$ -	\$ 1,289,000
Mandatory	\$ 9,137	\$ -	\$ 46,000	\$ -	\$ -	\$ 45,000
Discretionary	\$ 961,710	\$ -	\$ 1,188,000	\$ -	\$ -	\$ 1,244,000

Exhibit II-5: Analysis of Changes Tables

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

	FY 2020 Actual	FY 2021 Enacted	Baseline Changes							FY 2022 Baseline Estimate	Program Increases/ Decreases	FY 2022 President's Budget Request
			Annualization of Prior Pay Raises	Annualization of new FY 2021 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	599	620								0		0
										620	18	638
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$103,618	\$113,581	\$283	\$0	\$2,300	\$16	\$0	\$0	\$0	\$116,180	\$4,356	\$120,536
Travel	\$952	\$1,375							\$9	\$1,384		\$1,384
Transportation	\$51	\$52								\$52		\$52
GSA Rent	\$9,988	\$10,380					(\$1,540)			\$8,840		\$8,840
Communications, & Utilities	\$1,261	\$648							\$6	\$654		\$654
Printing	\$0	\$0								\$0		\$0
Other Services:	\$22,943	\$28,230							(\$4,072)	\$24,158		\$24,158
-WCF	\$29,678	\$27,293						\$3,004		\$30,297		\$30,297
Supplies	\$850	\$858							\$3	\$861		\$861
Grants	\$51	\$52								\$52		\$52
Equipment	\$269	\$272							\$3	\$275		\$275
Admin Subtotal	\$169,661	\$182,741	\$283	\$0	\$2,300	\$16	(\$1,540)	\$3,004	(\$4,051)	\$182,753	\$4,356	\$187,109
PROGRAMS												
Operations & Research (GF)	\$120,162	\$105,425								\$105,425	\$30,015	\$135,440
Operations & Research (TF)	\$108,641	\$105,118								\$105,118		\$105,118
Highway Traffic Safety Grants (TF)	\$697,457	\$701,317								\$701,317	(\$105,117)	\$596,200
Programs Subtotal	\$926,260	\$911,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$911,860	(\$75,102)	\$836,758
TOTAL	\$1,095,921	\$1,094,601	\$283	\$0	\$2,300	\$16	(\$1,540)	\$3,004	(\$4,051)	\$1,094,613	(\$70,746)	\$1,023,867

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

OPERATIONS & RESEARCH (GF)	FY 2020 Actual	FY 2021 Enacted	Baseline Changes							FY 2022 Baseline Estimate	Program Increases/ Decreases	FY 2022 President's Budget Request
			Annualization of Prior Pay Raises	Annualization of new FY 2021 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	352	357								357	18	375
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$61,975	\$66,140	\$165		\$1,339					\$67,644	\$4,356	\$72,000
Travel	\$492	\$500								\$500		\$500
Transportation	\$0	\$0								\$0		\$0
GSA Rent	\$6,386	\$6,490					(\$1,003)			\$5,487		\$5,487
Communications, & Utilities	\$15	\$15							\$0	\$15		\$15
Printing	\$0	\$0								\$0		\$0
Other Services:	\$10,526	\$16,444							(\$2,302)	\$14,142		\$14,142
-WCF	\$16,987	\$16,038						\$1,813		\$17,851		\$17,851
Supplies	\$115	\$115								\$115		\$115
Grants												
Equipment	\$0	\$0								\$0		\$0
Admin Subtotal	\$96,496	\$105,742	\$165	\$0	\$1,339	\$0	(\$1,003)	\$1,813	(\$2,302)	\$105,754	\$4,356	\$110,110
PROGRAMS												
Rulemaking	\$29,775	\$23,816								\$23,816	\$9,300	\$33,116
Enforcement	\$27,323	\$23,893								\$23,893	\$21,701	\$45,594
Research and Analysis	\$40,687	\$35,598								\$35,598	\$16,014	\$51,612
Communication & Consumer Info	\$5,377	\$5,118								\$5,118	\$0	\$5,118
Sec. 142	\$17,000	\$17,000								\$17,000	(\$17,000)	\$0
Programs Subtotal	\$120,162	\$105,425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,425	\$30,015	\$135,440
TOTAL	\$216,658	\$211,167	\$165	\$0	\$1,339	\$0	(\$1,003)	\$1,813	(\$2,302)	\$211,179	\$34,371	\$245,550

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

OPERATIONS & RESEARCH (TF)	FY 2020 Actual	FY 2021 Enacted	Baseline Changes				GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2022 Baseline Estimate	Program Increases/ Decreases	FY 2022 President's Budget Request
			Annualization of Prior Pay Raises	Annualization of new FY 2021 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)						
PERSONNEL RESOURCES (FTE)												
Direct FTE	162	175								175		175
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$28,309	\$32,530	\$81		\$659	\$16			\$119	\$33,405		\$33,405
Travel	\$456	\$456							\$5	\$461		\$461
Transportation	\$41	\$42								\$42		\$42
GSA Rent	\$2,523	\$2,782					(\$563)			\$2,219		\$2,219
Communications, & Utilities	\$0	\$0								\$0		\$0
Printing	\$0	\$0								\$0		\$0
Other Services:	\$5,548	\$5,238							-1316	\$3,922		\$3,922
-WCF	\$9,074	\$8,548						\$993		\$9,541		\$9,541
Supplies	\$311	\$314							\$3	\$317		\$317
Grants												
Equipment	\$269	\$272							\$3	\$275		\$275
Admin Subtotal	\$46,531	\$50,182	\$81	\$0	\$659	\$16	(\$563)	\$993	(\$1,186)	\$50,182	\$0	\$50,182
PROGRAMS												
Highway Safety Programs	\$50,520	\$49,190								\$49,190		\$49,190
Research and Analysis - NCSA	\$47,703	\$45,754								\$45,754		\$45,754
Communication & Consumer Info	\$10,418	\$10,174								\$10,174		\$10,174
Programs Subtotal	\$108,641	\$105,118	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,118	\$0	\$105,118
TOTAL	\$155,172	\$155,300	\$81	\$0	\$659	\$16	(\$563)	\$993	(\$1,186)	\$155,300	\$0	\$155,300

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

HIGHWAY TRAFFIC SAFETY GRANTS (TF)	FY 2020 Actual	FY 2021 Enacted	Baseline Changes							FY 2022 Baseline Estimate	Program Increases/ Decreases	FY 2022 President's Budget Request
			Annualization of Prior Pay Raises	Annualization of new FY 2021 FTE	FY 2022 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base			
PERSONNEL RESOURCES (FTE)												
Direct FTE	85	88								88		88
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$13,334	\$14,911	\$37		\$302				65	\$15,315		\$15,315
Travel	\$4	\$419							\$4	\$423		\$423
Transportation	\$10	\$10								\$10		\$10
GSA Rent	\$1,079	\$1,108					\$26			\$1,134		\$1,134
Communications, & Utilities	\$1,246	\$633							\$6	\$639		\$639
Printing	\$0	\$0								\$0		\$0
Other Services:	6869	6548							-638	\$5,910		\$5,910
-WCF	\$3,617	\$2,707						\$198		\$2,905		\$2,905
Supplies	\$424	\$429								\$429		\$429
Grants	\$51	\$52								\$52		\$52
Equipment	\$0	\$0								\$0		\$0
Admin Subtotal	\$26,634	\$26,817	\$37	\$0	\$302	\$0	\$26	\$198	(\$563)	\$26,817	\$0	\$26,817
PROGRAMS												
Formula Grants (Section 402)	\$279,800	\$279,800								\$279,800		\$279,800
High Visibility Enforcement (Section 404)	\$30,500	\$30,500								\$30,500		\$30,500
National Priority Safety Programs (Section 405)	\$285,900	\$285,900								\$285,900		\$285,900
Transfer from Federal Highway Administration (FHWA)	\$101,257	\$105,117								\$105,117	(\$105,117)	\$0
Programs Subtotal	\$697,457	\$701,317	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$701,317	(\$105,117)	\$596,200
TOTAL	\$724,091	\$728,134	\$37	\$0	\$302	\$0	\$26	\$198	(\$563)	\$728,134	(\$105,117)	\$623,017

Exhibit II-6: Working Capital Fund**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
(\$000)**

	FY 2020 ENACTED	FY 2021 PRES. BUD.	FY 2022 REQUEST
Operations and Research (GF)	\$ 14,390	\$ 16,038	\$ 17,851
Operations and Research (TF)	\$ 7,635	\$ 8,548	\$ 9,541
Highway Traffic Safety Grants (TF)	\$ 2,433	\$ 2,707	\$ 2,905
TOTAL	\$ 24,458	\$ 27,293	\$ 30,297

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

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

	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Research (GF)	352	357	375
Operations and Research (TF)	162	175	175
Highway Traffic Safety Grants (TF)	85	88	88
<u>CARES ACT</u>			
	0	0	0
<u>CRRSA ACT</u>			
	0	0	0
<u>American Rescue Plan</u>			
	0	0	0
SUBTOTAL, DIRECT FUNDED	<u>599</u>	<u>620</u>	<u>638</u>
<u>REIMBURSEMENTS / ALLOCATIONS / OTHER</u>			
Reimbursements and 'Other'			
Allocations from other Organizations	0	0	0
SUBTOTAL, REIMBURSE./ALLOC./OTH.	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL FTEs	<u>599</u>	<u>620</u>	<u>638</u>

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

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

	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Research (GF)	352	357	392
Operations and Research (TF)	162	175	175
Highway Traffic Safety Grants (TF)	85	88	88
<u>CARES ACT</u>	0	0	0
<u>CRRSA ACT</u>	0	0	0
<u>American Rescue Plan ACT</u>	0	0	0
SUBTOTAL, DIRECT FUNDED	599	620	655
<u>REIMBURSEMENTS/ALLOCATIONS/ OTHER</u>			
Reimbursements and 'Other'	0	0	0
Allocations from other Organizations	0	0	0
SUBTOTAL, REIMBURSE./ALLOC./OTH.	0	0	0
TOTAL POSITIONS	599	620	655

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, [\$194,000,000] *\$245,550,000*, of which \$40,000,000 shall remain available through September 30, [2022] *2023*.

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 23 U.S.C. 403, including behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems, and improving consumer responses to safety recalls, section 4011 of the Fixing America's Surface Transportation Act (Public Law 114-94), and chapter 303 of title 49, United States Code, \$155,300,000, 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 [2021] 2022, are in excess of \$155,300,000: Provided further, That of the sums appropriated under this heading--

(1) \$149,800,000 shall be for programs authorized under 23 U.S.C. 403, including behavioral research on Automated Driving Systems and Advanced Driver Assistance Systems and improving consumer responses to safety recalls, and section 4011 of the Fixing America's Surface Transportation Act (Public Law 114-94); and

(2) \$5,500,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code:

Provided further, That within the \$155,300,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, [2022 and \$3,000,000, for impaired driving detection shall remain available until expended] 2023, 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 [2021] 2022 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 23 U.S.C. 402, 404, and 405, and [section 4001(a)(6) of the Fixing America's Surface Transportation Act] *grant administrative expenses under chapter 4 of title 23, United States Code*, to remain available until expended, \$623,017,000 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 [2021] 2022 are in excess of \$623,017,000 for programs authorized under 23 U.S.C. 402, 404 and 405, [and section 4001(a)(6) of the Fixing America's Surface Transportation Act] *grant administrative expenses under chapter 4 of title 23, United States Code*: Provided further, That of the sums appropriated under this heading—

- (1) \$279,800,000 shall be for “Highway Safety Programs” under 23 U.S.C. 402;
- (2) \$285,900,000 shall be for “National Priority Safety Programs” under 23 U.S.C. 405;
- (3) \$30,500,000 shall be for the “High Visibility Enforcement Program” under 23 U.S.C. 404;
and
- (4) \$26,817,000 shall be for [Administrative Expenses” under section 4001(a)(6) of the Fixing America's Surface Transportation Act] *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 under 23 U.S.C. 405 shall be available for technical assistance to the States: Provided further, That with respect to the "Transfers" provision under 23 U.S.C. 405(a)(8), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: Provided further, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. 405(a)(8) within 5 days.

ADMINISTRATIVE PROVISIONS

Sec. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

Sec. 141. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

[Sec. 142. In addition to the amounts made available under the heading, "Operations and Research (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)" for carrying out the provisions of section 403 of title 23, United States Code, \$17,000,000, to remain available until September 30, 2021, shall be made available to the National Highway Traffic Safety Administration from the general fund: Provided, That of the sums provided under this provision –

- (1) not to exceed \$7,000,000 shall be available to provide funding for grants, pilot program activities, and innovative solutions to reduce impaired-driving fatalities in collaboration with eligible entities under section 403 of title 23, United States Code; and
- (2) not to exceed \$10,000,000 shall be available to continue a high visibility enforcement paid-media campaign regarding highway-rail grade crossing safety in collaboration with the Federal Railroad Administration.]

Sec. [143]/42. None of the funds in this Act or any other Act shall be used to enforce the requirements of 23 U.S.C. 405(a)(9).

Operations & Research (GF)

Exhibit III-1: Appropriation Summary by Program Activity

Summary by Program Activity Appropriations, Obligation Limitations, and Exempt Obligations (\$000)						
	(A)	(B)	(C)	(D)	(E)	(F)
	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
Rulemaking	\$ 29,775	\$ -	\$ 23,816	\$ -	\$ -	\$ 33,116
Enforcement	\$ 27,323	\$ -	\$ 23,893	\$ -	\$ -	\$ 45,594
Research and Analysis	\$ 40,687	\$ -	\$ 35,598	\$ -	\$ -	\$ 51,612
Communication & Consumer Info	\$ 5,377	\$ -	\$ 5,118	\$ -	\$ -	\$ 5,118
Sec. 142	\$ 17,000	\$ -	\$ 17,000	\$ -	\$ -	\$ -
Administrative Expenses	\$ 96,496	\$ -	\$ 105,742	\$ -	\$ -	\$ 110,110
TOTAL	\$ 216,658	\$ -	\$ 211,167	\$ -	\$ -	\$ 245,550
FTEs						
Direct Funded	352		357			375
Reimbursable, allocated, other	0		0			0

Program and Performance Statement

The FY 2022 budget request includes \$245.5 million for Vehicle Safety activities to reduce roadway fatalities, prevent injuries, improve fuel economy, and significantly reduce the societal costs related to unsafe motor vehicles and motor vehicle equipment. The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by developing, setting, and enforcing Federal Motor Vehicle Safety Standards (FMVSS) and rooting out safety-related defects in motor vehicles and motor vehicle equipment. These programs also set and enforce fuel economy standards for motor vehicles. These activities play a key role in advancing the President's Agenda on climate and energy policy and have significant societal and economic impacts. NHTSA's efforts to develop and set new fuel economy standards are guided by the best science and protected by governed processes that ensure the integrity of Federal decision-making. NHTSA supports research into cutting-edge technologies, including complex safety-critical electronic control systems; vehicle cybersecurity; and new and emerging Automated Driving System technologies. Additional research areas include biomechanics; heavy vehicles safety technologies; and vehicle safety issues related to fuel efficiency and alternative fuels. The Operations and Research program supports a broad range of initiatives, including the development of rulemaking and safety standards, such as the motor vehicle fuel economy standards; harmonization efforts with international partners; and modernizing the New Car Assessment Program (NCAP). This funding also supports compliance programs for motor vehicle safety and fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; and, oversight of safety recalls. NHTSA also leverages this funding to collect and analyze crash data to identify safety trends and develop countermeasures.

Exhibit III-1a: Summary of Analysis of Change**OPERATIONS & RESEARCH (GF)****SUMMARY ANALYSIS OF CHANGE FROM FY 2021 TO FY 2022****Appropriations, Obligations, Limitations, and Exempt Obligations****(\$000)**

	<u>\$000</u>	<u>FTE</u>
FY 2021 ENACTED	<u>\$211,167</u>	<u>357</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2021 FTE	0	
Annualization of Prior Pay Raise(s)	165	
FY 2022 Pay Raise	1,339	
GSA Rent	-1,003	
Working Capital Fund	1,813	
Non-Pay Inflation	-2,302	
SUBTOTAL, ADJUSTMENTS TO BASE	211,179	357
PROGRAM REDUCTIONS		
Sec. 142	-17,000	
SUBTOTAL, PROGRAM REDUCTIONS	-17,000	0
PROGRAM INCREASES		
Rulemaking	9,300	
Enforcement	21,701	
Research and Analysis	16,014	
Communication & Consumer Info	0	
Administrative Expenses	4,356	18
SUBTOTAL, PROGRAM INCREASES	51,371	18
FY 2022 REQUEST	245,550	375

Detailed Justification for Operations and Research (GF)

FY 2022 – Rulemaking – Budget Request (\$33,116,000)

What is this program and what does this funding level support?

NHTSA's Rulemaking programs advance the Department's priorities including safety, climate change, transportation equity, infrastructure investment, and job creation by developing and updating the FMVSS and other regulations in the key areas of fuel economy, crash avoidance, crashworthiness, post-crash safety, international policy, and consumer information. Rulemaking includes three main programs:

- **Safety Standards Support:** Develop and promulgate Federal standards dealing with crash protection, survivability and avoidance, battery safety, and other agency priorities.
- **Fuel Economy:** Fulfills the Energy Policy and Conservation Act of 1975 and Energy Independence and Security Act of 2007, directing the Department to set passenger car, light-truck, and medium-duty passenger vehicle Corporate Average Fuel Economy (CAFE) standards, and medium- and heavy-duty vehicle fuel efficiency standards.
- **NCAP:** Provides a reliable and unbiased assessment of the safety performance of passenger cars and light trucks sold in America to empower Americans to research and select the vehicles that best meet their needs. NCAP also provides up-to-date information about dangers to children in and around vehicles, and other vehicle safety information such as 15-passenger van and tire safety.

The FY 2022 budget request will support the following activities:

Safety Standards Support

- Evaluate options to standardize performance of Advanced Driver Assistance Systems (ADAS), which has the potential to prevent hundreds of fatalities and thousands of injuries annually.
- Update existing test procedures developed for ADAS technologies to include requirements to detect and mitigate crash risk involving vulnerable road users, such as pedestrians and pedalcyclists.
- Develop and promulgate standards to address the unique safety risks associated with battery technologies and to update safety standards for addressing these unique risks.
- Continue efforts on statutorily mandated regulations associated with the MAP- 21 and the FAST Act.

Fuel Economy

- Respond to Executive Order 13990, which called for a review and repeal of the SAFE Rule, on passenger car and light-duty truck CAFE standards.
- Support new assessments of technology effectiveness, cost, and capability of industry to implement new technologies.
- Execute concurrent passenger car, light-truck, and medium-duty passenger vehicle CAFE

standards and medium- and heavy-duty vehicle fuel efficiency programs while continuing to ensure standards will be based on sound science and empirical evidence.

- Support the CAFE Management Suite, which provides public access and standardizes the method to receive compliance data from the Environmental Protection Agency and manufacturers.

New Car Assessment Program

- Support upgrades to the program for new crash avoidance systems with specified performance requirements and test procedures to evaluate the systems.
- Evaluate the readiness and benefits of adding advanced crash test dummies to the program to increase occupant protection in the Nation's motor vehicle fleet.
- Support vehicle procurement, testing, oversight, and execution of the NCAP program.
- Disseminate vehicle safety information to the American public via www.nhtsa.gov, such as: vehicle safety ratings; advanced technology identification; child safety seat ease of use ratings; child safety-related information; and other consumer information related to vehicle safety. NHTSA tests and rates a substantial percentage of each new model year vehicle fleet (based on projected sales volume) under NCAP. This information helps to empower Americans to research and select the vehicles that best meet their needs, and thereby taps into the power of the marketplace to incent manufacturers to implement additional safety enhancements that Americans demand.

Anticipated Accomplishments for FY 2021

- Continue updating NCAP to include consumer research to evaluate design and consumer information improvements to the Government 5-Star Safety Ratings section of the Monroney label (window sticker).
- Continue work on improving fuel economy standards associated with medium- and heavy-vehicles.
- Develop regulatory proposals and reduce unnecessary regulatory barriers to encourage the introduction of safety-related innovative technologies.

What benefits will be provided to the American public through this request and why is this program necessary?

In FY 2022, NHTSA is requesting \$33.1 million for Rulemaking programs, a \$9.3 million increase over the FY 2021 enacted level. Of the additional amounts requested:

- \$1 million is for the Office of Safety Standards Support for increased support for safety standards related to emerging technologies such as ADS/ADAS, advanced batteries, and occupant protection. As these technologies mature and increasingly make their way into the new vehicle fleet, it is essential that NHTSA be well positioned to ensure that they are safe, through the promulgation of new FMVSSs. Additionally, FY 2022 funding will advance vehicle safety by ensuring that existing standards adequately address emerging safety issues and support the fuel economy improvements across the new vehicle fleet. Motor vehicle safety has increased due to improved vehicle designs, some of which were a result of regulatory action to establish and increase requirements in the FMVSS. Safer

vehicles improve survivability when crashes occur, and emerging crash avoidance technologies help to avoid crashes or reduce the severity of crashes that do occur, all of which reduces injuries and fatalities.

- \$3.3 million is for additional support for rulemakings related to the Climate Agenda, including the next phase of CAFE standards for light vehicles and fuel efficiency standards for medium- and heavy-duty trucks. The CAFE and medium- and heavy-duty fuel efficiency programs play a key role in advancing the President's Agenda on climate and energy policy and has significant societal and economic impacts. NHTSA's efforts to develop and set new fuel economy standards are guided by the best science and protected by governed processes that ensure the integrity of Federal decision-making.
- \$5.0 million will accelerate the expansion of NCAP to include market research and increased testing of ADAS systems and advanced crash avoidance systems. NCAP safety ratings and information are disseminated to the public via NHTSA's website, other consumer information outlets, and at the point of sale. NCAP empowers Americans to research and select the vehicle that best meets their needs, and because Americans have strong preferences for safer vehicles, this incentivizes manufacturers to make more investments in safety and fulfills a Congressional mandate to identify and communicate appropriate crash avoidance technologies on window stickers. Updating the program to significantly expand its portfolio of crash avoidance systems, as well as evaluating the potential to utilize advanced crash test dummies, will greatly increase the value of the program to the American public.

FY 2022 Enforcement Budget Request

(\$45,594,000)

What is this program and what does this funding level support?

The National Traffic and Motor Vehicle Safety Act authorizes NHTSA to investigate issues relating to motor vehicle safety, and requires manufacturers to notify NHTSA of all safety-related defects involving unreasonable risk of accident, death, or injury. The Office of Enforcement includes three main programs:

- **Office of Defects Investigation (ODI):** Plays a key role in executing NHTSA's mission by gathering and analyzing relevant information, investigating potential defects, identifying unsafe motor vehicles and items of motor vehicle equipment, and managing the recall process. ODI risk-based processes consist of four stages: Data Collection; Data Review; Investigation; and Recall Management.
- **Office of Vehicle Safety Compliance (OVSC):** Conducts vehicle and equipment test programs that ensure compliance with NHTSA's safety standards. Monitors imports to prevent entry of vehicles and equipment not meeting U.S. safety standards. Administers and enforces the Corporate Average Fuel Economy (CAFE) program.
- **Odometer Fraud Investigations:** Promotes safety and protects consumers by investigating odometer tampering that could mask hidden vehicle safety issues and harm the economy.

The FY 2022 budget request will support the following activities:

Information Technology Development & Sustainment

- Work with the Department CIO and the Agency's Chief Technology Officer to develop mission-critical, public-facing Information Technology (IT) systems for recall management to improve data-mining and analytical capabilities for screening and investigate defects.
- Modernize IT systems to cloud-based systems for more effective and efficient data management and analysis of safety defect identification, automation of standard processes, and improved data and workflow management of compliance program testing.
- Implement an electronic case management system that will be used to support enhancing recall management, facilitate tracking interstate commerce associated with e-odometer disclosure, enhance cross-collaboration of vehicle import compliance, and supporting defect investigations. These functionality enhancements would increase the Agency's ability to focus on reducing odometer fraud which disproportionately affects lower income populations.

Operational Sustainment

- Develop processes for defects investigations of vehicles equipped with ADS and alternative fuels.
- Provide support to review and categorize recall-related complaints and complete any regular report generation based on complaint category.

- Develop and update ODI's Standardized Operating Processes to support ODI investigative and data-analysis activities. This complies with Office of the Inspector General recommendations to standardize and improve transparency in ODI operations.³
- Implement electronic submission of imported vehicle documents and increased efficiency in managing and executing compliance programs through digital case management and process flow systems.

Ensuring Safety of Vehicles and Equipment

- Complete critical vehicle crash avoidance and crashworthiness compliance testing; develop new tests and test procedures for emerging technologies, including driver assistance systems, self-driving vehicles and electric vehicles.
- Regulate imports to protect consumers, including lower income groups likely to seek low priced imported tires, helmets, child seats and other goods, consistent with safety regulations issued in response to the MAP-21 Act and continued in the FAST Act.
- Support NHTSA's Vehicle Research and Test Center testing capability to analyze vehicles and components for potential safety defects.

Anticipated Accomplishments for FY 2021

- Administer the Corporate Average Fuel Economy (CAFE) compliance program including incentivizing electric and low emission vehicles while facilitating credit trades providing a degree of flexibility to domestic manufacturers whose sales mix is still becoming more efficient.
- Regulate and enforce existing CAFE standards and collect substantial civil penalties from manufacturers with less efficient high CO2 emitting fleets.
- Increase enforcement in the Registered Importer program to deter the importation and sale of lower cost used Canadian vehicles with unremedied safety recalls, salvage titles or incomplete modification to meet U.S. safety requirements.
- Help identify potential safety defects and ensure remedies are effective, implemented promptly, and are properly informed to the public. Underserved communities typically reflect lower recall remedy completion rates compared to more their affluent counterparts.
- Resolve multiple large-scale odometer fraud investigations with indictments, convictions, and sentences that create a deterrent.

What benefits will be provided to the American public through this request and why is this program necessary?

In FY 2022, NHTSA is requesting \$45.6 million for Enforcement activities, a \$21.7 million increase over the FY 2021 enacted level. Of the additional amounts requested:

- \$15 million is requested for IT systems and administrative support for the Office of Defects Investigation and the Office of Vehicle Safety Compliance including the Artemis and SPARKS systems. ODI investigates potential vehicle defects through analysis of trends in

³ U.S. Department of Transportation, Office of Inspector General, Report ST-2015-63, Recommendation 12. June 18, 2015

data received by consumer complaints and other sources. Where appropriate, ODI seeks recalls of vehicles and vehicle equipment that pose an unreasonable risk to safety. From 2014 - 2020, ODI opened over 634 investigations into potential defects. Artemis is a mission-critical system for vehicle complaints, vehicle recalls, vehicle safety early warning reports, manufacturer communications, foreign campaigns, and compliance test reports. The system facilitates all of ODI's enforcement and recall efforts. In 2020, ODI's recall management division processed 886 vehicle and vehicle equipment recalls, resulting in over 54 million units under recall, and continued to manage the recall of tens of millions of defective airbags. The recall management team will focus efforts on identifying and addressing low recall completion rates, which disproportionately impact underserved communities. Modernizing ODI's IT systems will enable NHTSA to improve trend analysis and assist in investigating vehicle and equipment defects. SPARKS is a comprehensive tool that facilitates planning, tracking, monitoring, reporting, and recordkeeping for OVSC vehicle and equipment compliance test programs not managed in other databases. These tools are also becoming especially pertinent as new technologies and alternative fuels systems are introduced into vehicles increasing the potential for related defects and recalls.

- \$6.7 million is for vehicle and equipment purchases to test compliance with motor vehicle safety standards and import enforcement monitoring. OVSC's enforcement of vehicle safety standards and equipment prevents fatalities, injuries, and property damage. The most recent comprehensive study performed by NHTSA estimates that 613,501 lives were saved from 1960 through 2012 because of vehicle safety features associated with the FMVSS.⁴ Without an active compliance and importation enforcement program, U.S. markets could be flooded with noncompliant vehicles and equipment, creating safety risks for consumers and increased costs for U.S. households and placing U.S. manufacturers at a competitive disadvantage. Further, OVSC's administration and enforcement of the CAFE program is critical to combating climate change, incentivizing electric, hybrid and alternative fuel vehicles and forcing technological innovation.
- NHTSA estimates that more than 450,000 vehicles are sold each year with false odometer readings.⁵ This crime costs American car buyers more than \$1 billion annually. Since 1984, odometer fraud investigations have resulted in more than 290 criminal convictions in 36 States with prison sentences ranging from one month to ten years, criminal fines totaling more than \$3 million. Recent regulatory changes extending the odometer disclosure exemption to 20 years will identify previously undetected odometer fraud schemes, particularly schemes targeting underrepresented communities.⁶ Odometer fraud targeting older ultra-high mileage vehicles keeps vehicles on the road beyond their service life which is detrimental to the environment and the overall safety of America's fleet. Other

⁴ Kahane, C.J. (2015, January). *Lives saved by vehicle safety technologies and associated Federal Motor Vehicle Safety Standards, 1960 to 2012 – Passenger cars and LTVs – With reviews of 26 FMVSS and the effectiveness of their associated safety technologies in reducing fatalities, injuries, and crashes*. (Report No. DOT HS 812 069). Washington, DC: National highway Traffic Safety Administration.

⁵ NHTSA. (2002, April). *Preliminary Report: The Incidence Rate of Odometer Fraud*. (Report No. DOT HS 809 441 NHTSA Technical Report). Washington, DC: National highway Traffic Safety Administration.

⁶ Odometer Disclosure Requirements, 78 Fed. Reg. 65017 (November 26, 2019) (to be codified at 49 C.F.R. pt. 580).

regulatory changes allow for electronic odometer disclosure statements. This regulatory change permits e-commerce in vehicle markets and eliminates the need for paper vehicle titles.

FY 2022 Research and Analysis Budget Request

(\$51,612,000)

What is this program and what does this funding level support?

Vehicle Safety Research includes all levels of emerging technology, as well as conventional systems impacting vehicle safety. The program targets all motor vehicle classes, and covers the full crash timeline, including crash prevention, crash severity reduction, injury reduction and mitigation, as well as post-crash safety. The program conducts crash data analyses, develops tests procedures, assesses relevant technologies, builds tools and capabilities to improve testing of new automotive technologies, monitors market trends, and engages in stakeholder outreach to identify priority safety areas and potential emerging safety risks.

The FY 2022 budget request will support the following activities:

Vehicle Electronics and Cybersecurity

- Conduct research for enhanced reliability and cybersecurity of vehicle electronics, software, and related vehicle control systems in the context of motor vehicle safety. NHTSA plans to focus on application of proven tools and methods for vehicle cyber-resiliency including high voltage battery management systems and performance of functional safety assessments that evaluate fail safe reliability of critical electronic control systems for driving automation systems.
- Coordinate and share information with appropriate Federal partners, such as Federal Trade Commission, when NHTSA's safety related research may identify impacts on other concurrent factors, such as consumer privacy.
- Conduct research on contemporary approaches in vehicle cybersecurity data analytics; preparation of cybersecurity response plans; and post-exploit forensic analysis.

Automated Driving Systems (ADS)

- Explore safety performance assessment factors for ADS-equipped vehicle technologies, as well as those that relate to environmental effects and energy-use.
- Advance performance evaluation methods and metrics, human factors research to better understand human interactions, and identify considerations relating to equity and accessibility for persons with disabilities.
- Develop crashworthiness testing tools and method that considers all ages, sizes, and genders of occupants and vulnerable road users.
- Apply new tools and methods to perform test track-based research to assess emerging ADS-equipped vehicles such as low speed shuttles for urban mobility applications.

Advanced Safety Technologies

- Advance the safety of vehicles with Advanced Driver Assistance Systems (ADAS), focusing on human factors research issues related to partial driving automation features that assist drivers and continuing research support of priority agency initiatives to advance development and deployment of safety countermeasures.

- Perform focused research on effectiveness of modern crash avoidance technologies to support policy decisions for rulemaking and/or inclusion in NHTSA's New Car Assessment Program (NCAP) updates.
- Conduct targeted research to accelerate promising vulnerable road user safety technology advancements, such as system performance at nighttime and under other low light circumstances, through updates to performance assessment test procedures and associated tools.
- Research heavy and medium duty vehicle safety technologies to identify and address real-world target crashes that result in the highest societal costs; and highlight the special considerations associated with and quantify the potential safety benefits stemming from the deployment of ADAS technologies.

Crashworthiness

- Continue the development of upgraded anthropomorphic test devices and human body models and integrate these tools into new test procedures with enhanced injury metrics targeting inclusiveness considerations.
- Focus research on female crash safety, including refreshing analyses with newer data, advancing advanced female crash dummy development to facilitate policy considerations; and model based simulation analyses of vehicle design countermeasures.

Alternative Fuels

- Research the safety of electric and hydrogen drive vehicle systems—including the potential fire and shock risks to Emergency Medical Services (EMS) personnel and other first responders associated with the use of lithium-ion batteries in electric vehicles—and develop diagnostic procedures to monitor the safety of these evolving systems and evaluate how performance tests can enhance battery safety for future electric vehicles.

Anticipated FY 2021 Accomplishments

- Completion of hazard analysis for heavy truck platooning systems.
- Publication of research report on cybersecurity of firmware updates.
- Issuance of final updated *Cybersecurity Best Practices for the Safety of Modern Vehicles*.
- Publication of research report on foundations of automotive software.
- Publication of the second volume of FMVSS considerations for vehicles equipped with ADS research report that focuses on compatibility of novel vehicle designs with safety standards.
- Completion of human factor research on ADS' communication of intent with shared road users.
- Conduct of test track evaluations of modern ADAS technologies to fine tune test procedures for considerations in policy alternatives.
- Development of tools and applications for expanded vehicle technology testing in physical and virtual environments and associated modeling.
- Preliminary assessment of emerging safety countermeasures, such as intersection collision avoidance.
- Support for tire safety rulemaking activities.
- Support of crash avoidance and crashworthiness upgrades to NCAP.

- Completion of documentation for the WorldSID 50th (World Harmonized Side Impact Dummy 50th Percentile) and LODC (Large Omnidirectional Child) crash dummies.
- Support for rulemaking activities to federalize THOR Test Device for Human Occupant Restraint) and WorldSID 50th crash dummies and their optional inclusion in FMVSS testing.
- Completion of updated data analysis with newer crash data on female crash safety.

What benefits will be provided to the American public through this request and why is this program necessary?

In FY 2022, NHTSA is requesting \$51.6 million for the Vehicle Safety Research and Analysis programs, a \$16 million increase over the FY 2021 enacted levels. Of the additional amounts requested:

- \$1.5 million of the requested increase will support additional research of Lithium-Ion battery safety research to ensure the safety of vehicle occupants and EMS personnel in the event of a crash.
- \$13.75 million of the increase requested in FY 2022 will fund advanced testing of emerging technologies including ADS and ADAS. Our research will explore factors related to the safe testing and future deployment of ADS-equipped vehicles that may not require a human driver at maturity. It will inform ADS design considerations for human factors, persons with disabilities, and child passenger safety.
- Additionally, \$750,000 of the requested increase is for critical and timely research that will support industry in improving the cybersecurity posture of motor vehicles and promote contemporary methods for software development, testing practices, and requirements management as they pertain to robust management of underlying hazards and risks across the vehicle life-cycle. The Agency's activities involve close collaboration with industry to promote a strong risk management culture and associated organizational and systems engineering processes, and coordination with State and local governments.

NHTSA's current vehicle safety research portfolio will lead to the development of performance assessment tests and a comprehensive understanding of ADAS enabling technologies and trends. To inform policy alternatives, NHTSA's research will also lead to the quantification of ADAS performance, capabilities, limitations, effectiveness, and risks for all classes of vehicles and all roadway users.

The benefits from crashworthiness research will continue to deliver an improved assessment of safety for all occupants (i.e., regardless of age, size, or other characteristics) in current and future crash conditions and improved the effectiveness of occupant safety countermeasures.

FY 2022 Communications and Consumer Information Budget Request

(\$5,118,000)

What is this program and what does this funding level support?

The Office of Communications and Consumer Information (OCCI) develops and executes communication activities to support the successful execution of NHTSA's mission. Activities include the following campaigns and programs.

- **Safe Cars Save Lives Paid Media Campaign:** Increase public awareness of vehicle safety recalls and the Takata air bags recall by encouraging consumers to regularly check vehicle identification numbers (VINs) for open recalls, and to get affected vehicles repaired as soon as possible.
- **5 Star Safety Rating Program:** Highlight the safety features of new vehicles; provide consumers safety and compatibility features of child car seats; and enable consumers to compare tire safety features through the Uniform Tire Quality Grading System.
- **Vehicle Safety Hotline:** Empower consumers to share mission-critical information about vehicle or vehicle equipment problems that helps NHTSA identify safety defect trends and provide answers to consumer questions related to vehicle, child safety seat and equipment issues.

The FY 2022 budget will support the following activities:

- ODI and NCAP program activities and paid media campaigns.
- Creation of media assets to educate consumers to increase support for automated vehicle technologies, improve awareness of existing automated driver assistance technologies, and reassure the public about the pace of technological change.
- Operation of the Vehicle Safety Hotline.
- Updates and supports continuity of operations for [NHTSA.gov](https://www.nhtsa.gov), other web properties and digital platforms, and continued program enhancements of the Application Programming Interface (API)-powered search functionality and NHTSA's mobile app.

Anticipated FY 2021 Accomplishments

- National paid advertising for the Safe Cars Save Lives campaign and continued support of the 5 Star Safety Rating Program.
- Continued operation of the Vehicle Safety Hotline.
- Continued transition to the new content management platform to upgrade NHTSA.gov, trafficsafetymarketing.com, and other digital properties.

What benefits will be provided to the American public through this request and why is this program necessary?

Informing the public of vehicle safety recalls and emphasizing the importance of addressing recall issues is a basic tenet to NHTSA's mission. Given the fast pace of technological advances in

vehicles, it is paramount to inform consumers of the safety features of late model vehicles and the potential lifesaving benefits—as well as the limitations—of these new technologies. The activities identified in the FY 2022 request will continue to support and advance NHTSA’s mission.

FY 2022 Administrative Expenses Budget Request

(\$110,110,000)

What is this program and what does this funding level support?

In FY 2022, NHTSA's Operations and Research (GF) request includes \$110.11 million for administrative expenses. Costs include the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to the Vehicle Safety programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

NHTSA will continue to distribute administrative expenses using a methodology based primarily on direct FTE allocation for the following categories: salaries and benefits; travel; transportation of things, rent, printing, supplies, equipment; and other services. Additionally, NHTSA payments for centralized administrative and support services for the Department's Working Capital Fund (WCF) in this account are estimated at \$17.85 million in FY 2022.

What benefits will be provided to the American public through this request and why is this program necessary?

Provides funding for essential mission support activities that are necessary to ensure the agency can successfully deliver its safety mission and in full compliance with all Federal laws and regulations.

- The requested funding increase of \$4.35 million will support 17.5 new FTE (35 positions) to support the full range of Vehicle Safety programs.

Operations & Research (TF)

Exhibit III-1: Appropriation Summary by Program Activity

Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	(A)	(B)	(C)	(D)	(E)	(F)
	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
Highway Safety Programs	\$ 50,520	\$ -	\$ 49,190	\$ -	\$ -	\$ 49,190
Research and Analysis - NCSA	\$ 47,703	\$ -	\$ 45,754	\$ -	\$ -	\$ 45,754
Communication & Consumer Info	\$ 10,418	\$ -	\$ 10,174	\$ -	\$ -	\$ 10,174
Administrative Expenses	\$ 46,531	\$ -	\$ 50,182	\$ -	\$ -	\$ 50,182
TOTAL	\$ 155,172	\$ -	\$ 155,300	\$ -	\$ -	\$ 155,300
FTEs						
Direct Funded	162		175			175
Reimbursable, allocated, other	0		0			0

Program and Performance Statement

The FY 2022 budget request includes \$155.3 million for research and development activities to reduce highway fatalities, prevent injuries, and reduce the economic toll of motor vehicle crashes. 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 drowsy driving while encouraging occupant protection, pedestrian and bicyclist 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 of the Agency's safety activities

Exhibit III-1a: Summary of Analysis of Changes

OPERATIONS & RESEARCH (GF)
SUMMARY ANALYSIS OF CHANGE FROM FY 2021 TO FY 2022
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2021 ENACTED	<u>\$155,300</u>	<u>175</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2021 FTE	0	
Annualization of Prior Pay Raise(s)	81	
FY 2022 Pay Raise	659	
GSA Rent	-563	
Working Capital Fund	993	
Non-Pay Inflation	-1,170	
SUBTOTAL, ADJUSTMENTS TO BASE	0	175
PROGRAM INCREASES		
Highway Safety Programs	0	
Research and Analysis - NCSA	0	
Communication & Consumer Info	0	
SUBTOTAL, PROGRAM INCREASES	0	0
FY 2022 REQUEST	155,300	175

Detailed Justification for Operations & Research (TF)

FY 2022 – Research and Program Development – Budget Request

(\$49,150,000)

The mission of NHTSA’s Research and Program Development is to design, implement, and evaluate traffic safety programs that reduce crash-related injuries and fatalities. Funding supports research, education, and technical assistance to national, State, and local stakeholders. Specifically, resources are intended to: prevent destructive behavior, such as driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt; protect vulnerable road users, including pedestrians and bicyclists; support traffic law enforcement; and improve lifesaving emergency medical services (EMS) and 911 systems as part of a comprehensive highway and traffic safety system.

The FY 2022 budget request will support the following activities:

Human Factors Research

Conduct research to explore how people use and misuse vehicle technology to develop and evaluate countermeasures to reduce crash-related injuries and fatalities. Emphasis will be on protecting vulnerable road users, such as pedestrians and bicyclists, and exploring how to prevent distracted driving.

Equity Considerations in Safety Research

Research will place emphasis on equity in traffic safety as an overarching issue that informs the development of new projects and the direction of existing projects to increase our understanding and ultimately decrease inequities in traffic safety.

FY 2022 – National Center Statistics and Analysis – Budget Request

(\$45,754,000)

The National Center for Statistics and Analysis (NCSA) provides the data, analysis, and evaluation that allow an understanding of the nature, causes, and injury outcomes of motor vehicle traffic crashes; the strategies and interventions that reduce crashes and their consequences; and the potential impact, costs, and benefits of highway safety programs and regulatory activities.

NHTSA’s data collection systems are the source of traffic safety data at the Federal, State, and local levels. Accurate, accessible, timely, and standardized data allow decision makers to identify crash factors and outcomes, develop and evaluate safety countermeasures, support traffic safety operations, measure progress, design effective regulations, and target safety funding. With relevant and timely data, NHTSA can make informed policy, program, and regulatory decisions that lead to improved safety. Data is used to identify trends and problems, quantify effectiveness of our safety standards, and measure progress. Better data leads to safer roads and safer vehicles.

FY 2022 - Communications and Consumer Information - Budget Request

(\$10,174,000)

NHTSA's OCCI develops and executes communication activities to support the successful execution of NHTSA's mission. Activities include the following programs and campaigns.

- **Communications, Marketing, and Media Support:** Develop advertising to support State and local HVE activities; address distracted driving; increase safety belt usage and decrease alcohol and drug impaired driving.
- **Education and Awareness Campaigns:** Develop advertising to increase awareness of the dangers of risky behaviors such as alcohol and drug impaired driving, distracted driving, and increase awareness of child passenger safety issues. These campaigns complement the HVE activities and run during non-enforcement periods.
- **Child Hyperthermia Paid Media Campaign:** Develop advertising to execute a national heatstroke prevention and awareness campaign, offering safety tips to parents, caregivers, bystanders, and members of the community about the safety threats of heatstroke to young children left unattended in hot cars.
- **Communications Support:** Support for NHTSA.gov and other web properties; graphic creation; writing services; social media messaging; web page enhancements; production of NHTSA publications; audio/visual production; and editing services.

NHTSA is a trusted resource for safety information on behavioral and vehicle safety issues. The public turns to NHTSA for science-based information related to all things traffic safety and this program continues that standard of excellence. It is incumbent upon the Agency through its programs to provide information and education that allows the public to make informed decisions that advance their transportation safety.

FY 2022 - Administrative Expenses - Budget Request

(\$50,182,000)

In FY 2022, NHTSA's Operations and Research (TF) request includes \$50.18 million for administrative expenses. Costs include the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to the Highway Safety programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

Highway Safety Grants (TF)

Exhibit III-1: Appropriation Summary by Program Activity

Summary by Program Activity
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

	(A)	(B)	(C)	(D)	(E)	(F)
	FY 2020 ACTUAL	FY 2020 CARES Act	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 American Rescue Plan	FY 2022 PRESIDENT'S BUDGET
Formula Grants (Section 402)	\$ 279,800	\$ -	\$ 279,800	\$ -	\$ -	\$ 279,800
High Visibility Enforcement (Section 404)	\$ 30,500	\$ -	\$ 30,500	\$ -	\$ -	\$ 30,500
National Priority Safety Programs (Section 405)	\$ 285,900	\$ -	\$ 285,900	\$ -	\$ -	\$ 285,900
Transfer from Federal Highway Administration (FHWA)	\$ 101,257	\$ -	\$ 105,117	\$ -	\$ -	\$ -
Administrative Expenses	\$ 26,634	\$ -	\$ 26,817	\$ -	\$ -	\$ 26,817
TOTAL	\$ 724,091	\$ -	\$ 728,134	\$ -	\$ -	\$ 623,017
FTEs						
Direct Funded	88		88			88
Reimbursable, allocated, other	0		0			0

Program and Performance Statement

The FY 2022 budget request includes \$623 million for NHTSA to provide grants to States for activities related to the promotion of highway traffic safety. The State and Community Safety Grants Program (Section 402) supports multi-faceted State highway safety programs designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. The Agency will continue to implement and promote the use of performance measures and data-driven targets as a condition of approval in these programs and to ensure efficient and effective use of funds. The National Priority Safety Programs (Section 405) allow the Agency to make grant awards to States in the areas of occupant protection, State traffic safety information system improvements, impaired driving countermeasures, including ignition interlock laws and 24-7 sobriety program, distracted driving, motorcyclist safety, State graduated driver licensing laws, and nonmotorized safety. NHTSA also will use dedicated funds from the program to support high visibility enforcement campaigns that promote the use of seat belts and the reduction of impaired and distracted driving.

Exhibit III-1a: Summary of Analysis of Changes

HIGHWAY TRAFFIC SAFETY GRANTS (TF)
SUMMARY ANALYSIS OF CHANGE FROM FY 2021 TO FY 2022
Appropriations, Obligations, Limitations, and Exempt Obligations
(\$000)

	<u>\$000</u>	<u>FTE</u>
FY 2021 ENACTED	<u>\$623,017</u>	<u>88</u>
ADJUSTMENTS TO BASE:		
Annualization of FY 2021 FTE	0	
Annualization of Prior Pay Raise(s)	37	
FY 2022 Pay Raise	302	
GSA Rent	26	
Working Capital Fund	198	
Non-Pay Inflation	-563	
SUBTOTAL, ADJUSTMENTS TO BASE	0	88
PROGRAM INCREASES		
Formula Grants (Section 402)	0	
High Visibility Enforcement (Section 404)	0	
National Priority Safety Programs (Section 405)	0	
SUBTOTAL, PROGRAM INCREASES	0	0
FY 2022 REQUEST	623,017	88

Detailed Justification for Highway Traffic Safety Grants (TF)

FY 2022 – Highway Traffic Safety Grants – Budget Request

(\$623,017,000)

The Highway Traffic Safety Grant program provides grants, based on statutorily defined formulas, to 57 jurisdictions including States, the District of Columbia, Puerto Rico, four Territories and the Bureau of Indian Affairs, to conduct data-driven highway safety programs addressing highway safety problems unique to each jurisdiction such as alcohol- and drug-impaired driving, lack of seat belt and child restraint use, speeding, and distracted driving.

Under Section 402, States conduct an analysis of their specific highway safety problems, set performance targets and plan programs to help them achieve the targets. This funding can be used for almost any behavioral highway safety initiative. Under Section 405, States apply for optional grants to incentivize programs and the passage of laws in high impact program areas.

NHTSA works with States to conduct technical assistance, training, and oversight; obtain services of Regional law enforcement liaisons who conduct outreach and training for State and local law enforcement; procure the services of media contractors who ensure that key NHTSA safety messaging is visible in the States and to assist States in developing their media programs consistent with national messaging; operate a robust highway safety training program to provide training to NHTSA and State personnel on program implementation and grants administration; and provide/modernize electronic grantmaking capability with the States.

The Highway Traffic Safety Program represents an economic investment in reducing the human tragedy and the economic losses facing this Nation each year, with the potential for a significant return on investment. Under Section 402, States identify and address their unique highway safety problems based on an analysis of their data — a much more effective way to reach regionally diverse groupings of roadway users. Congress provides for a focused effort on several core safety programs under Section 405, which encourages States to perform activity in these high impact areas. The combination of these programs allows States to focus on both their unique highway safety problems and the core, high impact programs.

This appropriation also supports the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to the Highway Safety Grants programs together with other normal business expenses such as personnel operations, facilities management, parking management, printing and graphics, mail operation and dockets management operations, building security, utilities and building maintenance, voice, cable and wireless communications, Disability Resource Center, substance abuse awareness and testing, financial services, and procurement and acquisition services.

Section 4: Research, Development, and Technology

RD&T Funding Request and Narrative

Department of Transportation
FY 2022 Budget
National Highway Traffic Safety Administration
Research, Development, & Technology Budget Narrative
 (Budget Authority in Thousands)

Budget Account	FY 2020	FY 2021	FY 2022					
	Actual	Enacted	President's Budget	Applied	Tech Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Vehicle Safety Research	\$40,971	\$35,598	\$51,612	\$51,612	\$0	\$0	\$0	\$0
Highway Safety Research	\$14,073	\$14,356	\$14,356	\$14,356	\$0	\$0	\$0	\$0
Total	\$55,044	\$49,954	\$65,968	\$65,968	\$0	\$0	\$0	\$0

Section 5: Information Technology
Modal IT Budget Request and Narrative

**INFORMATION TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY**

(\$73,046,000)

Budget Account	FY 2020 Actual	FY 2021 Enacted	FY 2022 President's Budget
Operations and Research (GF)	\$27,936	\$24,444	\$37,867
<i>Commodity IT SS WCF</i>	<i>\$10,925</i>	<i>\$11,833</i>	<i>\$12,756</i>
<i>Modal IT</i>	<i>\$17,011</i>	<i>\$12,611</i>	<i>\$25,111</i>
Operations and Research (TF)	\$33,485	\$31,150	\$31,642
<i>Commodity IT SS WCF</i>	<i>\$5,796</i>	<i>\$6,304</i>	<i>\$6,796</i>
<i>Modal IT</i>	<i>\$27,689</i>	<i>\$24,846</i>	<i>\$24,846</i>
Highway Traffic Safety Administration (TF)	\$3,180	\$3,362	\$3,537
<i>Commodity IT SS WCF</i>	<i>\$2,070</i>	<i>\$2,252</i>	<i>\$2,427</i>
<i>Modal IT</i>	<i>\$1,110</i>	<i>\$1,110</i>	<i>\$1,110</i>
Total	\$64,601	\$58,956	\$73,046

Note: Totals may not add due to rounding.

The National Highway Traffic Safety Administration (NHTSA) is requesting **\$73.05 million** in FY 2022 for information technologies that support the full spectrum of highway safety programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

Commodity IT Shared Services (SS) through Working Capital Fund

OCIO will continue to provide NHTSA Commodity IT Shared Services in FY 2022 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services and server operations.

- NHTSA requests **\$12.76 million** from the Vehicle Safety account, **\$6.79 million** from the Highway Safety Research & Development account, and **\$2.43 million** from the Highway

Traffic Safety Grants account for Commodity IT Shared Services. NHTSA's share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with NHTSA, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. NHTSA will only be charged for services rendered.

Modal IT

The following major mission critical IT systems will be maintained by NHTSA in FY 2022. This list is only a subset of all IT systems that support NHTSA and are reported in the OMB Corporate Investment Management System.

- Artemis (NHTSA020): NHTSA requests **\$15.79 million** in the development, modernization and enhancement (DME) and operation and maintenance (O&M) of this mission critical system that supports ODI.
- Crash Data Acquisition Network (NHTSA347): NHTSA requests **\$6.91 million** in the development, modernization and enhancement (DME) and operation and maintenance (O&M) of this mission critical system that supports NCSA.
- NHTSA requested an additional **\$15.10 million** in the development, modernization and enhancement (DME) and operation and maintenance (O&M) of non-major support systems.

Section 6: 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>
2013 ¹	\$188,000,000	2013 ²	\$140,146,000
2014	\$148,343,000	2014	\$134,000,000
2015 ³	\$152,000,000	2015	\$130,000,000
2016 ⁴	\$179,000,000	2016	\$152,800,000
2017 ⁵	\$249,800,000	2017	\$180,075,000
2018	\$152,509,527	2018 ⁶	\$189,075,000
2019	\$152,427,000	2019 ⁷	\$190,000,000
2020	\$151,000,000	2020 ⁸	\$211,000,000
2021	\$156,000,000	2021	\$211,167,000
2022	\$245,550,000	2022	-

¹ In FY 2013, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2013 and re-based from the General Fund in 2011 and 2012.

² FY 2013 Levels were reduced to reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund were reduced by an additional .05% for sequestration.

³ In FY 2015, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2015 and re-based from the General Fund in 2013 and 2014.

⁴ In FY 2016, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2016 and re-based from the General Fund in 2014 and 2015.

⁵ In FY 2017, the Budget proposed to move a number of current General Fund programs into the Transportation Trust Fund. Vehicle Safety Research was to be funded from the Trust Fund in 2017 and re-based from the General Fund in 2015 and 2016.

⁶ In addition to the FY 2018 Enacted funding level, Sec. 144 of P.L. 115-141 provided \$11.5 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$5 million) and 2) a highway-rail grade crossing safety campaign (\$6.5 million).

⁷ In addition to the FY 2019 Enacted funding level, Sec. 143 of P.L. 116-6 provided \$14 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$7 million) and 2) a highway-rail grade crossing safety campaign (\$7 million).

⁸ In addition to the FY 2020 Enacted funding level, Sec. 142 of P.L. 116-94 provided \$17 million in additional general fund budget authority for 1) activities to reduce highway fatalities from impaired driving (\$7 million) and 2) a highway-rail grade crossing safety campaign (\$10 million).

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

Limitation on Obligations & Liquidation of Contract Authority			
<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2013	\$150,000,000	2013 ¹	\$115,500,000
2014	\$118,500,000	2014	\$123,500,000
2015	\$122,000,000	2015	\$138,500,000
2016	\$152,000,000	2016	\$142,900,000
2017	\$145,900,000	2017	\$145,900,000
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	-

¹ FY 2013 Levels were reduced to reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund were reduced by an additional .05% for sequestration.

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

Limitation on Obligations & Liquidation of Contract Authority			
<u>Fiscal Year</u>	<u>Request</u>	<u>Fiscal Year</u>	<u>Enacted</u>
2013	\$643,000,000	2013 ¹	\$554,500,000
2014	\$561,500,000	2014	\$561,500,000
2015	\$577,000,000	2015	\$561,500,000
2016	\$577,000,000	2016	\$573,332,000
2017	\$585,372,000	2017	\$585,372,000
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	-

¹ FY 2013 Levels were reduced to reflect a .02% A-T-B rescission to all funds. In addition, Vehicle Safety General Fund were reduced by an additional .05% for sequestration.

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