U.S. Department of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2025

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED FOR THE USE OF THE COMMITTEES ON APPROPRIATIONS

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National Highway Traffic Safety Administration

FY 2025 Budget Request

Section 1: Overview

Administrator's Overview

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

NHTSA's work affects everyone on our roads, whether they are walking, riding a bicycle or scooter, using a wheelchair, driving a car or truck, or using public transit. NHTSA's mission is to keep everyone, especially the most vulnerable among us, safe. Unfortunately, after 30 years of steady reductions, recent years have seen a national crisis of traffic deaths. In 2022, NHTSA estimates that 42,795 Americans died on our roadways and over 2.2 million people were injured.

NHTSA's early estimates for fatalities in the first half of 2023 show a decrease of about 3.3 percent in comparison to the number of fatalities reported for the first half of 2022—from 20,190 in the first half of 2022 to 19,515 in the first half of 2023. The estimated rate also decreased to 1.24 fatalities per 100 million vehicle miles traveled (VMT) in 2023, down from 1.31 fatalities per 100 million VMT in early 2022. Americans are driving more than they did during the pandemic, with an increase of 35.1 billion miles (or about 2.3 percent over 2022) in 2023.

It is essential that we continue to do everything we can to improve road safety, and this budget request supports NHTSA's full spectrum of vehicle and behavioral safety activities. The Fiscal Year (FY) 2025 President's budget request totals $1.6 billion, which fully supports NHTSA's Vehicle Safety programs as well as the funding levels enacted in the Bipartisan Infrastructure Law (BIL). The budget request also contains funding to implement fuel economy and efficiency standards for light, medium, and heavy-duty vehicles. The budget request includes $248 million for Vehicle Safety, $205 million for Behavioral Safety, and $832 million for State Grants and High

Visibility Enforcement support, in addition to $322 million in advance appropriations provided by the Bipartisan Infrastructure Law.

Development continues on advanced and automated technologies, and these emerging and complex systems require a dedicated staff with expertise to promote safe deployment, to evaluate and act on applications for exemptions, to amend and develop safety standards for automated technologies, and to proactively respond to emerging technologies.

Within the $248 million requested for Vehicle Safety programs, NHTSA requests an additional $38 million to include these critical safety activities:

> $13.9 million increase for the Office of Automation Safety (Rulemaking). The increase will support the Office of Automation Safety in its work to accelerate the safe deployment of automated driving systems by developing and setting safety standards that reduce the severity of motor vehicle crashes; assessing safety performance, reliability, and redundancy of vehicle systems and subsystems; and evaluating exemption petitions and overseeing safety demonstrations. Funding in this budget request will expand existing automation safety work, allowing NHTSA to plan and coordinate a comprehensive safety regulatory program for the governance of both light and heavy-duty vehicles by developing standards, regulations and guidelines related to advanced and automated technologies.
>
> $4.5 million increase to support the Partnership for Analytics Research in Traffic Safety (PARTS) and Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST) programs (National Center for Statistics and Analysis). Increased PARTS funding will provide additional resources for expanded datasets related to new technologies that NHTSA can analyze in greater detail to understand why certain systems perform better than others; the PARTS programs contributes to improvements in advanced driver assistance systems (ADAS) safety. Also, this funding provides a dedicated source for the AV TEST program, which facilitates the safe development, testing, integration, and education of driving automation technology in the United States. The increased funding will provide additional resources for Special Crash Investigations within the Crash Data Collection program. These programs all advance automation safety.
>
> $2 million increase for Vehicle Electronics and Cybersecurity (Research and Analysis). The additional funding supports research activity that focuses on the reliability and security of in-vehicle sensor systems and Advanced Safety Technologies to support BIL-mandated regulatory action. As more vehicles become more automated, this research is essential for designing vehicle architectures that will respond safely even when there are electronic system failures, software errors, or malicious software attacks.
>
> $1.3 million increase for capacity improvements in the Office of Defects Investigation and the Office of Vehicle Safety Compliance (Enforcement). The requested funding increase will allow the Office of Defects Investigation to devote additional resources to driving automation systems and other areas of rapid growth including vehicle electrification, cybersecurity, and new automotive system architectures that depend on recent advances in hardware and software. It will also support the Office of Vehicle Safety Compliance's

acquisition of additional crash test dummies and the testing of vehicles and equipment to ensure safety standards for emerging technologies, including ADAS and electric vehicles.

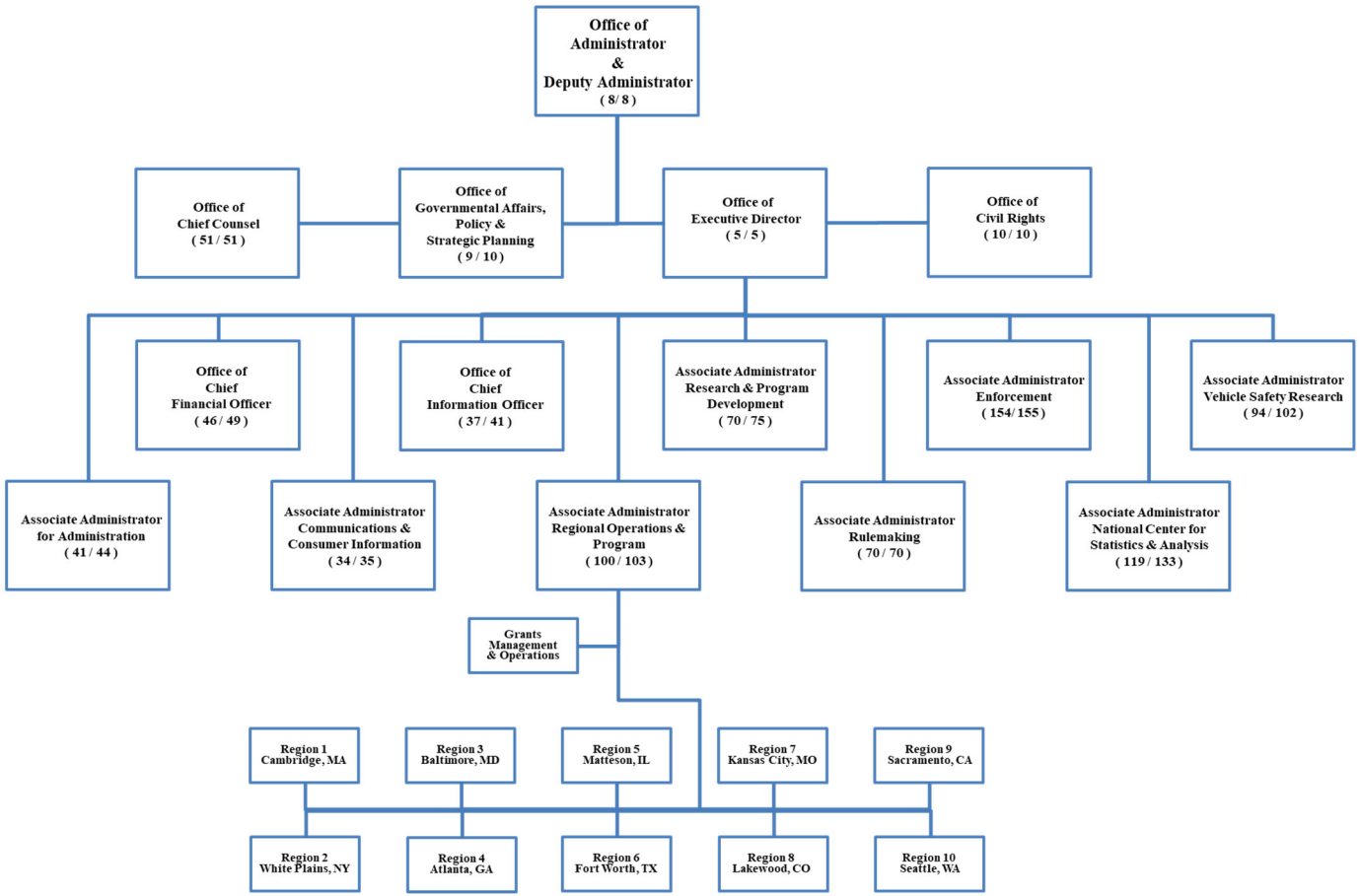
Finally, the budget request includes $800 thousand from the Operations and Research (GF) account for 9 additional positions for the Office of Civil Rights, allowing NHTSA to continue supporting the Department's Equity goals by strengthening the office dedicated to civil rights and equal opportunity matters. The additional positions will allow NHTSA to fully meet the Office's growing civil rights and equity responsibilities, which include overseeing compliance with Title VI of the Civil Rights Act, the Americans with Disabilities Act, and Section 504 of the Rehabilitation Act; addressing Equal Employment Opportunity complaints; and supporting implementation of Executive Orders related to Diversity, Equity, Inclusion and Accessibility and BIL implementation.

NHTSA's efforts cannot stand alone. Federal and State governments, Native American tribes, community leaders, automobile and parts manufacturers, researchers, and individuals all play a vital role in reducing fatalities and injuries on our roadways. This budget request continues to fully fund the research and grant programs conducted by our safety partners, including State and local governments as well as safety associations and organizations. NHTSA's grants support critical programs by States and local governments such as the enforcement of laws against drunk and distracted driving, nonmotorized safety, and other safety issues.

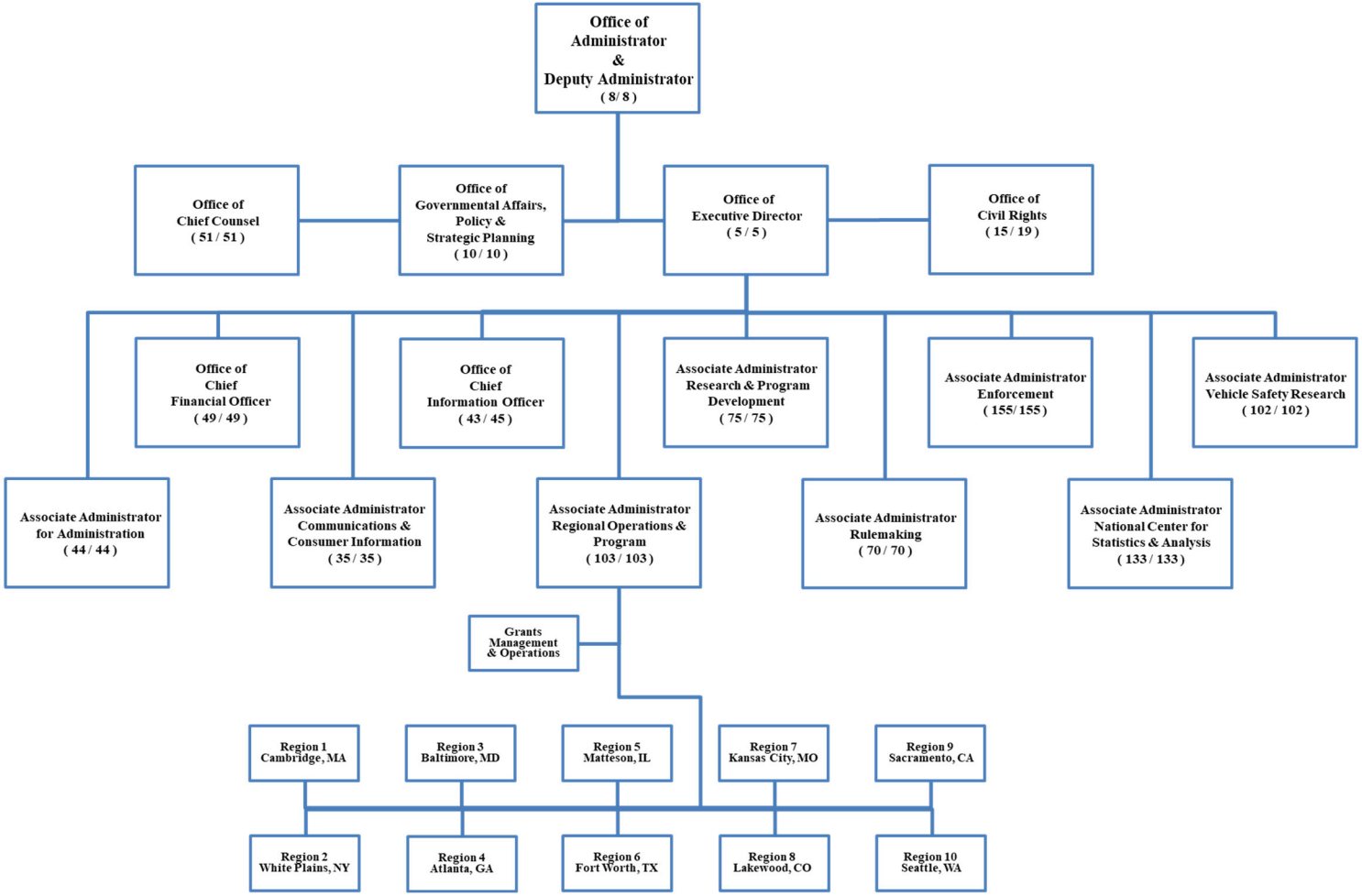
Beginning in FY 2024, State Highway Safety Plans (HSPs) must demonstrate how the state meaningfully engaged with the public to inform the States programming decisions. HSPs include safety performance targets that show constant or improved performance, and plans must detail comprehensive, data-driven traffic safety programs that result from public participation and engagement with affected communities. It is hard work, and NHTSA is honoring its partnership with States by sharing data and providing technical assistance. Beginning in FY 2023 NHTSA offered expanded technical assistance to all States, territories, and the Bureau of Indian Affairs acting on behalf of the tribes. The technical assistance package includes a deep dive into the relevant data. NHTSA stands ready to assist States as they take an unflinching look at their program and project performance.

Exhibit 1: Organization Charts

FY 2024 FTE Estimate
National Highway Traffic Safety Administration
(*Total 848 FTE/891 FTP*)



FY 2025 FTE Estimate
National Highway Traffic Safety Administration
(*Total 898 FTE/904 FTP*)



Section 2: Budget Summary Tables

Exhibit II-1: Comparative Statement of New Budget Authority

FY 2025 BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

ACCOUNT NAME	M / D	(A) FY 2023 ACTUALS	(B) FY 2024 CONTINUING RESOLUTION	(C) FY 2025 REQUEST
OPERATIONS & RESEARCH (GF)		$ 210,000	$ 210,000	$ 248,000
Rulemaking	D	$ 21,481	$ 17,752	$ 34,274
Enforcement	D	$ 20,310	$ 16,784	$ 21,565
Research and Analysis	D	$ 33,358	$ 27,516	$ 35,415
Research and Analysis - NCSA	D	$ 479	$ 479	$ 5,026
Communication & Consumer Info.	D	$ 5,118	$ 5,118	$ 6,106
Administrative Expenses	D	$ 129,254	$ 142,351	$ 145,614
OPERATIONS & RESEARCH (TF)		$ 197,000	$ 201,200	$ 205,400
Highway Safety Programs	M	$ 57,832	$ 55,567	$ 54,454
Research and Analysis - NCSA	M	$ 54,399	$ 50,141	$ 48,695
Sec. 1906 Grants	M	$ 11,500	$ 11,500	$ 11,500
Communication & Consumer Info.	M	$ 10,169	$ 9,561	$ 9,359
Administrative Expenses	M	$ 63,100	$ 74,431	$ 81,392
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		$ 922,851	$ 952,301	$ 831,445
Formula Grants (section 402)	M	$ 370,900	$ 378,400	$ 385,900
High-Visibility Enforcement (Section 404)	M	$ 38,300	$ 40,300	$ 42,300
National Priority Safety Programs (Section 405)	M	$ 346,500	$ 353,500	$ 360,500
Transfer from Federal Highway Administration (FHWA)	M	$ 127,631	$ 139,000	$ -
Administrative Expenses	M	$ 39,520	$ 41,101	$ 42,745
TOTAL BASE APPROPRIATION		$ 1,329,851	$ 1,363,501	$ 1,284,845
Gross New Budget Authority		**$ 1,202,220**	**$ 1,224,501**	**$ 1,284,845**
Rescissions				
Transfers		**$ 127,631**	**$ 139,000**	**$ -**
Offsets				
NET NEW BUDGET AUTHORITY REQUESTED:		**$ 1,329,851**	**$ 1,363,501**	**$ 1,284,845**
[Mandatory BA]		$ 1,119,851	$ 1,153,501	$ 1,036,845
[Discretionary BA]		$ 210,000	$ 210,000	$ 248,000
Supplemental Funding				
IIJA Supplemental (Division J)		**$ 321,700**	**$ 321,700**	**$ 321,700**
Crash Data		$ 150,000	$ 150,000	$ 150,000
Vehicle Safety & Behavioral Research		$ 109,700	$ 109,700	$ 109,700
Supplemental Highway Traffic Safety Programs		$ 62,000	$ 62,000	$ 62,000
Transfer to Operations & Research (GF)		[74,500]	[74,500]	[74,500]
Grand Total, All Appropriations		**$ 1,651,551**	**$ 1,685,201**	**$ 1,606,545**

Exhibit II-2: Budgetary Resources

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

ACCOUNT NAME	M / D	(A) FY 2023 ACTUALS	(B) FY 2024 CONTINUING RESOLUTION	(C) FY 2025 REQUEST
OPERATIONS & RESEARCH (GF)		$ 210,000	$ 210,000	$ 248,000
Rulemaking	D	$ 21,481	$ 17,752	$ 34,274
Enforcement	D	$ 20,310	$ 16,784	$ 21,565
Research and Analysis	D	$ 33,358	$ 27,516	$ 35,415
Research and Analysis - NCSA	D	$ 479	$ 479	$ 5,026
Communication & Consumer Info.	D	$ 5,118	$ 5,118	$ 6,106
Administrative Expenses	D	$ 129,254	$ 142,351	$ 145,614
OPERATIONS & RESEARCH (TF)		$ 197,000	$ 197,000	$ 205,400
Highway Safety Programs	M	$ 57,832	$ 53,542	$ 54,454
Research and Analysis - NCSA	M	$ 54,399	$ 48,314	$ 48,695
Sec. 1906 Grants	M	$ 11,500	$ 11,500	$ 11,500
Communication & Consumer Info.	M	$ 10,169	$ 9,213	$ 9,359
Administrative Expenses	M	$ 63,100	$ 74,431	$ 81,392
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		$ 922,851	$ 934,220	$ 831,445
Formula Grants (section 402)	M	$ 370,900	$ 370,900	$ 385,900
High-Visibility Enforcement (Section 404)	M	$ 38,300	$ 38,300	$ 42,300
National Priority Safety Programs (Section 405)	M	$ 346,500	$ 346,500	$ 360,500
Transfer from Federal Highway Administration (FHWA)	M	$ 127,631	$ 139,000	$ -
Administrative Expenses	M	$ 39,520	$ 39,520	$ 42,745
TOTAL BASE APPROPRIATION		$ 1,329,851	$ 1,341,220	$ 1,284,845
Gross New Budgetary Resources		$ 1,202,220	$ 1,202,220	$ 1,284,845
Rescissions				
Transfers		$ 127,631	$ 139,000	$ -
Offsets				
TOTAL BUDGETARY RESOURCES:		**$ 1,329,851**	**$ 1,341,220**	**$ 1,284,845**
[Mandatory]		$ 1,119,851	$ 1,131,220	$ 1,036,845
[Discretionary]		$ 210,000	$ 210,000	$ 248,000
[Obligation Limitation]		$ 1,119,851	$ 1,131,220	$ 1,036,845
Supplemental Funding				
IIJA Supplemental (Division J)		**$ 321,700**	**$ 321,700**	**$ 321,700**
Crash Data		$ 150,000	$ 150,000	$ 150,000
Vehicle Safety & Behavioral Research		$ 109,700	$ 109,700	$ 109,700
Supplemental Highway Traffic Safety Programs		$ 62,000	$ 62,000	$ 62,000
Transfer to Operations & Research (GF)		[74,500]	[74,500]	[74,500}
Grand Total, All Appropriations		**$ 1,651,551**	**$ 1,662,920**	**$ 1,606,545**

Exhibit II-3: Budgetary Resources by Strategic Goal

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	Safety	Economic Strength	Equity	Climate & Sustainability	Transformation	Organizational Excellence	Total
Operations & Research (GF)	$ 239,000			$ 9,000			$ 248,000
Operations & Research (TF)	$ 202,618		$ 2,782				$ 205,400
Highway Traffic Safety Grants (TF)	$ 814,683		$ 16,762				$ 831,445
Bil Supplemental Advance Appropriation	$ 1,256,301	$ -	$ 19,544	$ 9,000	$ -	$ -	$ 1,284,845
Crash Data (GF)	$ 150,000						$ 150,000
Vehicle Safety and Behavioral Research (GF)	$ 109,700						$ 109,700
Supplemental Highway Traffic Safety Grants (GF)	$ 62,000						$ 62,000
TOTAL	$ 1,458,919	$ -	$ 22,326	$ 9,000	$ -		$ 1,606,545

Safety: Make our transportation system safer for all people. Work toward a future where transportation-related serious injuries and fatalities are eliminated.

Economic Strength and Global Competitiveness: Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to good-paying jobs, resources, and markets.

Equity: Reduce inequities. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate & Sustainability: Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation: Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence: Strengthen our world class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

Exhibit II-4: Outlays

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	M / D	(A) FY 2023 ACTUAL	(B) FY 2024 CONTINUING RESOLUTION	(C) FY 2025 REQUEST
OPERATIONS & RESEARCH (GF)	**D**	$ 249,000	$ 289,000	$ 313,000
OPERATIONS & RESEARCH (TF)	**M**	$ 163,000	$ 219,000	$ 228,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**M**	$ 789,000	$ 964,000	$ 978,000
TOTAL:		**$ 1,201,000**	**$ 1,472,000**	**$ 1,519,000**
Mandatory		$ 952,000	$ 1,183,000	$ 1,206,000
Discretionary		$ 249,000	$ 289,000	$ 313,000
IIJA Supplemental (Division J)				
Crash Data		$ 8,000	$ 167,000	$ 173,000
Vehicle Safety & Behavioral Research		$ 21,000	$ 44,000	$ 38,000
Supplemental Highway Traffic Safety Programs		$ 20,000	$ 66,000	$ 72,000
Grand Total, Outlays from all Appropriations		**$ 1,250,000**	**$ 1,749,000**	**$ 1,802,000**

Exhibit II-5: Analysis of Changes Tables

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

Account Name	FY 2023 Actuals[1]	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	675	848		42						890	7	897
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$129,243	$179,214	$2,330	$9,560	$2,690					$193,794	$1,281	$195,075
Travel	$2,009	$1,407								$1,407	$0	$1,407
Transportation	$107	$51								$51	$0	$51
GSA Rent	$8,727	$2,518					$216		$1,235	$3,969	$0	$3,969
Communications, & Utilities	$596	$957								$957	$0	$957
Printing	$998	$182								$182	$0	$182
Other Services:	$32,111	$64,006	($32)	($731)	($38)				($6,966)	$56,239	$3,225	$59,464
-WCF	$36,384	$41,162						$2,753		$43,915	$0	$43,915
Supplies	$3,566	$902								$902	$0	$902
Equipment	$930	$306								$306	$0	$306
Admin Subtotal	**$214,671**	**$290,705**	**$2,298**	**$8,829**	**$2,652**	**$0**	**$216**	**$2,753**	**($5,731)**	**$301,722**	**$4,506**	**$306,228**
PROGRAMS												
Rulemaking	$19,763	$17,752	($350)		($218)					$17,184	$17,089	$34,273
Enforcement	$22,373	$16,784	($331)		($206)					$16,247	$7,018	$23,265
Research and Analysis	$33,496	$87,613	($620)	($1,977)	($354)					$84,662	$7,077	$91,739
Communications & Consumer Info.	$18,568	$14,331	($61)	($500)	($17)					$13,753	$1,712	$15,465
Highway Safety Programs	$77,245	$93,242	($353)	($2,903)	($100)					$89,886	$4,268	$94,154
Research and Analysis - NCSA	$75,685	$194,293	($318)	($2,620)	($90)					$191,265	$7,956	$199,221
Sec. 1906 Grants	$8,625	$11,500								$11,500	$0	$11,500
Formula Grants (Section 402)	$410,560	$390,900								$390,900	$15,000	$405,900
High-visibility Enforcement (Section 404)	$38,300	$38,300								$38,300	$4,000	$42,300
National Priority Safety Programs (Section 405)	$348,755	$368,500								$368,500	$14,000	$382,500
Transfer from Federal Highway Administration (FHWA)	$127,631	$139,000									$0	$0
Transfer from Vehicle Safety & Behavioral Research (0670)	$59,345											
Programs Subtotal	**$1,240,346**	**$1,372,215**	**($2,033)**	**($7,999)**	**($985)**	**$0**	**$0**	**$0**	**$0**	**$1,222,198**	**$78,120**	**$1,300,318**
BASE PROGRAMS TOTAL	**$1,455,017**	**$1,662,920**	**$265**	**$829**	**$1,667**	**$0**	**$216**	**$2,753**	**($5,731)**	**$1,523,919**	**$82,626**	**$1,606,545**

1/ FY 2023 actuals are inclusive of administrative expense and programmatic transfers from BIL Supplemental Appropriations from Crash Data and Vehicle Safety and Behavioral Research Accounts.

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

OPERATIONS & RESEARCH (GF)	FY 2023 Actuals	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	400	438								438	7	445
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$78,857	$93,966	$1,222		$1,410					$96,598	$1,281	$97,879
Travel	$912	$510								$510		$510
Transportation	$54	$0								$0		$0
GSA Rent	$3,248	$1,408					$11			$1,419		$1,419
Communications, & Utilities	$320	$309								$309		$309
Printing	$843	$182								$182		$182
Other Services:	$18,957	$24,548							($2,960)	$21,588		$21,588
-WCF	$22,145	$21,311						$2,299		$23,610		$23,610
Supplies	$3,308	$117								$117		$117
Equipment	$669	$0								$0		$0
Admin Subtotal	**$129,313**	**$142,351**	**$1,222**	**$0**	**$1,410**	**$0**	**$11**	**$2,299**	**($2,960)**	**$144,333**	**$1,281**	**$145,614**
PROGRAMS												
Rulemaking	$19,763	$17,752	($350)		($217)					$17,185	$17,089	$34,274
Enforcement	$22,373	$16,784	($331)		($206)					$16,247	$5,318	$21,565
Research and Analysis	$33,496	$27,516	($541)		($337)					$26,638	$8,777	$35,415
Research and Analysis - NCSA	$471	$479								$479	$4,547	$5,026
Communications & Consumer Info.	$8,741	$5,118								$5,118	$988	$6,106
Transfer from Vehicle Safety & Behavioral Research (0670)	$59,345											
Programs Subtotal	**$144,189**	**$67,649**	**($1,222)**	**$0**	**($760)**	**$0**	**$0**	**$0**	**$0**	**$65,667**	**$36,719**	**$102,386**
BASE PROGRAMS TOTAL	**$273,502**	**$210,000**	**$0**	**$0**	**$650**	**$0**	**$11**	**$2,299**	**($2,960)**	**$210,000**	**$38,000**	**$248,000**

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

OPERATIONS & RESEARCH (TF)	FY 2023 Actuals	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	196	267		26						293		293
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$37,009	$56,299	$732	$6,022	$844					$63,897		$63,897
Travel	$574	$469								$469		$469
Transportation	$53	$41								$41		$41
GSA Rent	$912	$0								$0		$0
Communications, & Utilities	$197	$0								$0		$0
Printing	$109	$0								$0		$0
Other Services:	$7,385	$4,048							($917)	$3,131		$3,131
-WCF	$9,672	$12,942						$280		$13,222		$13,222
Supplies	$203	$326								$326		$326
Equipment	$149	$306								$306		$306
Admin Subtotal	**$56,263**	**$74,431**	**$732**	**$6,022**	**$844**	**$0**	**$0**	**$280**	**($917)**	**$81,392**	**$0**	**$81,392**
PROGRAMS												
Highway Safety Programs	$45,440	$53,542	($353)	($2,903)	($100)					$50,186	$4,268	$54,454
Research and Analysis - NCSA	$50,384	$48,314	($318)	($2,620)	($90)					$45,286	$3,409	$48,695
Sec. 1906 Grants	$8,625	$11,500								$11,500		$11,500
Communications & Consumer Info.	$9,827	$9,213	($61)	($500)	($17)					$8,635	$724	$9,358
Programs Subtotal	**$114,276**	**$122,569**	**($732)**	**($6,022)**	**($207)**	**$0**	**$0**	**$0**	**$0**	**$115,608**	**$8,401**	**$124,008**
BASE PROGRAMS TOTAL	**$170,539**	**$197,000**	**$0**	**($0)**	**$637**	**$0**	**$0**	**$280**	**($917)**	**$197,000**	**$8,401**	**$205,400**

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

HIGHWAY TRAFFIC SAFETY GRANTS (TF)	FY 2023 Actuals	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	79	100		4						104		104
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$13,377	$20,423	$265	$843	$307					$21,838		$21,838
Travel	$506	$428								$428		$428
Transportation	$0	$10								$10		$10
GSA Rent	$4,567	$1,110					$205		$1,235	$2,550		$2,550
Communications, & Utilities	$79	$648								$648		$648
Printing	$46	$0								$0		$0
Other Services:	$4,499	$11,576							($2,960)	$8,616	$3,225	$11,841
-WCF	$4,567	$4,866						$105		$4,971		$4,971
Supplies	$55	$459								$459		$459
Equipment	$112	$0								$0		$0
Admin Subtotal	**$27,808**	**$39,520**	**$265**	**$843**	**$307**	**$0**	**$205**	**$105**	**($1,725)**	**$39,520**	**$3,225**	**$42,745**
PROGRAMS												
Formula Grants (section 402)	$389,086	$370,900								$370,900	$15,000	$385,900
High-Visibility Enforcement (Section 404)	$38,300	$38,300								$38,300	$4,000	$42,300
National Priority Safety Programs (Section 405)	$328,229	$346,500								$346,500	$14,000	$360,500
Transfer from Federal Highway Administration (FHWA)	$127,631	$139,000										
Programs Subtotal	**$883,246**	**$894,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$755,700**	**$33,000**	**$788,700**
BASE PROGRAMS TOTAL	**$911,054**	**$934,220**	**$265**	**$843**	**$307**	**$0**	**$205**	**$105**	**($1,725)**	**$795,220**	**$36,225**	**$831,445**

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

CRASH DATA (GF) (IIJA SUPPLEMENTAL)	FY 2023 Actuals	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	13		3						16		16
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$0	$2,494	$32	$718	$38					$3,282		$3,282
Travel	$0	$0								$0		$0
Transportation	$0	$0								$0		$0
GSA Rent	$0	$0								$0		$0
Communications, & Utilities	$0	$0								$0		$0
Printing	$0	$0								$0		$0
Other Services:	$0	$1,398	($32)	($731)	($38)					$597		$597
-WCF	$0	$608						$13		$621		$621
Supplies	$0	$0								$0		$0
Equipment	$0	$0								$0		$0
Admin Subtotal	**$0**	**$4,500**	**$0**	**($13)**	**$0**	**$0**	**$0**	**$13**	**$0**	**$4,500**	**$0**	**$4,500**
PROGRAMS												
Research and Analysis - NCSA	$23,427	$145,500								$145,500		$145,500
Programs Subtotal	**$23,427**	**$145,500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$145,500**	**$0**	**$145,500**
BASE PROGRAMS TOTAL	**$23,427**	**$150,000**	**$0**	**($13)**	**$0**	**$0**	**$0**	**$13**	**$0**	**$150,000**	**$0**	**$150,000**

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

VEHICLE SAFETY & BEHAVIORAL RESEARCH (GF) (IIJA SUPPLEMENTAL)	FY 2023 Actuals	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	0	30		9						39		39
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$0	$6,032	$79	$1,977	$90					$8,178		$8,178
Travel	$0	$0								$0		$0
Transportation	$0	$0								$0		$0
GSA Rent	$0	$0								$0		$0
Communications, & Utilities	$0	$0								$0		$0
Printing	$0	$0								$0		$0
Other Services:	$0	$2,436							($129)	$2,307		$2,307
-WCF	$0	$1,435						$56		$1,491		$1,491
Supplies	$0	$0								$0		$0
Equipment	$0	$0								$0		$0
Admin Subtotal	**$0**	**$9,903**	**$79**	**$1,977**	**$90**	**$0**	**$0**	**$56**	**($129)**	**$11,976**	**$0**	**$11,976**
PROGRAMS												
Rulemaking	$0	$0								$0		$0
Enforcement	$0	$0								$0	$1,700	$1,700
Research and Analysis	$0	$60,097	($79)	($1,977)	($17)					$58,024	($1,700)	$56,324
Research and Analysis - NCSA	$1,403	$0								$0		$0
Highway Safety Programs	$31,805	$39,700								$39,700		$39,700
Programs Subtotal	**$33,208**	**$99,797**	**($79)**	**($1,977)**	**($17)**	**$0**	**$0**	**$0**	**$0**	**$97,724**	**$0**	**$97,724**
BASE PROGRAMS TOTAL	**$33,208**	**$109,700**	**$0**	**($0)**	**$73**	**$0**	**$0**	**$56**	**($129)**	**$109,700**	**$0**	**$109,700**

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

SUPPLEMENTAL HIGHWAY TRAFFIC SAFETY PROGRAMS (GF) IIJA SUPPLEMENTAL	FY 2023 Actuals	FY 2024 Continuing Resolution	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2024 FTE	FY 2025 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2025 Baseline Estimate	Program Increases/ Decreases	FY 2025 Request
PERSONNEL RESOURCES (FTE)										0		0
Direct FTE										0		0
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits										$0		$0
Travel	$17									$0		$0
Transportation										$0		$0
GSA Rent										$0		$0
Communications, & Utilities										$0		$0
Printing										$0		$0
Other Services:	$1,270	$20,000								$20,000		$20,000
-WCF										$0		$0
Supplies										$0		$0
Equipment										$0		$0
Admin Subtotal	**$1,287**	**$20,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,000**	**$0**	**$20,000**
PROGRAMS												
Formula Grants (Section 402)	$21,474	$20,000								$20,000		$20,000
National Priority Safety Programs (Section 405)	$20,526	$22,000								$22,000		$22,000
Programs Subtotal	**$42,000**	**$42,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$42,000**	**$0**	**$42,000**
BASE PROGRAMS TOTAL	**$43,287**	**$62,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$62,000**	**$0**	**$62,000**

Exhibit II-6: Working Capital Fund

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
DIRECT:			
Operations & Research (GF)	$21,162	$ 21,311	$ 23,610
Operations & Research (TF)	$9,672	$ 12,942	$ 13,222
Highway Traffic Safety Grants (TF)	$4,567	$ 4,866	$ 4,971
SUBTOTAL	$ 35,401	$ 39,119	$ 41,803
TOTAL, Base programs	$ 35,401	$ 39,119	$ 41,803
SUPPLEMENTAL FUNDING			
IIJA Supplemental (Division J) Subtotal	$ 983	$ 2,043	$ 2,112
Crash Data	$ 312	$ 608	$ 621
Vehicle Safety & Behavioral Research	$ 671	$ 1,435	$ 1,491
Supplemental Highway Traffic Safety Programs	$ -	$ -	$ -
Total, All Sources	$ 36,384	$ 41,162	$ 43,915

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

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations & Research (GF)	400	438	445
Operations & Research (TF)	196	267	293
Highway Traffic Safety Grants (TF)	79	100	104
SUBTOTAL	675	805	842
BASE TOTAL FTEs	**675**	**805**	**842**
SUPPLEMENTAL FUNDED FTE's			
IIJA Supplemental Funding			
Crash Data	0	13	16
Vehicle Safety & Behavioral Research	0	30	39
Supplemental Highway Traffic Safety Programs	0	0	0
SUBTOTAL, Supplemental Funded	0	43	55
TOTAL FTEs	**675**	**848**	**897**

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

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations & Research (GF)	454	438	451
Operations & Research (TF)	197	294	294
Highway Traffic Safety Grants (TF)	73	104	104
SUBTOTAL	724	836	849
BASE TOTAL POSITIONS	**724**	**836**	**849**
SUPPLEMENTAL FUNDED FTP's			
Crash Data	0	16	16
Vehicle Safety & Behavioral Research	0	39	39
Supplemental Highway Traffic Safety Programs	0	0	0
SUBTOTAL, Supplemental Funded	0	55	55
TOTAL POSITIONS	**724**	**891**	**904**

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Section 3: Budget Request by Appropriation
Appropriations 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, [$304,062,000] *$248,000,000*, to remain available through September 30, [2025] *2026*.

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 25024 of the Infrastructure Investment and Jobs Act (Public Law 117–58), and chapter 303 of title 49, United States Code, [$201,200,000] *$205,400,000*, 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 [2024] *2025*, are in excess of [$201,000,000] *$205,400,000*: Provided further, That of the sums appropriated under this heading--

(1) [$194,000,000] $198,000,000 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 25024 of the Infrastructure Investment and Jobs Act (Public Law 117-58); and

(2) [$7,200,000] $7,400,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code:

Provided further, That within the [$201,200,000] *$205,400,000* obligation limitation for operations and research, $57,500,000 shall remain available until September 30, [2025] *2026*, 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 [2024] *2025* 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 grant administration expenses under chapter 4 of title 23, United States Code, to remain available until expended, [$813,301,000] *$831,444,832* 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 [2024] *2025* are in excess of [$813,301,000] *$831,444,832* for programs authorized under 23 U.S.C. 402, 404 and 405 and grant administration expenses under chapter 4 of title 23, United States Code: Provided further, That of the sums appropriated under this heading—

(1) [$378,400,000] *$385,900,000* shall be for "Highway Safety Programs" under 23 U.S.C. 402;
(2) [$353,500,000] *$360,500,000* shall be for "National Priority Safety Programs" under 23 U.S.C. 405;
(3) [$40,300,000] *$42,300,000* shall be for the "High Visibility Enforcement Program" under 23 U.S.C. 404; and
(4) [$41,100,800] *$42,744,832* shall be for grant administrative expenses under chapter 4 of title 23, United States Code:

Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed $500,000 of the funds made available under 23 U.S.C. 405, for ''Impaired Driving Countermeasures'' (as described in subsection (d) of that section) shall be available for technical assistance to the States: Provided further, That with respect to the "Transfers" provision under 23 U.S.C. 405(a)(10), 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)(10) 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] *140*. The limitations on obligations for the programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

Sec. [142] *141*. The amounts made available [in] or *subject to and obligation limitation* [limited by] *in* this Act [and] *or in Division J of* the "Infrastructure Investments and Jobs Appropriations Act" ([Division J, Public Law 117-58) for grant administrative expenses under chapter 4 of title 23, United States Code, may be used to provide *technical* assistance to grantees implementing highway traffic safety grants.[1]

1/ This language clarifies that the agency can use grant administrative expenses to support States as defined under 23 USC Chapter 4 in implementing highway traffic safety grants.

Operations & Research (GF)
Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
Rulemaking	$ 21,481	$ 17,752	$ 34,274
Enforcement	$ 20,310	$ 16,784	$ 21,565
Research and Analysis	$ 33,358	$ 27,516	$ 35,415
Research and Analysis - NCSA	$ 479	$ 479	$ 5,026
Communications & Consumer Info.	$ 5,118	$ 5,118	$ 6,106
Administrative Expenses	$ 129,254	$ 142,351	$ 145,614
TOTAL, Base appropriations	$ 210,000	$ 210,000	$ 248,000
FTEs	400	438	445

Program and Performance Statement

The FY 2025 budget request includes $248 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. This is a $38 million increase over the FY 2023 enacted level. The Vehicle Safety programs and activities include 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 Administration'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 harmonization efforts with international partners, modernizing the New Car Assessment Program (NCAP), applied research activities at the Vehicle Research and Test Center, 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

SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2025
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2023 ENACTED	$210,000	438
ADJUSTMENTS TO BASE:		
Annualization of Prior Pay Raise(s)	2,093	
Pay Raise	5,811	
Annualization of FTE cost	7,423	
Cost of additional FTE requested	1,281	7
GSA Rent	17	
Working Capital Fund	3,776	
Non-Pay Inflation and other adjustments to base	-4,041	
SUBTOTAL, ADJUSTMENTS TO BASE	**16,360**	**7**
PROGRAM INCREASES		
Rulemaking	12,793	
Enforcement	1,255	
Research and Analysis	2,057	
Research and Analysis - NCSA	4,547	
Communications & Consumer Info.	988	
SUBTOTAL, PROGRAM INCREASES	**21,640**	
FY 2025 REQUEST	**248,000**	**445**

Detailed Justification for Operations and Research (GF)

FY 2025 – Rulemaking – Budget Request
($34,274,000)

Rulemaking	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Safety Standards Support	$ 1,859	$ 2,660	$ 15,793
NCAP	$ 7,122	$ 6,092	$ 9,481
Fuel Economy	$ 12,500	$ 9,000	$ 9,000
Total, Rulemaking	**$ 21,481**	**$ 17,752**	**$ 34,274**

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

NHTSA's Rulemaking programs advance the Department's priorities, including safety, climate change, and transportation equity, 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.

Key FY 2025 Rulemaking Request:

$13.9 million increase for the Office of Automation Safety. The increase will support the Office of Automation Safety in its work to accelerate the safe deployment of automated driving systems by developing and setting safety standards that reduce the pervasiveness and severity of motor vehicle crashes; assessing safety performance, reliability, and redundancy of vehicle systems and subsystems; and, evaluating exemption petitions and overseeing safety demonstrations. Funding in this budget request will expand existing automation safety work, allowing NHTSA to plan and coordinate a comprehensive safety regulatory program for the governance of both light and heavy-duty vehicles by developing standards, regulations and guidelines related to advanced and automated technologies.

The overall funding request of $34.3 million will support the Office of Rulemaking's three main programs:

- **Safety Standards Support:** Develops and promulgates Federal standards dealing with crash protection, survivability and avoidance, battery and hydrogen vehicle safety, and other agency priorities. Supports issuance of regulatory standards for motor vehicles equipped with advanced and automated technologies and related equipment; and evaluates and processes petitions for exemptions.
- **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.

- **Fuel Economy:** Achieves mandates of 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.

Funding levels proposed in the FY 2025 budget request will support the following activities:

Safety Standards Support

- Support the continued development and delivery of numerous critical safety actions mandated by the Bipartisan Infrastructure Law (BIL), including to require a new safety standard for passenger vehicles with advanced drunk and impaired driving prevention technology, establish a safety standard to address child heatstroke in passenger vehicles, improve occupant safety in limousines, require performance-based standards for headlamp systems, require lane departure safety technologies in passenger vehicles, address seatback strength of passenger vehicles, require safety standards for automatic shutoff of vehicles equipped with keyless ignitions, and advance the safety actions for underride protection and support the advisory committee for underride protection.
- Develop and incorporate advanced crash test dummies, including the 5th percentile female THOR crash test dummy, into Federal standards.
- Continue efforts to finalize statutorily mandated regulations associated with the MAP-21 and the FAST Act.
- Continue NHTSA's work on automation safety. The effort will:

    - Plan, initiate, and coordinate a comprehensive safety regulatory program for the governance of both light and heavy-duty vehicles by developing standards, regulations, exemptions and guidelines related to advanced and automated technologies.
    - Develop effective short-, mid-, and long-range safety plans by identifying proposed safety goals, priorities, research support needs, and implementation strategies, and coordinates within the Department for consistency of policy and program direction (including consistency with NHTSA's rulemaking, research and enforcement plans).
    - Develop requirements for and monitor research and development; perform data gathering, analysis, and testing; develop economic and demographic information, including international perspectives; and define needs for cost and lead time information to ensure reliable and comprehensive support for developing proposed safety standards, regulations, and guidelines related to advanced and automated technologies.
    - Recommend standards, regulations, and guidelines related to advanced and automated technologies that reduce the severity of motor vehicle crashes and safety systems, by tracking the state of the art in safety performance and reliability and redundancy of vehicle systems and subsystems.
    - Provides technical support for NHTSA's international harmonization of new and existing motor vehicle standards and regulations related to advanced and automated technologies with those of foreign countries to maintain safety levels while reducing barriers to free trade.

New Car Assessment Program (NCAP)

- Support the expanded new vehicle procurement and testing for four additional crash avoidance technologies in NCAP.
- Support the expanded new vehicle procurement and testing for the crashworthiness evaluation of the newly added pedestrian crash protection program, including advanced crash test dummies and devices to the program to improve safety of both occupants and vulnerable road users.
- Support upgrades to crashworthiness vehicle safety rating and support development of crash avoidance rating.
- Support the overall cost increases to vehicle procurement, testing, oversight, and execution of the NCAP program.

The NCAP Program disseminates vehicle safety information to the American public via www.nhtsa.gov, including 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 incentivize manufacturers to add the additional safety enhancements to their vehicles that Americans demand.

Fuel Economy

The Biden-Harris Administration is committed to promoting and protecting public health and the environment. NHTSA's fuel economy standards save drivers money on gas and diesel consumption, ensure vehicle choice, and help counter the climate crisis via reduced carbon emissions.

The requested funding will provide the office with the resources needed to achieve the Administration's climate goals, as well as to conduct the thorough research and analyses necessary to complete these transformational, science-based rulemakings.

Anticipated Accomplishments for FY 2024

- Continue updating NCAP to include new crash avoidance systems; pursue updates to the program to include pedestrian crash protection and advanced crash test dummies; and tie technological improvements to those behaviors that cause a significant percentage of crashes.
- Advance regulatory actions for alternative fuel vehicles, advanced crash test dummies, and crashworthiness and crash avoidance technologies to enhance road safety.
- Issue exemptions and advance Federal safety standards for the safe demonstration and deployment of vehicles equipped with automated driving systems and advanced technologies.

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

To address the fatality rate from motor vehicle related crashes, NHTSA will advance the critical Federal safety standards to improve the safety of occupants and vulnerable road users. 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. FY 2025 funding will advance vehicle safety, respond to numerous Congressional mandates, update and maintain existing standards, and ensure that emerging technologies, including those that automate the driving function are introduced into the vehicle fleet in a safe manner.

The CAFE and medium and heavy-duty fuel efficiency programs play a key role in the Nation's energy policy, which significantly affects the economy and promotes public health. Vigorous science-based fuel economy and efficiency standards are vital to address the Administration's ambitious climate goals while saving consumers money at the pump.

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 invest more in safety technologies. This program also fulfills a Congressional mandate to identify and communicate whether a vehicle is equipped with appropriate crash avoidance technologies on window stickers.

FY 2025 Enforcement Budget Request
($21,565,000)

Enforcement	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Vehicle Safety Compliance	$ 8,967	$ 6,867	$ 9,675
Odometer Fraud	$ 200	$ 200	$ 265
Safety Defects	$ 11,143	$ 9,717	$ 11,625
Total, Enforcement	**$ 20,310**	**$ 16,784**	**$ 21,565**

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 the agency of all safety-related defects involving unreasonable risk of accident, death, or injury.

Key FY 2025 Enforcement Request:

$1.3 million increase for capacity improvements in the Office of Defects Investigation and the Office of Vehicle Safety Compliance. The requested funding increase will allow the Office of Defects Investigation to devote additional resources to driving automation systems and other areas of rapid growth including vehicle electrification, cybersecurity, and new automotive system architectures that depend on recent advances in hardware and software. It will also support the Office of Vehicle Safety Compliance's acquisition of additional crash test dummies and the testing of vehicles and equipment to ensure safety standards for emerging technologies, including ADAS and electric vehicles.

The Office of Enforcement includes three main programs:

- **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.
- **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.
- **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 2025 budget request will support the following activities:

Information Technology Development & Sustainment

- Work with the Department's Chief Information Office and the Agency's Chief Technology Officer to further develop and improve the mission-critical, public-facing Information Technology (IT) systems for recall management to expand data-mining and analytical capabilities for screening and defects investigation.
- Continue to modernize IT systems through migration to cloud-based systems allowing 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.

Operational Sustainment

- Provide support to review and categorize recall-related complaints and deliver routine report generation based on complaint category.
- Develop new and refine existing ODI Standardized Operating Processes to support ODI investigative and data-analysis activities. This ensures continuous compliance with Office of the Inspector General recommendations to standardize and improve transparency in ODI operations.[2]
- Maintain NHTSA's existing tire safety facility to include repairs and improvements to buildings, grounds, and test track areas.

Safety of Vehicles and Equipment

- The requested funding increase for FY 2025 will allow the Office of Defects Investigation to devote additional resources to driving automation systems and other areas of rapid growth including vehicle electrification, cybersecurity, and new automotive system architectures that depend on recent advances in hardware and software.
- The funding increase will also support the Office of Vehicle Safety Compliance's acquisition of additional crash test dummies and the testing of vehicles and equipment to ensure safety standards for emerging technologies, including ADAS and electric vehicles.
- Carry out critical vehicle crash avoidance and crashworthiness compliance testing; develop new tests and test procedures for compliance assessment of emerging technologies, including ADAS-equipped and electric vehicles, with respect to new proposed standards.
- Improve safety and equity by effectively regulating imports to protect consumers, including lower income groups more likely to seek lower-priced, imported tires, helmets, child seats, and other motor vehicle equipment.
- Continue to support applied testing and defect analysis capability within NHTSA's Vehicle Research and Test Center to facilitate analysis of vehicles and components for potential safety defects.

[2] U.S. Department of Transportation, Office of Inspector General, Report ST-2023-031,. May 31, 2023

- Continue to refine processes for defects investigations of vehicles equipped with new and emerging technologies such as Advanced Driver Assistance Systems (ADAS), Automated Driving Systems (ADS), and/or alternative fuel propulsion systems. Expand data analytics capacity and data management tools to incorporate increased prominence of software in the design and safety performance of modern vehicles.

As industry practices continue to evolve and change, NHTSA's enforcement practices must also adapt. Robust staff support is needed to understand the expanding use of Over-the-Air software updates to deliver recall remedies; catalogue new technologies in near-term production plans and operation; understand manufacturer hazard analyses and production practices; identify and evaluate the safety performance of emerging technologies and designing appropriate risk matrices for investigators to use in evaluating reported incidents; and to develop expertise in the forensic analysis of new data sources. Gathering more data generates a greatly expanded need for data analytics and investigative response. NHTSA needs to continually build new tools and approaches, while at the same time expanding its existing toolset for evaluating motor vehicle systems to support the work of our investigators who interface with the manufacturers. NHTSA's Standing General Order directly supports other Agency efforts designed to track and oversee the safety of for ADS- and ADAS-equipped vehicles in operation.

Anticipated Accomplishments for FY 2024

- Advance the safety performance of ADS- and ADAS-equipped vehicles through monitoring and oversight of Standing General Order 2021-01.
- Administer the Corporate Average Fuel Economy compliance program and facilitate credit trades that provide flexibility to domestic manufacturers as they continue their transition to more fuel-efficient vehicles.
- Regulate and enforce existing CAFE standards and collect civil penalties from manufacturers that produce and sell less efficient fleets that fail to meet the CAFE standards.
- 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 communicated to the affected members of the public. Develop strategies to help underserved communities improve recall remedy completion rates that are historically lower compared to more affluent communities.
- Resolve multiple large-scale odometer fraud investigations with indictments, convictions, and sentences that create a deterrent. Work with industry toward implementing e-odometer disclosure statements.

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

ODI investigates potential vehicle defects through analysis of trends in data received through consumer complaints and various 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 275 investigations into potential defects. In 2022, ODI's recall management division processed 1,050 recalls of vehicles and vehicle equipment. This represented a decrease of 4 percent from 2021, resulted in over 32 million units under recall, while continuing to manage the recall of tens of millions of defective airbags. With the rapid development of vehicle automation technology and alternative fuels, ODI is charged with developing proper enforcement and oversight programs and process modernization.

OVSC's enforcement of vehicle safety standards and equipment prevents fatalities, injuries, and property damage. The OVSC vehicle and equipment compliance test programs are vital checks on whether products meet minimum safety performance standards. In recent years, OVSC compliance testing resulted in recalls of 2.7 million vehicles and equipment. Without an active compliance and importation enforcement program, noncompliant vehicles and equipment could be introduced into the U.S. market, creating safety risks for consumers and increased societal costs for U.S. households.

The OFI program provides essential services to the traveling public. With vehicles remaining on the road longer than ever, along with an increase in leased vehicles and other mileage-based incentive programs, the environment for odometer fraud is enhanced. In an April 2002 NHTSA report, odometer fraud related to older vehicles that are currently exempt from written odometer statements at the time of transfer has increased by more than 10 percent. NHTSA estimates that more than 450,000 vehicles are sold each year with false odometer readings.[3] This crime costs American car buyers more than $1 billion annually. New and more capable odometer tampering devices are being illegally imported and used in the U.S. with adverse impacts that go further than cheating the purchasers. Since 1984, NHTSA's odometer fraud investigations have resulted in more than 295 criminal convictions in 36 States with prison sentences ranging from one month to ten years and criminal fines totaling more than $3 million.

[3] U.S. Department of Transportation, DOT HS 809 441 NHTSA Technical Report, Preliminary Report: The Incidence Rate of Odometer Fraud, April 2002

FY 2025 Research and Analysis Budget Request
($35,415,000)

Research and Analysis	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Vehicle Electronics and Cybersecurity	$ 6,000	$ 4,900	$8,000
Automated Driving Systems (ADS)	$ 8,172	$ 6,000	$7,000
Advanced Safety Technologies	$ 12,358	$ 10,916	$13,500
Crashworthiness	$ 4,514	$ 4,000	$5,000
Alternative Fuel Safety	$ 2,314	$ 1,700	$1,915
Total, Research and Analysis	**$ 33,358**	**$ 27,516**	**$ 35,415**

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

The Office of Vehicle Safety Research studies all levels of emerging vehicle technology, as well as conventional systems impacting vehicle safety, through the execution of research with academics and industry subject matter experts (e.g., research institutions, universities, test laboratories, tech developers, vehicle manufacturers, and automotive suppliers), and applied research performed at its Vehicle Research and Test Center (VRTC) located in East Liberty, Ohio. The research includes 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 Office conducts vehicle crash data analyses, develops tests procedures and test devices, assesses new technologies and countermeasures, and builds tools and capabilities to improve testing of new automotive technologies. This research also monitors market trends and engages in stakeholder outreach to identify priority safety areas and potential emerging safety risks.

Key FY 2025 Research and Analysis Request:

$2 million increase for Vehicle Electronics and Cybersecurity. The additional funding supports research activity that focuses on the reliability and security of in-vehicle sensor systems and Advanced Safety Technologies to support BIL-mandated regulatory action. As vehicle automation increases, along with cybersecurity risk, this research is essential for designing vehicle architectures that will respond safely even when there are electronic system failures, software errors, or malicious software attacks.

The budget request will support the following activities:

Vehicle Electronics and Cybersecurity
For FY 2025, This research program covers the safety of vehicle electronic systems (functional safety and safety of the intended functionality (SOTIF)) and vehicle cybersecurity. The functional safety of Vehicle Electronics is an important part of overall systems safety that deals with safety risk management associated with potential failures in sensors, components, systems, and software implementation, as well as operator errors and environmental changes. Analyses related to SOTIF use industry standards (such as ISO 21448) for assessing reliability, safety and potential unintended consequences associated with advanced electronic control systems,

software, and electro-mechanical systems due to misuse and/or misapplication of the systems beyond their intended functionality and operating domain. Vehicle Cybersecurity research deals with safety risk management associated with intentional manipulation of software, hardware, sensors, and associated communication networks onboard the vehicle. Methodical identification of potential issues and proactive management of increased risks related to advanced electronic and software-controlled systems are essential to designing vehicle architectures that will respond safely even when there are electronic system failures, software errors, or malicious software attacks.

Anticipated program activities include:

The Vehicle Electronics and Emerging Technologies program will build upon research completed in FY 2024 and initiate new projects to close identified gaps in support of agency decisions on automated vehicle technologies, as well as electronics reliability and cybersecurity. Program activities will include:

Vehicle electronics: As part of research supporting Congressional mandates related to driver monitoring technologies, the electronics program will complement ongoing human factors research to examine the functional safety of interior driver monitoring systems that are designed to detect driver drowsiness, inattention, and incapacitation.

Research will continue to evaluate sensor interference risks. Newer vehicles featuring many new technologies and sensors result in substantially increased emissions. This research will evaluate if known testing and validation methods are capturing the real interference risks in modern vehicles. This work will include evaluating co-existence of various sensors that operate in close proximity in the spectrum.

Cybersecurity: NHTSA will conduct targeted research on how the auto industry addresses the full lifecycle of cybersecurity risks including identifying, protecting, detecting, responding, and recovering from cybersecurity threats. Research will continue to examine zero trust cybersecurity methods and technologies in motor vehicle architectures (zero trust is a security concept requiring continuous authentication, authorization, and validation in order to maintain access to a vehicle's networks). Additional research will continue to examine vehicle infotainment systems to characterize the resiliency of in-vehicle infotainment systems that can be paired with mobile devices.

Automated Driving Systems (ADS)

This research program area includes the following focus areas: system level safety, safety metrics and safety assessment methods, crashworthiness considerations for alternative vehicle designs, and ADS human factors research, including accessibility considerations in ADS-equipped vehicles. VSR works to research and identify safety assessment methods for the agency to effectively oversee the safety of ADSs as they hold the potential to improve safety of the traveling public.

Anticipated program activities include:

The major program activities of the ADS research program area continue to focus on: building the knowledge to support Agency decisions with respect to regulatory updates needed to enable innovative concepts, developing the necessary tools and knowledge to evaluate the safety of these systems, and performing the research necessary to determine if current tools can properly evaluate the safety of new vehicle designs (from passenger vehicles to commercial motor vehicles). The program will conduct core research in the areas of ADS safety performance and human factors. Research activities are consistent with the strategic safety research and policy objectives of the Department of Transportation.

Specific activities are anticipated to include:

Safety and Accessibility of ADS-Equipped Vehicles for People with Disabilities: Develop research findings on the features that facilitate making ADS vehicles accessible for all.

ADS Test Methods: Continuation of research developing and evaluating testing frameworks, test methods, and measures of safety performance for ADS-equipped vehicles. This area of research includes continuation of research developing on-road testing equipment and associated data analysis methods for use in evaluating ADS-equipped vehicle performance during on-road driving.

Human Factors Research: Including research results documenting seating preferences for occupants of ADS-equipped vehicles that have new and novel interior occupant designs. Seating preference data will be important to follow-on work on the safety implications of new vehicle designs and help assess the need for any additional safety countermeasures.

ADS Sub-system Research: Development of research findings on the development of test methods for vehicle localization systems and completion of initial research on ADS perception systems.

ADS Preventative Maintenance: Research findings on preventive maintenance techniques for ADS-equipped vehicle safety.

Advanced Safety Technologies

This research program area focuses on motor vehicle technologies and systems that aim to prevent crashes and assist drivers in the driving task, commonly referred to as advanced driver assistance systems (ADAS). The research covers a wide range of motor vehicles from traditional passenger vehicles to large trucks and buses. This research program area continues to cover advancements in conventional crash avoidance technologies (e.g., tires, brakes, mirrors), as well as more advanced vehicle technologies targeted to improve the safety of motorcyclists and pedestrians. It also studies the potential role and impacts of connectivity in vehicle safety.

Anticipated program activities include:

The main program activities will focus on national safety research to advance and accelerate the responsible deployment of safety beneficial ADAS across the U.S. automotive fleet. The

program is focused on safety systems and innovations that directly map to crashes involving light and heavy vehicles, pedestrians, bicyclists, motorcyclists, and other vulnerable roadway users. Research is conducted with the objectives of attaining a comprehensive understanding of all ADAS enabling technologies, such as underlying sensors. Research also encompasses quantifying ADAS performance, capabilities, limitations, effectiveness, and potential new risks for all classes of vehicles and all roadway users. This program also encompasses safety technologies that may be able to monitor driver behavior and encourage fully attentive driving. The program will continue to focus on harnessing emerging technologies and innovative safety systems that show potential to address real world crashes and improve vehicle safety performance, including those that detect and react to vulnerable road users, such as pedestrians, bicyclists, and motorcyclists.

Specific program activities are anticipated to include:

Continued focus on Bipartisan Infrastructure Law (BIL) Requirements: Continued research to support agency rulemaking actions including lane keeping assist and advanced drunk and impaired driving prevention technology.

Crash Avoidance: Research on emerging, innovative crash avoidance technologies that have the potential to address a wide range of challenging real-world crash scenarios resulting in fatalities and serious injuries involving light and heavy vehicles, pedestrians, bicyclists, motorcyclists, and other vulnerable road users.

Advanced Driver Assistance Systems: Partial Driving Automation Systems (SAE Level 2): Research on operational design domain (ODD) specific behavioral competencies of partial driving automation (SAE Level 2) systems focusing on nominal and critical scenarios for safe deployment. Additional research will continue to gather naturalistic driver performance in a variety of production SAE Level 2 systems to gain insight into system performance and human factors issues relative to this rapidly emerging driver assistance/convenience system.

Other Advanced Safety Technologies: Research on other new and advanced safety technologies supporting the U.S. DOT National Roadway Safety Strategy (NRSS) and Vision for Roadway Safety such as intelligent speed assistance (ISA).

Automatic Emergency Braking (AEB): Complete research findings on a truck trailer surrogate target for assessment of automatic emergency braking systems. Continue research on heavy vehicle pedestrian automatic emergency braking systems.

Driver Distraction and Attention Management: Continue research exploring the ability to objectively measure driver visual attention during the driving task and explore the influence of vehicle human machine interfaces (HMIs e.g., touch screens vs. knobs and dials) and increased vehicle information displays. This research intends to explore ways in which drivers may be encouraged or incentivized to keep attentive to the driving task.

Crashworthiness

The Crashworthiness Research Program at NHTSA supports agency deliberations on motor vehicle crash safety and associated occupant and road user injury causation and outcomes. The program considers how vehicle crashworthiness countermeasures can reduce fatalities and injuries resulting from motor vehicle crashes. Research first seeks to understand the causes and consequences of crash-induced injuries. This understanding in part comes from the real-world data and in-depth investigations of occupant and pedestrian injury cases done by NHTSA's Crash Injury Research and Engineering Network (CIREN). Research will evaluate pedestrian test procedures to assess vehicle design countermeasures to mitigate observed pedestrian injuries. Given data-driven safety needs, the Crashworthiness Research program explores both experimental biomechanics efforts to study human injury response and efforts to develop advanced crash testing tools such as anthropomorphic test devices (crash dummies) and human body models (HBMs). These advanced tools and enhanced injury criteria are used to consider occupant response in nonconventional seating configurations. Current efforts include an emphasis on equity in crash safety (i.e., considerations for different sex, size, and age).

Specific program activities are anticipated to include:

Bipartisan Infrastructure Law (BIL) Requirements: In FY 2025, Crashworthiness Research will continue research in the following areas: evaluating the effectiveness of rear-guard designs on semi-trailers to prevent underride at high speeds; development of safety standards for side impact protection, roof crush resistance, and airbag systems for the protection of occupants in alternative seating positions.

Advanced Crash Test Dummies and Experimental Biomechanics Research: Research will continue the development and documentation of advanced ATDs and integration into new test procedures. This effort includes testing and analysis of human injury response in motor vehicle crashes.

Equity in Crash Safety: Research will emphasize the collection of impact response data for a wide range of occupant/road user demographics with an emphasis on small and average-sized females.

Real-world Crash/Injury Data Analysis/CIREN Program: Research will continue to collect, reconstruct, analyze, and publish real-world injury data from in-depth investigations of motor vehicle crashes involving occupants and pedestrians.

Crashworthiness of Vehicles with Automated Driving Systems (ADS): Research will evaluate occupant restraints for reclined and side-facing seating expected in limousines and new ADS-equipped vehicle designs.

Virtual Testing/Computational Biomechanics/Machine Learning: Human body models will be used to investigate occupant and pedestrian crash safety, occupant demographics, and injury outcomes not well represented in current regulated and consumer information test programs.

Vulnerable Road Users: Research will investigate pedestrian test procedures; evaluate new test

devices; and examine how vehicle size affects pedestrian injury risk.

Child Safety: Research to support updates to child restraint test procedures, including implementation of advanced child ATDs.

Occupant Protection: Research will evaluate advanced ATDs for use in frontal and side crash testing including seating procedures. This research will examine methods to assess seat belt performance and evaluate head impact testing of rear seat components.

Vehicle Structural Integrity: Research will evaluate penetration/fracture resistance of vehicle glass technologies; structural support of large sunroof systems; and developing a motorcoach rollover test procedure.

Alternative Fuels

The Alternative Fuels Safety research program area gathers information from all sources regarding the safety of emerging transportation fuels including battery, natural gas, hydrogen, and fuel cell technologies. This advanced knowledge is helping to direct the research projects, refine safety assessments, and develop performance tests. NHTSA is partnering with industry and other federal agencies to develop appropriate safety best practices for alternative fuels vehicles and necessary fueling and charging infrastructures. This program will coordinate with the Department of Energy's research program to understand the safety of solid-state battery systems and begin consideration of the need for developing new performance test procedures.

Specific program activities are anticipated to include:

Submersion: Safety analysis of post-submersion battery systems.

Diagnostics: Evaluation of sensors for early diagnosis of battery safety.

Solid State Battery Safety: Failure mode analysis for emerging solid state battery systems.

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

NHTSA's Vehicle Safety Research Program provides confidence that future vehicle systems are compatible with the expectations and capabilities of consumers and supports the safe introduction of new vehicles and energy sources. For example, our research will advance the safe testing and deployment of lifesaving ADAS systems through objective methods for consideration in Agency policies and rulemakings. Our research will also explore the safety performance assessment 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, research will support industry's continued improvement of the cybersecurity posture of motor vehicles and promote contemporary methods in software development, testing practices,

and requirements management as they pertain to robust management of underlying hazards and risks across the vehicle lifecycle. The Agency's activities are performed in close collaboration with industry to promote a strong risk management culture and associated organizational and systems engineering processes, and in coordination with international, 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. It will also lead to the quantification of ADAS performance, capabilities, limitations, effectiveness, and risks for all classes of vehicles and all roadway users. Collectively, these research outputs facilitate and inform data-driven policy decisions.

The benefits from crashworthiness research continue to deliver improved assessment of occupant safety in current and future crash conditions and more representative crash test conditions, improving the effectiveness of occupant safety countermeasures, as well as addressing any potential gender inequalities that may be observed in crash outcomes.

Expanded laboratory capabilities will enable NHTSA to research critical safety areas more comprehensively, efficiently, and effectively. This includes: Advanced vehicle safety technologies for crash prevention; research of improved vehicle structures, restraint systems, and detection systems to improve occupant protection including children; research and testing of safety countermeasures to improve vulnerable road user safety; development of new advanced crash test dummies to address key gap areas such as female crash safety; perform safety focused research addressing the rapidly emerging battery electric vehicle market; and support timely vehicle defect investigations.

FY 2025 National Center for Statistics and Analysis Budget Request
($5,026,000)

National Center for Stastics and Analysis	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Crash Data Collection	$ 479	$ 479	$ 5,026
Subtotal, National Center for Statistics and Analysis	**$ 479**	**$ 479**	**$ 5,026**

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

The National Center for Statistics and Analysis (NCSA) provides the data, analysis, and evaluation that allow for 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.

Key FY 2025 National Center for Statistics and Analysis Request:

$4.5 million increase to support the Partnership for Analytics Research in Traffic Safety (PARTS) and Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST) programs. The additional PARTS funding will provide expanded datasets that NHTSA can analyze in greater detail, and expansion into new technologies to understand why certain systems perform better than others, which will drive improvements in ADAS safety. Also, this funding provides a dedicated source for the AV TEST program, which facilitates the safe development, testing, integration, and education of driving automation technology in the United States. The increased funding will also provide additional resources for Special Crash Investigations within the Crash Data Collection program. These programs all advance automation safety.

Partnership for Analytics Research in Traffic Safety (PARTS)

The Partnership for Analytics Research in Traffic Safety (PARTS) is an accord among automakers and the National Highway Traffic Safety Administration, which enables participants to voluntarily share safety-related data, via an independent third party, for collaborative safety analysis. The goal of this government-industry initiative is to gain real-world insights into the safety benefits and opportunities of emerging advanced driver assistance systems (ADAS) and automated driving systems.

The ADAS technologies currently being analyzed using PARTS data are forward collision warning, forward automatic emergency braking, pedestrian detection warning, pedestrian AEB, lane departure warning, lane keeping assistance, and lane centering assistance. By leveraging the large-scale data provided by industry partners, the analysis is providing insight faster and with greater confidence and significance than would otherwise be possible.

In FY 2025 and beyond, PARTS anticipates growing the datasets, analyzing the datasets in

greater detail, and expanding into new technologies to understand why certain systems perform better than others to drive improvements in ADAS safety.

Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST)

The goal of the Automated Vehicle Transparency and Engagement for Safe Testing (AV TEST) Initiative is to provide the public with direct and easy access to information about testing of ADS-equipped vehicles, information from States regarding activity, legislation, regulations, local involvement in automation on our roadways, and information provided by companies developing and testing ADS. This in turn, increases the public awareness of on-road testing, safety precautions, and principles guiding the testing. This initiative is another way that NHTSA is working with governmental and private stakeholders to facilitate the safe development, testing, integration, and education of driving automation technology in the United States.

AV TEST was established as a pilot in FY 2020, and having successfully informed other agency processes, NHTSA requests dedicated funding for AV TEST in FY 2025 to support Operations and Maintenance (O&M) and some development support for new features within the Crash Data Acquisition Network (CDAN) platform. The Crash Data Acquisition Network (CDAN) will continue to support the AV TEST program using a component known as the ADS Tracker. The intent of the ADS Tracker is to provide a formal and secure manner of participants (OEMs, implementors, and state/local governments) in providing information NHTSA as the steward for the Department. The interface has a requirement for ongoing development and maintenance throughout the period of the program.

In addition, NHTSA is expanding this initiative to include more companies, States and local jurisdictions. Our interactive site is the most direct way to view information provided by AV TEST Initiative participants and reported through Voluntary Safety Self-Assessments. Additionally, NHTSA hosts public meetings and panel discussions to further educate the public and our stakeholders as automation moves forward. As companies and States add new information to the tracking tool, the website will be updated.

Special Crash Investigations (SCI)
Conduct crash investigations to identify consequences of vehicle crashes and incidents in support of potential recalls and agency enforcement efforts, conduct countermeasures research, and collect driving automation systems data.

Regulatory Analysis and Evaluation

The National Center for Statistics and Analysis (NCSA) provides comprehensive analysis of safety countermeasures in support of proposed Federal Motor Vehicle Safety Standards (FMVSS), or other regulatory actions including fuel economy standards and evaluates the impact of existing FMVSSs and safety technologies.

The FY 2025 budget request will support the following activities.

- Conduct cost and weight analyses of regulated, proposed, or emerging vehicle technology.
- Conduct engineering assessments in review of existing regulations.
- Conduct special data collections in support of safety rulemakings and evaluations.
- Perform cost/benefit studies and regulatory evaluations of safety and CAFE regulations.

FY 2025 Communications and Consumer Information Budget Request
($6,106,000)

Communications and Consumer Information	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Paid Media Campaigns	$ 2,100	$ 2,100	$ 2,100
Vehicle Safety Communications	$ 1,418	$ 1,418	$ 2,006
Vehicle Safety Hotline	$ 1,600	$ 1,600	$ 2,000
Total, Comm. and Consumer Info.	**$ 5,118**	**$ 5,118**	**$ 6,106**

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

The Office of Communications and Consumer Information (OCCI) develops and delivers 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, including 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 increased funding requested in FY 2025 budget will support the following activities:
- Creation of ODI and NCAP program activities and paid media campaigns.
- Creation of media assets to educate consumers regarding 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.
- Regular updates to and support for continuity of operations for **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 2024 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 promptly is a basic tenet of NHTSA's mission. Given the fast pace of technological advances in vehicles, it is also 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 2025 request will continue to support and advance NHTSA's mission.

FY 2025 Administrative Expenses Budget Request
($145,614,000)

Administrative Expenses	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Salaries and Benefits (S&B)	$ 87,147	$ 93,966	$ 97,879
Working Capital Fund (WCF)	$ 22,225	$ 24,548	$ 23,610
GSA Rent	$ 1,402	$ 1,408	$ 1,419
Management and Oversight	$ 18,480	$ 22,429	$ 22,706
Total, Administrative Expenses	**$ 129,254**	**$ 142,351**	**$ 145,614**

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

NHTSA's Operations and Research (GF) request includes $145.6 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.

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 covers annualization of prior year pay raise; FY 2025 pay raise; uncontrollable administrative cost escalations; and 7 FTEs. $1.3 million of the requested increase is included for 4.5 FTEs (9 positions)— for the Office of Civil Rights to allow NHTSA to continue supporting the Department's Equity goals and 2 FTEs (4 positions) to implement an agency-wide strategy for storing data on a single platform, protecting the security of the data, and leveraging advanced tools for analyzing the data and gaining insights from trends and patterns.

The variety, volume, and velocity of data received by NHTSA continues to grow, almost exponentially. This growth has placed increasing strain on employees due to reliance on manual processes or the inability of existing systems to manage data variety and volume The solution is to automate the processes of data intake, its processing, and integration on a consolidated platform that utilizes Artificial Intelligence and Machine Learning (AI/ML). The technical

advances in AI/ML are continuous with breakthroughs occurring almost daily. NHTSA must also enhance its employee skillset to keep abreast of these technological advances and provide expertise to focus and provide solutions. This investment in IT infrastructure will allow NHTSA to continue developing meaningful and relevant insights into vehicle safety that can save lives.

Nine additional positions are requested for the office of Civil Rights, allowing NHTSA to continue supporting the Department's Equity goals by strengthening the office dedicated to civil rights and equal opportunity matters.

Operations & Research (TF)
Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
Highway Safety Programs	$ 57,832	$ 53,542	$ 54,454
Research and Analysis - NCSA	$ 54,399	$ 48,314	$ 48,695
Sec. 1906 Grants	$ 11,500	$ 11,500	$ 11,500
Communications & Consumer Info.	$ 10,169	$ 9,213	$ 9,359
Administrative Expenses	$ 63,100	$ 74,431	$ 81,392
TOTAL, Base appropriations	$ 197,000	$ 197,000	$ 205,400
FTEs			
Direct Funded	196	267	293

Program and Performance Statement

The FY 2025 budget request includes $205.4 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 and development activities, including demonstration projects, training, education, and the collection and analysis of highway and motor vehicle safety data, for behavioral safety programs conducted by State and local governments, as well as 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 the Agency's safety activities.

Exhibit III-1a: Summary of Analysis of Changes

	$000		FTE
FY 2023 ENACTED	$197,000		196
ADJUSTMENTS TO BASE:			
Annualization of FY FTE	9,966		97
Annualization of Prior Pay Raise(s)	1,174		
FY Pay Raise	2,238		
GSA Rent	-2,165		
Working Capital Fund	4,184		
Non-Pay Inflation	-1,161		
SUBTOTAL, ADJUSTMENTS TO BASE	**14,236**		**97**
PROGRAM REDUCTIONS			
Highway Safety Programs	-3,378		
Research and Analysis - NCSA	-5,704		
Sec. 1906 Grants	0		
Communications & Consumer Info.	-810		
Administrative Expenses	4,056		
SUBTOTAL, PROGRAM REDUCTIONS	**-5,836**		**0**
FY 2025 REQUEST	**205,400**		**293**

Detailed Justification for Operations & Research (TF)

Section 403 and National Driver Register – Budget Request

Research and Program Development
($54,454,000)

Highway Safety Programs	FY 2023 Enacted	FY 2024 Continuing Resolution	FY 2025 Request
Impaired Driving	$ 13,900	$ 12,910	$ 12,910
Occupant Protection	$ 7,000	$ 5,830	$ 5,830
Safety Countermeasures	$ 7,000	$ 6,830	$ 6,830
Enforcement and Justice Services	$ 6,100	$ 5,930	$ 5,930
Emergency Medical Services	$ 8,000	$ 7,800	$ 7,800
Highway Safety Research	$ 15,200	$ 12,550	$ 12,550
Program Support	$ 632	$ 1,692	$ 2,604
Total, Highway Safety Programs	**$ 57,832**	**$ 53,542**	**$ 54,454**

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

The mission of NHTSA's Research and Program Development program is to research, develop, and evaluate traffic safety programs that reduce crash-related injuries and fatalities. Funding supports research and development activities, including pilot projects, education on evidence-based countermeasures and best practices for national, State, and local stakeholders. Consistent with the National Roadway Safety Strategy, resources are intended to: prevent destructive behavior, such as speeding and driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt and proper child restraints; protect vulnerable road users, including pedestrians and bicyclists; support equitable traffic law enforcement; and improve lifesaving emergency medical services (EMS), including 911 systems, as part of a comprehensive Safe System Approach.

The FY 2025 budget request will support the following activities:

Impaired Driving

Alcohol Impaired Driving
NHTSA data on alcohol-impaired driving have been a foundation for national- and State-level planning, research, and policymaking for decades. In 2020, alcohol-impaired driving fatalities accounted for 30% of all reported motor vehicle fatalities.[4] Furthermore, the estimated fatalities in

[4] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813294

police-reported alcohol-involved crashes remain higher than the pre-pandemic levels of 2019.[5] NHTSA's impaired driving programs prevent impaired driving and reduce recidivism by training and educating law enforcement officers, toxicologists, prosecutors, judges, community supervision officers, and treatment/health professionals, as well as promoting technology to identify and monitor repeat offenders and offenders with high blood alcohol concentrations.

Drug Impaired Driving

NHTSA continues to address the challenges associated with obtaining and reporting data on drug presence among road users.[6] In addition to research, NHTSA provides support for training and education for the criminal justice community on the identification, arrest, prosecution, and adjudication of drug-impaired drivers, which helps improve State criminal justice systems with respect to drug-impaired driving. NHTSA also maintains and improves the National database of evaluations performed by Drug Recognition Experts (DREs) to assess drug use by drivers, and the agency increases access to Advanced Roadside Impaired Driving Enforcement and DRE training.

FY 2024 planned accomplishments include:

- Strengthening training and education efforts by Traffic Safety Resource Prosecutors, Judicial Outreach Liaisons, Regional Toxicology Liaisons, and Regional Probation and Parole Liaisons
- Reviewing resources and training to improve and expand DWI Courts and ensure they are operating under established guiding principles
- Expanding impaired driving resources for use with different populations and in various settings, including rural areas. Resources will be developed for various impairing substances
- Ensuring fair and equitable strategies for impaired driving enforcement
- Integrating State ignition interlock programs with best practices and strategies to advance program management
- Enhancing efforts and available resources to prevent underage drinking and driving
- Supporting development and evaluation of the Drug Evaluation and Classification Program, which provides rigorous training for law enforcement in the detection, apprehension, and prosecution of impaired drivers through a standardized and systematic process
- Increasing use of NHTSA's Drug-Impaired Driving Criminal Justice Evaluation Tool.[7]

FY 2025 funding will be utilized to:

- Address over-represented populations in impaired driving crashes and fatalities, such as: college age, Native American, children driven by impaired drivers, and rural populations
- Apply a public health approach to reducing impaired driving, to include information and education to community supervision professionals, prosecutors, and judiciary

[5] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298
[6] https://rosap.ntl.bts.gov/view/dot/60969
[7] https://nhtsa.gov/DUIDtool

- Develop training materials and messages to improve traffic safety culture and to prioritize improving safety
- Improve data and understanding of DUI arrests, prosecution, and adjudication
- Continue to educate on the risks and dangers of drug and alcohol impaired driving.

Occupant Protection

When crashes occur, seat belts and child restraint systems save lives.[8] NHTSA's Occupant Protection program encourages seat belt use, particularly in States with secondary laws, low use rates or high unrestrained-fatality rates, and suburban and rural areas with a significant proportion of unrestrained fatalities. NHTSA also works with a cadre of stakeholders to educate parents and caregivers about the correct selection, use, and registration of car seats and booster seats, particularly in underserved communities; to reduce phone use and other driver distractions; and to educate the public on the risks and consequences of pediatric vehicular heatstroke.

FY 2024 planned accomplishments include:
- Expanding programs to encourage seat belt use among teens in rural communities
- Developing and implementing a roadmap of research, program activities, and evaluation to increase rear seat belt use
- Developing academic enrichment programs to reduce distracted driving in underserved communities
- Developing non-enforcement, distracted driving resources and communication assets
- Promoting best practices and procedures for preventing pediatric vehicular heatstroke deaths
- Developing a curriculum for the safe transportation of children with adaptive transportation needs
- Demonstration and evaluation of employer-based driving safety programs
- Implementation and evaluation of a teen seatbelt program to increase awareness of positive traffic safety behaviors, to include proper seat belt use and reducing distracted and drowsy driving
- Developing a compilation of State distracted driving programs to assist with understanding needs and identify gaps in existing programs and efforts.

FY 2025 funding will be utilized for:
- Conducting a study of booster seat use and strategies to prevent premature transition to seat belts
- Developing culturally appropriate countermeasures for child passenger safety, including a seat belt toolkit, for Latino communities
- Developing strategies to increase seat belt use among pickup truck drivers

[8] https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf

- Determining transportation safety needs of immigrant and refugee populations and developing culturally appropriate countermeasures
- Demonstration of teen peer-to-peer seat belt program.

Safety Countermeasures

In response to rising fatalities among pedestrians and bicyclists, NHTSA is conducting a National Survey of Bicyclist and Pedestrian Attitudes and Behavior to understand the magnitude and scope of the problem and studying technology-based solutions to obtain exposure data and reduce crash risk. NHTSA also supports the Department's implementation of the Safe Streets and Roads for All discretionary grant program established under the Bipartisan Infrastructure Law. NHTSA's Safety Countermeasures programs increase awareness of the importance of vulnerable road user safety by assisting States and communities with planning, implementing, and evaluating evidence-based pedestrian, bicyclist, micro-mobility and pupil transportation, motorcycle, and older road user safety strategies, programs and products.

FY 2024 planned accomplishments include:
- Promotion of a national strategy to prevent illegal passing of school buses
- Expansion of pedestrian safety efforts to include Tribal lands and rural communities
- Expansion of the pupil transportation program to include novice drivers and rural communities
- Enhancement of the motorcycle safety program through updated resources
- Development of training for traffic safety professionals to address the safety of older road users.

FY 2025 funding will be utilized to:
- Enhance the motorcycle safety program to include a Safe System Approach model that incorporates youth involvement in safe riding
- Expand the pedestrian safety efforts to include risk mitigation and intervention strategies for older pedestrians defined as 65 and older
- Enhance the current School Bus Driver In-Service Safety Series Training to include a model focused specifically on transportation of children with disabilities.

Enforcement and Justice Services

The equitable enforcement of traffic laws focused on risky driving behaviors is vital to reducing injuries and fatalities on the road. NHTSA engages the law enforcement community to promote safe, equitable and effective traffic enforcement. The Law Enforcement Liaison (LEL) Programs help improve effective traffic enforcement strategies; first responder safety through Move Over laws and Below 100; and collaborates with DOT's multimodal, multidisciplinary Speed Management Team.

NHTSA provides national leadership and assistance to States to ensure that drivers are trained, evaluated, and have a single, valid driver license. NHTSA assists States in developing licensing systems for novice drivers through education (including the risks and harms of substance use), model minimum national standards, and effective Graduated Driver Licensing laws. As vehicles become more automated, NHTSA is working with State motor vehicle administrators to provide education on human factors related to ADAS and ADS technologies.

FY 2024 planned accomplishments include:

- Support for evaluation of NHTSA's public education campaign, *Speeding Wrecks Lives*, which the Agency launched in 2022 to change attitudes toward speeding and remind drivers of the deadly consequences
- Increasing uniformity among state motor vehicle administrators
- Enhancing state driver licensing practices
- Sharing promising practices to protect novice drivers.

FY 2025 funding will be utilized to:

- Continued support and evaluation of NHTSA's *Speeding Wrecks Lives* campaign
- Demonstration and evaluation of enhanced LEL programs
- Development and demonstration of a Community Enhanced Traffic Enforcement Model that will focus on equity, engaging the community and countermeasures to deter risky driving behaviors.
- A global systemic literature review of driver training practices to research improved training models.
- Research and demonstration to improve and expand the Drug Recognition Expert Program
- Research and demonstration of equitable implementation of automated enforcement programs.

Emergency Medical Services

When crashes occur, the timely response of trained emergency responders to provide post-crash care can mean the difference between life and death. NHTSA is the recognized national leader for the coordination and support of Federal efforts to improve prehospital EMS. Comprehensive EMS and 911 systems are essential components of the Nation's highway infrastructure; providing the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. NHTSA helps States implement EMS Agenda 2050, the 2000 EMS Education Agenda and its components, and the National Guideline for the Field Trauma Triage of Injured Patients. The agency chairs and supports the Federal Interagency Committee on EMS (FICEMS) and National EMS Advisory Council (NEMSAC). Additionally, NHTSA supports the National EMS Information System (NEMSIS) Technical Assistance Center (TAC) to provide assistance to agencies for submission of data to the National EMS Database and for initial data analysis to evaluate EMS response and patient care as part of our comprehensive approach to highway and traffic safety.

NHTSA's National 911 Program is focused on advancing 911 to support the National Roadway Safety Strategy. 911 professionals impact all five areas of the Safe System Approach and has unique abilities to improve "Post-Crash Care". To achieve this goal, the program continues to work holistically to advance 911 issues including: Connecting systems nationwide, collaborating with stake holders and creating and sharing resources.

FY 2024 planned accomplishments include:

- Completing the migration of all 50 States, the District of Columbia, and Territories to NEMSIS version 3.5
- Releasing the 2024 NEMSIS Research Dataset
- Improving data linkage between NEMSIS and other traffic safety data sets to better characterize motor-vehicle crashes
- Promoting adoption of prehospital evidence-based guidelines as part of a comprehensive highway and traffic safety system
- Improving technical assistance to EMS and 911 as part of a comprehensive highway and traffic safety system through www.ems.gov and www.911.gov, respectively.

FY 2025 funding will be utilized to:

- Complete the migration of all 50 States, the District of Columbia, and Territories to NEMSIS version 3.6
- Release the 2025 NEMSIS Research Dataset
- Develop EMS Education Agenda 2050
- Improve data linkage between NEMSIS and other traffic safety data sets to better characterize motor-vehicle crashes
- Transition the 911 Annual Report into an electronic database for 911
- Promote adoption of prehospital evidence-based guidelines as part of a comprehensive highway and traffic safety system
- Improving technical assistance to EMS and 911 as part of a comprehensive highway and traffic safety system through www.ems.gov and www.911.gov, respectively.

Highway Safety Research

NHTSA's programs are driven by data and research and the agency will continue to emphasize various specific behavioral safety topics based upon review of safety data and identification of problems and research needs. Continued efforts are expected in preventing drug-impaired driving and the effects of new technologies on behavioral safety. In these areas, NHTSA plans to conduct foundational research to understand the nature or scope of the problem; developmental research that helps refine delivery of solutions; and a hybrid that combines research with efforts to develop those ideas into safety programs. Conduct research to explicitly explore disparities in traffic safety associated with age, race, sex, and mode of travel will be conducted.

NHTSA plans for four to six discrete Behavioral Traffic Safety Cooperative Research Program projects that will result in applied research products that highway safety stakeholders will be able

to use immediately upon the completion of the research. The Transportation Research Board will prepare requests for proposals and will assemble panels to select contractors to perform the work.

FY 2024 planned accomplishments include:

- Continued collaboration with NHTSA's Automated Driving Systems (ADS) and Advanced Safety Technologies research programs to address human factors issues including behavioral adaptation and distraction
- Developing a clear understanding of differences in risk among different members of the public, and, where gaps are evident, research will be conducted to determine ways to improve equity. Highway Safety Research will also consider how different countermeasures affect different populations and can be implemented in a fair, just, and impartial way.
- Conducting evaluations of existing national, State, and community behavioral countermeasures, including messaging, State laws, and behavioral programs.
- DADSS technologies will continue undergoing rigorous field testing and systemic improvements as the technology prepares to move from research to implementation.

FY 2025 funding will be utilized to:

- Establish the *Click it or Ticket Evaluation* to determine whether the program increases seat belt use, whether there are changes to public perceptions, awareness of, and intended behaviors associated with the annual campaign
- Explore the feasibility of using a phone-based application to improve older driver safety
- Conduct a national survey of speeding attitudes and behaviors
- Continued efforts are expected in preventing drug-impaired driving, speeding, child passenger safety, and the effects of new technologies on behavioral safety.

Program Support

Financial Management & Support

Provides support and oversight in the areas of budget, procurement, and personnel management to ensure successful delivery of the NPD mission. This includes managing the planning, development and execution of the annual NPD budget and procurement programs; coordinates responses to internal and external reporting requirements; and management of personnel requirements.

Capacity Building

Operates to increase the translation of NPD research into practice in the highway safety community. Responsible for identifying opportunities to develop, enhance, and disseminate content about NPD research, demonstration projects, and evidence-based countermeasures. Assists NPD programs to effectively and efficiently fulfill NHTSA's mission through interoffice and interagency collaboration, strategic planning, data analysis, sound resource allocation, and continuous improvement.

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

Equity
NHTSA will emphasize 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 decrease inequities in traffic safety. NHTSA will build and disseminate evidence of notable practices to address disparities in traffic fatalities and serious injuries among populations overrepresented in crash statistics and in underserved communities.

Research and Evaluation
NHTSA conducts research to understand the magnitude and scope of alcohol and other drug use through the National Roadside Survey and the National Survey of Drinking, Drug Use and Driving Attitudes. Evaluation research that helps us understand what interventions are effective is an essential element of NHTSA's research role. NHTSA will continue the development and testing of the Driver Alcohol Detection System for Safety (DADSS) as the technology is readied for extensive field operational testing. Research also will 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.

Program Evaluation
When innovative programs show promise in improving road users' behavior and safety outcomes, NHTSA conducts demonstration projects in other locations to examine efficacy and suitability for expansion. For example, NHTSA is currently conducting a demonstration project in two states to replicate Iowa's "High Five" program, which prioritized interventions in five rural counties with low seat belt use rates. In FY 2023, NHTSA began evaluating how a social norming campaign influences road users' perceptions and behaviors. That work will continue in FY 2024 and, pending results, efforts may be undertaken to scale up the model. NHTSA is also evaluating its "Drive Sober or Get Pulled Over" and "If You Feel Different, You Drive Different. Drive High. Get a DUI" paid media campaigns, which are designed to influence attitudes and behaviors related to alcohol- and drug-impaired driving among 21–34-year-old males for alcohol impaired driving and 18–34-year-old males for drug impaired driving. NHTSA started the evaluation in FY 2023 and will complete the study in FY 2025. Additionally, NHTSA is reviewing safety strategies that have lower ratings in Countermeasures That Work (10th Edition) to determine whether they are effective at changing behavior. The current version of the guide assigns lower ratings to unproven but promising countermeasures.[9] FY 2024 funding will support these analyses.

Strategic Communications
Data-driven safety messaging is an important part of NHTSA's programmatic efforts to raise public awareness and change behavior. Paid media campaigns include national enforcement mobilizations to encourage seat belt use and to deter distracted and impaired driving. Despite these

[9] https://rosap.ntl.bts.gov/view/dot/57466

efforts, NHTSA estimates that crash fatalities increased from 2020 to 2021 in the categories of pedestrians (up 13%), speeding-related (up 5%), police-reported alcohol involvement (up 5%), and unrestrained occupants of passenger vehicles (up 3%).[10] In response to the increase in pedestrian fatalities, NHTSA developed the National Pedestrian Safety Month Resource Guide and bilingual resources to increase awareness and strengthen State and local efforts to improve the safety of those who walk and roll. Also in 2022, to address the increased incidence of risky driving, NHTSA launched its first national paid media campaign to reduce the incidence and severity of speeding-related crashes. NHTSA repeated its speeding prevention campaign in 2023 and continues to support the development and delivery of culturally competent messages to influence road users' decision making. In addition to supporting traffic safety marketing, NHTSA is enhancing its efforts to generate awareness and understanding of the agency's behavioral research so stakeholders can more easily find, understand, and apply it.

[10] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298

National Center for Statistics and Analysis
($48,695,000.00)

National Center for Stastistics and Analysis	FY 2023 Enacted	FY 2024 Continuing Resolution	FY 2025 Request
Traffic Records	$ 1,899	$ 2,021	$ 1,993
Crash Data Collection	$ 42,783	$ 36,584	$ 36,773
Data Analysis	$ 5,202	$ 5,324	$ 5,210
National Driver Register	$ 4,515	$ 4,384	$ 4,719
Subtotal, National Center for Statistics and Analysis	**$ 54,399**	**$ 48,314**	**$ 48,695**

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

The National Center for Statistics and Analysis (NCSA) provides the data, analysis, and evaluation that allow for 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.

The FY 2025 budget request will support the following activities.

Traffic Records

- Assessments of State traffic safety data systems (crash, driver, vehicle roadway, citation, adjudication, and injury surveillance) that help States identify data improvements.
- The GO Teams program, which provides resources and assistance to State traffic records professionals as they work to better their traffic records data collection, management, and analysis capabilities; the Crash Data Improvement Program and traffic records strategic planning and crash system workshops.
- Harmonization of States' crash data collection by promoting the Model Minimum Uniform Crash Criteria (MMUCC), measuring States MMUCC alignment.
- Develop and implement a national training program for law enforcement officers on the key concepts of MMUCC.

Crash Data Collection

- Fatality Analysis Reporting System (FARS): Provide an annual census of motor vehicle traffic fatalities, early notification data, and projections of motor vehicle traffic fatalities.
- Crash Investigation Sampling System (CISS): Provide nationally representative data on crashes resulting in at least one towed passenger vehicle for agency, Departmental, and public analysis.
- Crash Report Sampling System (CRSS): Provide a nationally representative sample of police crash report data for agency, Departmental, and public analysis.

- Special Crash Investigations (SCI): Conduct crash investigations to identify consequences of vehicle crashes and incidents in support of potential recalls and agency enforcement efforts, conduct countermeasures research, and collect driving automation systems data.
- State Data Transfer Program: Increase participation in the Electronic Data Transfer (EDT) system that shares near real-time State crash data with the Agency and maintain the State Data Crash File system, which collects data from 34 State crash files annually.
- Non-Traffic Surveillance (NTS) Program: Gather available information about non-traffic crashes and non-crash motor vehicle incidents for analytic purposes.
- Support Product Information Catalog and Vehicle Listing, a source for VIN decoding, Manufacturer Information Database, plant identification, and associated data from manufacturer reporting.

Data Analysis
- Generate quarterly and annual estimates of traffic fatalities; analysis of crash factors via the annual assessment of traffic crashes; annual Traffic Safety Facts and analyses; metrics for DOT performance targets and agency programs via estimates of lives saved.
- Enhance data science capabilities that will enable NCSA to provide improved data visualizations, analyses, and reporting for agency, Departmental, and public consumers.
- Conduct and provide statistical support for national studies to answer pressing questions on traffic safety.
- Conduct all aspects of survey design and estimation to make NHTSA crash data systems nationally representative.

National Driver Register (NDR)
- Maintain the Problem Driver Pointer System (PDPS) that identifies problem drivers whose privilege to drive has been revoked, suspended, cancelled, or denied for cause; or who have been convicted of a serious driving violation, such as driving under the influence of alcohol. This program assists States in determining whether applicants for licenses have a history of driving violations committed in other States.
- Provide PDPS access to Federal agencies requesting access.
- Respond to inquiries from State driver licensing agencies and individuals.
- Continue modernization activities for PDPS.

National Occupant Protection Use Surveys (NOPUS)
Conduct the only nationwide probability-based survey on the use of seat belts, motorcycle helmets, child restraint use, belt use among rear-seat occupants, and driver electronic device use.

Anticipated FY 2024 Accomplishments
- Produce the annual data files for FARS, CRSS, CISS, and NTS and complete detailed investigations involving topics of interest, such as: vehicles with potential defects, vehicles with automated and assisted driving systems, and more.
- Provide timely estimates of emerging fatality trends by generating quarterly projections of traffic fatalities and fatality rates.

- Provide statistical and analytical support that identifies crash factors and outcomes.
- Complete a national survey of law enforcement officers on the feasibility of collecting MMUCC compliant crash data.
- Provide technical assistance to the States for their traffic records program through the GO Team program by deploying subject matter experts to address specific issues States identify in their traffic records systems.
- Work with the Association of Transportation Safety Information Professionals (ATSIP) to update the ANSI-D16 guideline Manual on Classification of Motor Vehicle Traffic Crashes.
- Provide regulatory analytical support to the Agency by completing the analyses for the final rules for both light and heavy vehicle AEB systems.
- Complete and publish reports on the costs of motor vehicle safety technologies and the benefits of motor vehicle safety technologies.
- Continue the reliable operation of NDR PDPS to keep problem drivers from getting driver licenses.

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

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 are used to identify trends and problems, quantify effectiveness of our safety standards, and measure progress. Better data lead to safer roads and safer vehicles.

Communications and Consumer Information
($9,359,000)

Communications and Consumer Info	FY 2023 Enacted	FY 2024 Continuing Resolution	FY 2025 Request
Paid Media Campaign	7,427	7,427	7,427
Highway Safety Communications	2,742	1,786	1,932
Total, Comm. and Consumer Info.	**10,169**	**9,213**	**9,359**

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

NHTSA's Office of Communications and Consumer Information (OCCI) develops and delivers 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 High Visibility Enforcement (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 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.

Anticipated FY 2024 Accomplishments

- Continued support of all paid media campaigns by reviewing and refreshing advertising assets.
- Increased distribution of and additional partnerships supporting social awareness campaigns.
- Continued transition to the new content management platform to upgrade NHTSA.gov, trafficsafetymarketing.gov, and other digital properties.

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

NHTSA is a trusted resource for safety information on behavioral and vehicle safety issues. The

public turns to NHTSA for science-based information on all things related to 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.

Developing and executing sound, messaging that focuses on influencing and changing dangerous behaviors is foundational to meeting NHTSA's mission. This request maintains the priority programs and delivery of safety messages that seek to reduce the incidence of impaired and distracted driving and other hazardous behaviors, and to increase seat belt use and child passenger safety.

Administrative Expenses
($81,392,000)

Administrative Expenses	FY 2023 Enacted	FY 2024 Continuing Resolution	FY 2025 Request
Salaries and Benefits (S&B)	$ 44,229	$ 56,299	$ 63,897
Working Capital Fund (WCF)	$ 9,955	$ 13,859	$ 13,222
GSA Rent	$ 2,165	$ -	$ -
Management and Oversight	$ 6,751	$ 4,273	$ 4,273
Total, Administrative Expenses	**$ 63,100**	**$ 74,431**	**$ 81,392**

NHTSA's Operations and Research (TF) request includes $81.4 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 Traffic Safety Grants (TF)
Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
Formula Grants (section 402)	$ 370,900	$ 370,900	$ 385,900
High-Visibility Enforcement (Section 404)	$ 38,300	$ 38,300	$ 42,300
National Priority Safety Programs (Section 405)	$ 346,500	$ 346,500	$ 360,500
Transfer from Federal Highway Administration (FHWA)	$ 127,631	$ 139,000	$ -
Administrative Expenses	$ 39,520	$ 39,520	$ 42,745
TOTAL, Base appropriations	$ 922,851	$ 934,220	$ 831,445
FTEs			
Direct Funded	79	100	104

Program and Performance Statement

The FY 2025 budget request includes $831.4 million for NHTSA to provide grants to States for activities related to the promotion of highway traffic safety. The Highway Safety Program Grants (Section 402) support 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 programs, distracted driving, motorcyclist safety, nonmotorized safety, preventing roadside deaths, and driver and officer safety education. 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

SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2025
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2023 ENACTED	$795,220	94
ADJUSTMENTS TO BASE:		
Annualization of FY FTE	464	10
Annualization of Prior Pay Raise(s)	1,354	
Pay Raise	726	
FTE Increase cost	820	
GSA Rent	171	
Working Capital Fund	532	
Non-Pay Inflation	-1,142	
SUBTOTAL, ADJUSTMENTS TO BASE	**2,925**	**10**
PROGRAM INCREASES		
Formula Grants (section 402)	15,000	
High-Visibility Enforcement (Section 404)	4,000	
National Priority Safety Programs (Section 405)	14,000	
Transfer from Federal Highway Administration (FHWA)		
SUBTOTAL, PROGRAM INCREASES	**33,000**	**0**
FY 2025 REQUEST	**831,145**	**104**

Detailed Justification for Highway Traffic Safety Grants (TF)

FY 2025 – Highway Traffic Safety Grants – Budget Request
($831,445,000)

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

The Highway Traffic Safety Grant program provides grants, based on statutorily defined formulas, to eligible 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.

The Section 402 program requires States to carefully analyze their data to understand their specific highway safety problems, set performance targets, and plan programs to help them achieve the targets. This will strengthen strategic planning and optimize the States' ability to focus on their expanding partnerships and meeting the safety needs of vulnerable road users as well as underserved communities and populations overrepresented in crash and fatality statistics. This funding can be used for almost any data-driven 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 conducts comprehensive training and oversight and operates a robust highway safety training program on program implementation and grants administration.

The FY 2025 budget request will support the following activities.

- Distribution of funds to the 57 jurisdictions.
- Allow States to apply for Section 402 and 405 optional incentive grants to address occupant protection, State traffic safety information system improvements, impaired driving countermeasures (including ignition interlock and 24-7 sobriety program), distracted driving, motorcyclist safety, nonmotorized safety, preventing roadside deaths, and driver and officer safety education.
- States may also apply for an incentive grant under Section 1906 to collect and maintain data on the race and ethnicity of drivers pulled over in traffic stops.
- Strengthen the States' understanding of and compliance with Title VI activities, to include conducting meaningful stakeholder engagement throughout the highway safety planning process.
- Adjust training to incorporate more distance learning opportunities, particularly to understand how to expand programs and support more equitable solutions and increase electronic grant-making expansion activities to enhance the oversight of Federally funded programs.

Anticipated FY 2024 Accomplishments

- Distribute funds to each of the 57 jurisdictions to implement their highway safety plans.
- Provide information on the National Roadway Safety Strategy, understand and implement a Safe System Approach, conduct meaningful and inclusive stakeholder engagement, assist States in qualifying for additional incentive grants, conduct educational activities for States, and continue the national training program.
- Expand electronic grant-making capabilities toward developing a complete IT system to manage all phases of formula grant-making with greater efficiency.
- Work closely with States to make strategic adjustments to their programs to meet the changing highway safety landscape and address the continuing increase in crashes, fatalities and serious injuries.
- Comply with new Title VI requirements through training, and oversight of States.

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

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, especially as States delve further into their data and expand their partnerships to ensure they are reaching vulnerable road users, over-represented and under-served populations 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.

States will continue to combat aggressive and impaired-driving, including drug-impaired driving which is a growing problem throughout the Nation. With more emphasis on walking and bicycling, States can identify and address their unique problems with the non-motorized public. As we continue to learn more about the distracted driving problem, States will be armed with more information about how to address this troubling cause of motor vehicle crashes.

NHTSA will use grant administration funds to help States in problem identification, selection of appropriate program countermeasures, and program implementation. NHTSA will continue to emphasize diversified and meaningful stakeholder engagement with the public health community, community-based organizations, and the traffic enforcement community. NHTSA oversight of the State programs and guidance on State program administration will continue to ensure the Federal funds are efficiently and effectively spent.

NHTSA will seek contract support to continue updating its oversight program. This effort will seek out best practices, build out a library of policies and procedures, and develop additional training and other tools to strengthen the work performed by the NHTSA team.

Grant administration funds will also be used to create a robust program that infuses equity into State and local highway safety programs. This effort will seek out best practices, identify gaps in NHTSA's existing activities, and create training, tools, and other resources to further enable the NHTSA team to ensure equity considerations are part of its field operations.

NHTSA will continue to modernize its electronic grant-making systems to ease the administrative burdens of program implementation, and to increase transparency and understanding about how effectively the States are investing their limited highway safety funds.

Under Section 402, States will continue to set performance targets to help direct how the funding will be used on proven, effective, and innovative programs. States will annually assess their performance and use this information to plan their future programs and the use of the Federal grant funds.

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.

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Crash Data (GF)
Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
Research and Analysis - NCSA	$ 145,500	$ 145,500	$ 145,500
Administrative Expenses	$ 4,500	$ 4,500	$ 4,500
TOTAL, Base appropriations	$ 150,000	$ 150,000	$ 150,000
FTEs			
Direct Funded	0	13	16

Program and Performance Statement

Several new initiatives in Infrastructure Investment and Jobs Act (BIL) will expand, improve, and enhance NHTSA's crash data program. The funding supports revision of NHTSA's crash data programs to collect information on personal conveyances (scooters, bicycles, etc.) in crashes, update the Model Minimum Uniform Crash Criteria (MMUCC), collect additional data elements related to vulnerable road users, and coordinate with the Centers for Disease Control and Prevention on an implementation plan for States to produce a national database of pedestrian injuries and fatalities. This will allow the agency to identify, analyze, and develop strategies to reduce these crashes. The Crash Investigation Sample System (CISS) will be transformed by increasing the number of sites and adding more researchers which will expand the scope of the study to include all crash types and increase the number of cases. This will enable the agency to make more timely and accurate assessments of automated driving in real-world crash scenarios. Several pilot States are already transferring electronic data successfully; and some States' crash data systems are not advanced enough to enable full electronic data transfer. Additional BIL funding will support a grant program for States to upgrade and standardize their crash data systems to enable electronic collection, intra-State sharing, and transfer to NHTSA; all of which would increase the accuracy, timeliness, and accessibility of the data for all users.

Exhibit III-1a: Summary of Analysis of Changes

SUMMARY ANALYSIS OF CHANGE FROM FY 2023 TO FY 2025
Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2024 CONTINUING RESOLUTION	$150,000	13
ADJUSTMENTS TO BASE:		
Annualization of FTE	735	3
Annualization of Prior Pay Raise(s)	33	
FY 2025 Pay Raise	97	
GSA Rent		
Working Capital Fund	-58	
Non-Pay Inflation	-807	
SUBTOTAL, ADJUSTMENTS TO BASE	**0**	**3**
FY 2025 REQUEST	**150,000**	**16**

Detailed Justification for Crash Data (GF)

FY 2025 – Crash Data – Budget Request
($145,500,000)

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

The additional funding provided by BIL will transform Crash Investigation Sample System (CISS) into an onsite investigation system able to collect enhanced data on pre-crash factors like distraction and use of data related to emergent crash avoidance technologies (ADS, ADAS, etc.). Increasing the number of sites from the current 32 to 72 and adding more researchers will expand the scope of the study to include all crash types, increase the number of cases, which improves the accuracy of the estimates and enable the agency to make more timely and accurate assessments of automated driving in real-world crash scenarios. In FY 2025, the agency will plan, design, and initiate the expansion of the CISS in this multi-year project.

The Electronic Data Transfer (EDT) protocol is an automated electronic information collection of State crash data. While many States are interested in EDT participation, some States' crash data systems are not advanced enough to enable fully electronic data transfer. Additional funding would enable States to upgrade and standardize their crash data systems to enable electronic collection, intra-State sharing, and transfer to NHTSA, all of which would increase the accuracy, timeliness, and accessibility of the data for all users. In FY 2024, the agency will initiate this program by providing resources to make State's crash data system capable of electronically transferring their data to NHTSA.

NHTSA's Crash Data 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.

FY 2025 – Administrative Expenses – Budget Request
($4,500,000)

Administrative Expenses	FY 2023 Enacted	FY 2024 Request	FY 2025 Request
Salaries and Benefits (S&B)	$ 1,234	$ 2,494	$ 3,358
Working Capital Fund (WCF)	$ 317	$ 678	$ 621
GSA Rent	$ 69	$ -	$ -
Management and Oversight	$ 2,880	$ 1,328	$ 521
Subtotal, Administrative Expenses	**$ 4,500**	**$ 4,500**	**$ 4,500**

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

NHTSA's Crash Data (GF) request includes $4.5 million for administrative expenses. Costs include the salaries and benefits to work on or provide support to the Crash Data 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.

Vehicle Safety and Behavioral Research (GF)

Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
Highway Safety Programs	$ 37,700	$ 39,700	$ 39,700
Research and Analysis - NCSA	$ 4,721	$ -	$ -
Rulemaking	$ 8,735	$ -	$ -
Enforcement	$ 8,500	$ -	$ 1,700
Research and Analysis	$ 43,412	$ 60,097	$ 56,324
Administrative Expenses	$ 6,632	$ 9,903	$ 11,976
TOTAL, Base appropriations	$ 109,700	$ 109,700	$ 109,700
FTEs			
Direct Funded	0	30	39

Program and Performance Statement

Vehicle Safety and Behavioral Research funding will support increased behavioral safety program efforts and vehicle safety program efforts. These projects will provide data, analysis, and assets to inform strategies to combat the risky driving behaviors that have increased during the pandemic and to implement a Safe System Approach. This funding supports a data collection on alcohol and drug use, research to develop passive alcohol detection technology, as well as emergency medical services data collection and analysis as part of a comprehensive highway and traffic safety system. The funding will also support state grants to develop and implement processes for informing vehicle owners and lessees of the open recalls. Further, the program will support public education and awareness campaigns such as the risks of speeding, protecting pupil transportation safety and child passenger safety. Funding also supports additional vehicle safety research, particularly in the critical areas of vehicle electronics and cybersecurity, and automated driving systems. Cutting-edge technologies, including complex safety-critical electronic control systems, vehicle cybersecurity, and new and emerging Automated Driving System technologies will also be evaluated. Additional research areas include biomechanics, heavy vehicles safety technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's research advances vehicle and road user safety by informing the development of regulations and safety standards.

Exhibit III-1a: Summary of Analysis of Changes

Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2023 ENACTED	$109,700	30
ADJUSTMENTS TO BASE:		
Annualization of FTE	2,050	9
Annualization of Prior Pay Raise(s)	79	
FY 2025 Pay Raise	235	
GSA Rent		
Working Capital Fund	-73	
Non-Pay Inflation		
SUBTOTAL, ADJUSTMENTS TO BASE	**2,291**	**9**
PROGRAM REDUCTIONS		
Highway Safety Programs		
Research and Analysis - NCSA		
Rulemaking		
Enforcement	1,700	
Research and Analysis		
Administrative Expenses		
SUBTOTAL, PROGRAM INCREASES	**1,700**	
PROGRAM REDUCTIONS		
Highway Safety Programs		
Research and Analysis - NCSA		
Rulemaking		
Enforcement		
Research and Analysis	-3,991	
Administrative Expenses		
SUBTOTAL, PROGRAM REDUCTIONS	**-3,991**	
FY 2025 REQUEST	**109,700**	**39**

Detailed Justification for Vehicle Safety and Behavioral Research (GF)

FY 2025 – Vehicle Safety – Budget Request
($58,024,000)

Vehicle Safety	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Safety Standards Support	$ -	$ -	
NCAP	$ 8,735	$ -	
Vehicle Safety Compliance	$ 4,000	$ -	
Safety Defects	$ 4,500	$ -	$ 1,700
Odometer Fraud	$ -	$ -	
Vehicle Electronics and Cybersecurity	$ 6,375	$ 5,000	$ -
Automated Driving Systems (ADS)	$ 8,000	$ 8,000	$ 9,500
Advanced Safety Technologies	$ 6,601	$ 25,000	$ 24,500
Crashworthiness	$ 17,624	$ 14,000	$ 16,824
Alternative Fuel Safety	$ 4,812	$ 8,097	$ 5,500
Crash Data Collection	$ 2,721	$ -	$ -
Subtotal, Vehicle Safety	**$ 63,368**	**$ 60,097**	**$ 58,024**

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

In Division J, Title VIII of BIL provides supplemental funds for "Vehicle Safety and Behavioral Research Programs," including research on Automated Systems and Advanced Driver Assistance Systems. BIL also directs NHTSA to complete numerous research and rulemaking activities within specific timelines, including efforts on automatic emergency braking for light and heavy vehicles, side and rear underride for heavy vehicles, crashworthiness of limousines, lane departure and lane keeping systems, driver monitoring systems, headlamps, New Car Assessment Program (NCAP) roadmap, hood and bumper standards, connected vehicle technology, advanced drunk and impaired driving technology, advanced crash test dummies, and child safety. While these topics are already within NHTSA's portfolio, directives within BIL require expansion, acceleration and/or initiation of new or additional research to meet the specific requirements and timelines. Supplemental funds are planned to be used within the same categories of research and analysis topics; and will be primarily aligned with the requirements set forth in BIL. The majority of the funds are expected to be used to conduct research to support the NCAP roadmap, ADAS effectiveness assessment tools and methods, and human factors explorations with novel technology within the Advanced Safety Technologies category. Significant portions of the remaining funds are planned to support research in heavy vehicle and limousine crashworthiness activities, as well as acceleration of crash test dummy development and other female crash safety related activities to address equity in crash safety, under the Crashworthiness category. Remaining funds will be used to expand or accelerate research in Automated Driving Systems (ADS), Alternative Fuel Safety and Vehicle Electronics and Cybersecurity to provide the agency with data and information sooner to support policy decisions in important safety areas.

More specifically, the additional funds provided by BIL will support research in the following areas:

Advanced Safety Technologies ($24.5 million)

This research program area focuses on motor vehicle technologies and systems that assist drivers in avoiding crashes in passenger vehicles, large trucks, and buses, commonly referred to as advanced driver assistance systems (ADAS). This research program area covers conventional crash avoidance technologies on modern vehicles, as well as technologies targeted to improve the safety of cyclists, pedestrians, and other road users. Anticipated program activities primarily support BIL-required activities and acceleration of planned research in accordance with BIL-required timelines and will include:

- *New Car Assessment Program Support*: accelerated development of test procedures, test tools, and performance measures for a range of technologies as articulated in the NCAP roadmap.

- *Rulemaking Support for ADAS Mandates*: accelerated development of vehicle performance test procedures, test tools, and performance measures for BIL required technologies (e.g., distracted driving technologies, advanced drunk and impaired driving prevention technology, and headlights). Additional rulemaking needs may include repeatability & reproducibility studies at external labs, countermeasure cost-teardowns, and market-surveys.

- *Emerging ADAS Research*: accelerated research to support future agency NCAP or rulemaking needs on emerging ADAS technologies aimed at reducing intersection and opposite direction crashes.

- *Human Factors Research*: expanded human subject studies on driver monitoring systems and Human-Machine Interfaces (HMI) to support the justification and development of vehicle-level test procedures and criteria for distracted driving, and advanced drunk and impaired driving prevention, as well as the safety of SAE driving automation Level 2 (L2) driver assistance technologies. Expansion of L2 research into the Heavy-Duty vehicle segment.

- *Medium Duty Automatic Emergency Braking*: Initiate new research to explore areas of challenges identified related to equipping Commercial Motor Vehicles not subject to 49 CFR 571.136 with automatic emergency braking systems.

Crashworthiness ($16.8 million)

This program focuses on occupant protection, crash compatibility, and crash partner safety topics.

Anticipated program activities primarily support BIL-required activities and acceleration of planned research in accordance with BIL -required timelines, and will include:

- *Advanced Crash Test Dummies*: Expanded purchase of late-stage advanced crash test dummies to support concurrent evaluations to accelerate their readiness for policy considerations. These crash test dummies will also be assessed with respect to reducing disparities in motor vehicle safety outcomes based on demographic characteristics, including biological sex.

- *Limousine Safety*: Expanded research to develop test procedures and occupant restraints to enhance the safety of occupants in limousines as directed in BIL. This research will evaluate injury mechanisms for the protection of occupants in limousines with alternative seating positions, including perimeter seating arrangements. The injury studies will include evaluation of air bag restraints for a range of limousine crash conditions. Limousine research will also initiate human subject testing for side facing occupants.

- *Rear and Side Underride Guards*: This will support the expanded research to continue the evaluation of high-speed heavy truck underride crash safety outcomes through vehicle simulation and testing as directed in BIL.

- *Crashworthiness Criteria in NCAP Roadmap*: Expanded research for inclusion of newer crashworthiness protection solutions in the NCAP roadmap. These activities include acceleration of durability and usability research on test targets and advanced crash test dummies to be included in policy roadmaps.

Alternative Fuels Safety ($5.5 million)

The program area covers the safety of emerging transportation fuels, including battery, stored gas, and fuel cell technologies. Anticipated program activities in this section will expand agency emphasis in Alternative Fuels Safety program area beyond what is articulated in the general appropriations budget, and will include:

- *Capability improvements at Research Facilities:* This initiative will support expanded research needs based on the assessment to be completed in FY24. NHTSA is working in in conjunction with General Services Administration (GSA) and the Office of Management and Budget (OMB) regarding any potential future facility expansion needs and funds associated with such activity are not included in this section.
- *Battery diagnostic systems*: Expanded exploration and accelerated prototype testing of battery prognostics approaches to predict and service impending battery issues prior to emergence of high severity outcomes.
- *Charging safety*: Expanded evaluation test methods for safe charging in home and public systems as more variations of charging and battery systems are being introduced into market at record pace.

Automated Driving Systems (ADS) ($9.5 million)

This research program area focuses on technologies that intend to change the role of a driver to the equivalent of a rider at the system's maturity. As these systems continue to be tested and developed for future expanded deployments, NHTSA's interest areas include system level safety, safety metrics and safety assessment methods, crashworthiness considerations for alternative vehicle designs, and ADS human factors research, including accessibility considerations in ADS-equipped vehicles. Anticipated program activities in this section will expand agency emphasis in ADS beyond what is articulated in the general appropriations budget, and will include:

- *Driverless Operation*: Accelerated research into identifying a framework that synthesizes results from ongoing research and other new research to establish a baseline understanding of safety of operations in driverless mode. Application of candidate methods on available platforms to test the effectiveness of potential methods.
- *Field Data Analysis and Management*: Expand research into performance and operational data from field operations of ADS systems. Explore tools and methods for automated analysis and safety monitoring from potential data that could be obtained from deployed systems.

Expansion Planning of NHTSA's Vehicle Research and Test Center (VRTC)

NHTSA's work begins with data. It drives our research, rulemakings, enforcement activities, and public education campaigns. A significant portion of this data comes from research and testing activities conducted at NHTSA's Vehicle Research and Test Center (VRTC).

Since VRTC was established in 1978, the applicable research areas have grown considerably and these new or expanded areas have been driving the need for more laboratory space. These include testing of advanced driver assistance systems for crash avoidance, electronics safety and cybersecurity, expanded human factors research (distraction, visibility, impairment, vulnerable populations), expanded crashworthiness research needs (occupant protection, child safety, advanced crash test dummies), and expanded support needs for enforcement, particularly to support an expanded Office of Defects Investigation (ODI). In terms of future research needs, market penetration of battery-electric vehicles is rapidly increasing and VRTC currently does not have space available to develop an alternative fuels/battery-electric laboratory.

Collectively these space constraints are negatively impacting NHTSA's ability to perform research in a timely manner, research that is critical to supporting NHTSA's current and future policy, regulatory, consumer information, vehicle defect investigations, and keep up with advancements in vehicle technology.

For this reason, NHTSA is working with GSA to study the potential expansion of VRTC. The result of this effort will inform potential future laboratory space requirements and associated costs. This information will support potential future budget requests.

Anticipated program activities include:

Planning: Discussions are on-going with the General Services Administration (GSA), the Office of the Secretary of Transportation (OST), and the Office of Management and Budget (OMB). In 2023, GSA completed a Program Development Study (PDS) with an outside architectural and engineering firm to develop initial cost and space estimates based upon requirements identified by NHTSA. In 2024, this information will be refined by GSA as part of their Public Building Service planning and requirements process to document potential new laboratory space requirements and associated cost estimates. NHTSA will continue to work with GSA and OMB to ensure compliance with all capital asset requirements, both statutory and regulatory.

Office of Enforcement IT Investments ($3.1 million):

In FY 2025, the Office of Enforcement will invest in and implement additional functionality within the electronic case management system that will support enhanced recall management, facilitate tracking of interstate commerce associated with e-odometer disclosure, enhance cross-collaboration of vehicle import compliance, and support defect investigations. These functionality enhancements would increase the Agency's ability to focus on reducing fraud which disproportionately affects lower income populations.

NHTSA's Office of Enforcement and the Office of Chief Technology Office will jointly initiate the development of a new data processing platform (DPP) to enhance the agency's capability to quickly identify trends and patterns in mission-related data by implementing an enterprise data strategy and developing a module for consistent processing of all incoming structured and non-structured data. The platform will leverage Artificial Intelligence (AI) and Machine Learning (ML) techniques for efficient processing of complex data formats, organize streams of enterprise data to facilitate deep exploration and analysis, and develop interactive data visualization solutions that, collectively, will shorten analysis and investigation timelines and enhance organizational agility.

FY 2025 – Behavioral Safety – Budget Request
($39,700,000)

Highway Safety Programs	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Occupant Protection	$ 4,500	$ 4,500	$ 4,500
Enforcement and Justice Services	$ 10,000	$ 10,000	$ 10,000
Emergency Medical Services	$ 5,000	$ 5,000	$ 5,000
Highway Safety Research	$ 18,200	$ 20,200	$ 20,200
Subtotal, Highway Safety Programs	**$ 37,700**	**$ 39,700**	**$ 39,700**

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

The mission of NHTSA's Research and Program Development program is to research, develop, and evaluate traffic safety programs that reduce crash-related injuries and fatalities. Funding supports research and development activities, including pilot projects, education on evidence-based countermeasures and best practices for national, State, and local stakeholders. Consistent with the National Roadway Safety Strategy, 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 and proper child restraints; protect vulnerable road users, including pedestrians and bicyclists; support equitable traffic law enforcement; and improve lifesaving emergency medical services (EMS), including 911 systems, as part of a comprehensive Safe System Approach.

In FY 2025, supplemental funds provide by BIL will support the following activities:

Occupant Protection
When crashes occur, seat belts and appropriate child safety seats save lives.[11] NHTSA's Occupant Protection program encourages seat belt use, particularly in States with secondary laws, low use rates or high unrestrained-fatality rates, and suburban and rural areas with a significant proportion of unrestrained fatalities. NHTSA also works with a cadre of stakeholders to educate parents and caregivers about the correct selection, use, and registration of car seats and booster seats, particularly in underserved communities; to reduce phone use and other driver distractions; and to educate the public on the risks and consequences of pediatric vehicular heatstroke.

Enforcement and Justice Services
The equitable enforcement of traffic laws focused on risky driving behaviors is vital to reducing injuries and fatalities on the road. NHTSA engages the law enforcement community to promote safe, equitable and effective traffic enforcement. The Law Enforcement Liaison (LEL) Programs help improve traffic enforcement strategies; first responder safety through Move Over laws and the Below 100 law enforcement safety campaign; and collaborates with DOT's multimodal,

[11] https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf

multidisciplinary Speed Management Team.

NHTSA provides national leadership and assistance to States to ensure that drivers are trained, evaluated, and have a single, valid driver license. NHTSA assists States in developing licensing systems for novice drivers through education (including the risks and harms of substance use), model minimum national standards, and effective Graduated Driver Licensing laws. As vehicles become more automated, NHTSA is working with State motor vehicle administrators to provide education on human factors related to ADAS and ADS technologies.

Emergency Medical Services

When crashes occur, the timely response of trained emergency responders to provide post-crash care can mean the difference between life and death. NHTSA is the recognized national leader for the coordination and support of Federal efforts to improve prehospital EMS. Comprehensive EMS and 911 systems are essential components of the Nation's highway infrastructure; providing the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. NHTSA helps States implement EMS Agenda 2050, the 2000 EMS Education Agenda and its components, and the National Guideline for the Field Trauma Triage of Injured Patients. The agency chairs and supports the Federal Interagency Committee on EMS (FICEMS) and National EMS Advisory Council (NEMSAC). Additionally, NHTSA supports the National EMS Information System (NEMSIS) Technical Assistance Center (TAC) to provide assistance to agencies for submission of data to the National EMS Database and for initial data analysis to evaluate EMS response and patient care as part of our comprehensive approach to highway and traffic safety.

NHTSA's National 911 Program is focused on advancing 911 to support the National Roadway Safety Strategy. 911 professionals impact all five areas of the Safe System Approach and have a central role in improving "Post-Crash Care." To achieve this goal, the program continues to work holistically to advance 911 issues including connecting systems nationwide, collaborating with stake holders and creating and sharing resources.

Highway Safety Research

NHTSA's programs are driven by data and research and the agency will continue to emphasize various specific behavioral safety topics based upon review of safety data and identification of problems and research needs. Continued efforts are expected in preventing drug-impaired driving and the effects of new technologies on behavioral safety. In these areas, NHTSA plans to conduct foundational research to understand the nature or scope of the problem; developmental research that helps refine delivery of solutions; and a hybrid that combines research with efforts to develop those ideas into safety programs. Research to explicitly explore disparities in traffic safety associated with age, race, sex, and mode of travel will be conducted.

FY 2025 – Administrative Expenses – Budget Request
($11,976,000)

Administrative Expenses	FY 2023 Enacted	FY 2024 C.R.	FY 2025 Request
Salaries and Benefits (S&B)	$ 2,721	$ 6,032	$ 8,178
Working Capital Fund (WCF)	$ 802	$ 1,565	$ 1,492
GSA Rent	$ -	$ -	
Management and Oversight	$ 3,109	$ 2,306	$ 2,306
Subtotal, Administrative Expenses	**$ 6,632**	**$ 9,903**	**$ 11,976**

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

NHTSA's Vehicle Safety and Behavioral Research (GF) request includes $12 million for administrative expenses. Costs include the salaries and benefits to work on or provide support to the Vehicle Safety and Behavioral Research programs together with other 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.

Supplemental Highway Traffic Safety Programs (GF)

Exhibit III-1: Appropriation Summary by Program Activity

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

	FY 2023 ACTUAL	FY 2024 CONTINUING RESOLUTION	FY 2025 REQUEST
Formula Grants (Section 402)	$ 20,000	$ 20,000	$ 20,000
National Priority Safety Programs (Section 405)	$ 22,000	$ 22,000	$ 22,000
Administrative Expenses	$ 20,000	$ 20,000	$ 20,000
TOTAL, Base appropriations	$ 62,000	$ 62,000	$ 62,000

Program and Performance Statement

Supplemental Highway Traffic Safety Programs funding will support additional grants to States for activities related to highway traffic safety. The Infrastructure Investment and Jobs Act provides additional funding for the State Highway Safety Programs (Section 402), National Priority Safety Programs (Section 405), and grants administration.

Exhibit III-1a: Summary of Analysis of Changes

Appropriations, Obligations, Limitations, and Exempt Obligations
($000)

	$000	FTE
FY 2023 ENACTED	$62,000	0
ADJUSTMENTS TO BASE:		
Annualization of FY 2024 FTE	0	
Annualization of Prior Pay Raise(s)	0	
FY 2025 Pay Raise	0	
GSA Rent	0	
Working Capital Fund	0	
Non-Pay Inflation	0	
SUBTOTAL, ADJUSTMENTS TO BASE	**0**	**0**
FY 2025 REQUEST	**62,000**	**0**

Detailed Justification for Highway Traffic Safety Programs (GF)

FY 2025 – Highway Traffic Safety Programs – Budget Request
($62,000,000)

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

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.

The Section 402 program requires States to carefully analyze their data to understand their specific highway safety problems, set performance targets, and plan programs to help them achieve the targets. Beginning in FY 2024, States will now submit their highway safety plans every three years instead of doing so annually, and the plans must address equity considerations. The triennial highway safety plans will be supported annual grant applications containing project level data. This will strengthen strategic planning and optimize the States' ability to focus on larger, more complex safety challenges, their expanding partnerships and meeting the safety needs of vulnerable road users as well as under-served communities and populations that are statistically over-represented in fatality and crash data. This funding can be used for almost any data-driven 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.

The Infrastructure, Investment and Jobs Act, provides an additional **$62 million** will be available to supplement the Highway Traffic Safety Grants (TF) account:

- **$20 million** for Sec. 402 to further provide grants to States to analyze 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 data-driven behavioral highway safety initiative.
- **$22 million** for Sec. 405 to further provide States optional grants to incentivize programs and the passage of laws in high-impact program areas.
- **$20 million** for grant administrative expenses to further oversight and compliance of the Highway Traffic Safety Grants.

Section 4: Research, Development, and Technology
RD&T Funding Request and Narrative

FY 2025 Research, Development, & Technology Budget Authority
($000)

Budget Account	FY 2023 Actuals	FY 2024 Continuing Resolution	FY 2025 Request	Applied	Technology Transfer	Facilities	Experimental Development	Major Equipment, R&D Equipment
Vehicle Safety Research	$34,111	$25,500	$35,415	$35,415				
Highway Safety Research	$15,200	$12,935	$12,550	$12,550				
Sub Total	**$49,311**	**$38,435**	**$47,965**	**$47,965**				
Supplemental Funding								
Vehicle Safety Research	$43,412	$60,097	$56,106	$56,106				
Highway Safety Research	$18,200	$20,200	$20,200	$20,200				
Supplemental Funding SubTotal	**$61,612**	**$80,297**	**$76,306**	**$76,306**				
Total R&D Funding, all appropriations	**$110,923**	**$118,732**	**$124,271**	**$124,271**				

Vehicle Safety Research

Vehicle research will focus on critical vehicle safety areas including vehicle electronic systems safety and cybersecurity; advanced vehicle safety technologies that help prevent crashes or mitigate the severity of a crash; ADS that have the potential to transform the road transportation system; crashworthiness of the vehicle when in a crash and occupant protection for those passengers involved in a crash; vulnerable road user safety such as bicyclists, motorcyclists. and older drivers; human factors research to better understand how people interact with vehicle technologies and the transportation system; equitable crash safety such as reducing the risk of injury and death to female passengers; alternative fuels safety such as battery-electric vehicle safety; research into safety countermeasures for alcohol impairment; countermeasures to reduce risky driver behaviors such as speeding, drowsy driving, and distracted driving; and programs to facilitate greater protection of child passengers.

The vehicle electronics and cybersecurity program covers the functional safety and safety of the intended functionality (SOTIF) of vehicle electronics and vehicle cybersecurity. The functional safety of vehicle electronics is an important part of overall systems safety that deals with safety risk management associated with potential failures in sensors, components, systems, and software implementation, as well as operator errors and environmental changes. Analyses related to SOTIF use industry standards (such as ISO 21448) for assessing reliability, safety and potential unintended consequences associated with advanced electronic control systems, software, and electro-mechanical systems due to misuse and/or misapplication of the systems beyond their intended functionality and operating domain. Vehicle cybersecurity research deals with safety risk management associated with intentional manipulation of software, hardware, sensors, and associated communication networks onboard the vehicle. Methodical identification of potential issues and proactive management of increased risks related to advanced electronic and software-controlled systems are essential to designing vehicle architectures that will respond safely even when there are electronic system failures, software errors, or malicious software

attacks

In FY 2025, Vehicle Electronics and Cybersecurity research will continue coverage of two major research areas: *Electronics Functional Safety* and *Vehicle Cybersecurity*. Given the rapid, accelerated pace of vehicle technology advancement and the related issues that result, such as cybersecurity, this program conducts the critical research activities that are necessary to maximize the safe deployment of both ADAS (SAE Levels 0-2) and ADS (SAE Levels 3-5) and ensure that key electronics issues such as cybersecurity are addressed. In FY 2025, the Vehicle Electronics and Emerging Technologies program will build upon research completed in FY 2024 and initiate new projects to close identified gaps in support of agency decisions on automated vehicle technologies, as well as electronics reliability and cybersecurity. Specific program activities in FY 2025 are anticipated to include:

- *Functional Safety*: Research will examine the functional safety of interior driver monitoring systems that are designed to detect driver drowsiness, inattention, and incapacitation.
- *Cybersecurity – Zero Trust Models*: Complete research examining zero trust cybersecurity methods and technologies in motor vehicle architectures.
- *Cybersecurity – Vehicle Infotainment Systems*: Complete research on examining the cybersecurity of in-vehicle infotainment systems paired with mobile devices.

The Advanced Safety Technologies research program area focuses on motor vehicle technologies and systems that assist drivers in avoiding crashes in passenger vehicles, large trucks, and buses, commonly referred to as ADAS. This research program area also covers conventional vehicle components (tires, brakes, mirrors), human factors research related to the safe integration of in-vehicle displays and controls, driver impairment research (alcohol, distraction, drowsiness), the safety of motorcyclists, bicyclists, and pedestrians and studies the potential role and impacts of connectivity in vehicle safety.

In 2025, the Advanced Safety Technology program objectives are to lead national safety research to advance and accelerate the responsible deployment of safety beneficial ADAS across the U.S. automotive fleet. The program is focused on safety systems and innovations that directly map to crashes involving light and heavy vehicles, pedestrians, bicyclists, motorcyclists, and other vulnerable roadway users. Research is conducted with the objectives of attaining a comprehensive understanding of all ADAS enabling technologies, such as underlying sensors. Research also encompasses quantifying ADAS performance, capabilities, limitations, effectiveness, and potential new risks for all classes of vehicles and all roadway users. This program also encompasses safety technologies that may be able to monitor driver behavior and encourage fully attentive driving. The program will continue to focus on harnessing emerging technologies and innovative safety systems that show potential to address real world crashes and improve vehicle safety performance, including those that detect and react to vulnerable road users, such as pedestrians, bicyclists, and motorcyclists.

Specific program activities are expected to include:

- *Bipartisan Infrastructure Law (BIL) Requirements:* These include lane keeping technology, impaired driving, and driver monitoring in level 2 driving automation systems.
- *Crash Avoidance*: Research on emerging, innovative crash avoidance technologies that have the potential to address a wide range of challenging real-world crash scenarios resulting in fatalities and serious injuries involving light and heavy vehicles, pedestrians, bicyclists, motorcyclists, and other vulnerable road users.
- *Advanced Driver Assistance Systems*: Research on operational design domain (ODD) specific behavioral competencies of driver assistance (SAE Level 1) and partial driving automation (SAE Level 2) systems focusing on nominal and critical scenarios for safe deployment.
- *Other Advanced Safety Technologies*: Research on other new and advanced safety technologies supporting the U.S. DOT NRSS and Vision for Roadway Safety such as intelligent speed assistance (ISA) and connected vehicles (V2X).
- *Automatic Emergency Braking (AEB)*: Complete research and publish report on truck trailer target for assessment of automatic emergency braking systems. Complete research on heavy vehicle automatic emergency braking systems for vulnerable road users.
- *Driver Distraction and Attention Management:* Continue research exploring the ability to objectively measure driver visual attention during the driving task and explore the influence of vehicle human machine interfaces (HMIs e.g., touch screens vs. knobs and dials) and increased vehicle information displays. This work also intends to explore ways in which drivers may be encouraged or incentivized to keep attentive to the driving task (e.g., enclosed phone charging or driver performance gamification).
- *SAE Level 2 Driver Data:* Continue to gather naturalistic driver performance in a variety of production SAE Level 2 systems and prepare partial subsets of these data for sharing with other researchers.

In 2025, the Automated Driving Systems program will focus on: building the knowledge to support agency decisions with respect to regulatory updates needed to enable innovative concepts, developing the necessary tools and knowledge to evaluate the safety of these systems, and performing the research necessary to determine if current tools can properly evaluate the safety of new vehicle designs (from passenger vehicles to commercial motor vehicles). The program will conduct core research in the areas of ADS safety performance and human factors. Research activities are consistent with the strategic safety research and policy objectives of the Department of Transportation.

Specific program activities are expected to include:

- *ADS preventative maintenance*: Complete research on preventive maintenance techniques for ADS-equipped vehicle safety.
- *ADS Test Methods*: Complete research on the development of test methods for vehicle localization systems.
- *ADS Seating Preference Research*: Complete research on ADS seating preference.
- *ADS Perception Systems*: Complete research on ADS perception systems.

- *On-Road Testing and Data Collection*: Continue research on a light vehicle data collection system to assess the on-road performance of ADS-equipped vehicles.
- *Safety and Accessibility of ADS-Equipped Vehicles for People with Disabilities*: Complete research regarding considerations for making ADS vehicles accessible for all.

In 2025, the Crashworthiness Research Program at NHTSA supports agency deliberations on motor vehicle crash safety and associated occupant and road user injury causation and outcomes. The program considers how vehicle crashworthiness countermeasures can reduce fatalities and injuries resulting from motor vehicle crashes. Research first seeks to understand the causes and consequences of crash-induced injuries. This understanding in part comes from the real-world data and in-depth investigations of occupant and pedestrian injury cases done by NHTSA's Crash Injury Research and Engineering Network (CIREN). Given data-driven safety needs, the Crashworthiness Research program explores both experimental biomechanics efforts to study human injury response and efforts to develop advanced crash testing tools such as anthropomorphic test devices (crash dummies) and human body models (HBMs). Finally, these testing tools often get applied in new crash test protocols along with enhanced injury metrics, both of which are also significant outputs of this program. Current efforts include an emphasis on equity in crash safety (i.e., considerations for different sex, size, and age). This emphasis includes the development, evaluation, and documentation of advanced female crash test dummies. Research will also support the development and application of pedestrian test procedures to assess how vehicle design countermeasures mitigate pedestrian injuries. The crashworthiness considerations of ADS-equipped vehicles, including occupant response in nonconventional seating configurations, is also a topic of research.

NHTSA's Crashworthiness Research Program directly supports the Agency's mission in reducing motor vehicle crash-related injuries and fatalities on U.S. roadways, continuously assessing the potential of various approaches (e.g., collection and analysis of real-world crash data, development and evaluation of new testing tools, development and demonstration of new crash test procedures and protocols, and injury criteria) that can be deployed for use in encouraging (e.g., NCAP) and/or requiring (e.g., FMVSS) advancements in the development of crashworthiness safety technologies.

Anticipated program activities are expected to include:

- *Bipartisan Infrastructure Law (BIL) Requirements*: In 2025, Crashworthiness Research will continue research in the following areas: evaluating the effectiveness of rear guard designs on semi-trailers to prevent underride at high speeds; development of safety standards for side impact protection, roof crush resistance, and airbag systems for the protection of occupants in limousines as well as safety features and standards that aid evacuation; research to support a NHTSA advanced notice of proposed rulemaking to update the standard to mitigate occupant injuries of vehicles by evaluating test procedures and performance metrics for dynamic assessment of seat strength in moderate-to-higher speed rear impacts; and identifying circumstances leading to pediatric vehicular heatstroke, development of test protocols mimicking those scenarios, evaluating tools to

assess both alerts and detection systems, and deriving performance requirements for rear seat reminder systems.

- *Advanced Crash Test Dummies and Experimental Biomechanics Research*: Research will continue the development and documentation of advanced ATDs and integration into new test procedures coupled with enhanced injury metrics. Crashworthiness Research will also continue supporting the collection and analysis of human response and injury tolerance associated with motor vehicle crashes.
- *Equity in Crash Safety*: Crashworthiness Research will continue to emphasize female crash safety research activities in FY 2025. Efforts will include the collection of small and average-sized female-specific impact response and injury risk in simulated motor vehicle crash environments; collection and application of anthropometry/seating preference data; efforts to develop, document and demonstrate the use of advanced female crash test dummies; and computer model-based studies of vehicle safety countermeasures to supplement physical testing. Equity efforts will continue to consider a wide range of occupants/road users.
- *Real-world Crash/Injury Data Analysis/CIREN Program*: In FY 2025, research will continue to collect, reconstruct, analyze, and publish real-world injury data from in-depth investigations of motor vehicle crashes involving occupants and pedestrians through the CIREN program and support analyses of injury outcomes using real-world crash data; activities involve risk modeling/assessment.
- *Crashworthiness of Vehicles with Automated Driving Systems*: In FY 2025, research will continue to refine the understanding of human response in forward- and rear-facing reclined and side-facing seating currently available in limousines. Efforts will use HBMs to evaluate occupant restraints for the range of seating conditions expected in new ADS-equipped vehicle designs, while also evaluating effects of restraint type on occupant outcomes in a side-facing configuration, informing on restraint design considerations for limousines. ATDs, including the THOR-50M, will continue being adapted under this effort for use in forward- and rear-facing reclined seating configurations. Research will continue assessments of the injury risk posed to children by a deploying airbag when seated in the driver's seat in an ADS-equipped vehicle.
- *Database Modernization*: Efforts will continue to support development of new web-based signal analysis tools to facilitate analysis and presentation of data in the NHTSA Crash Test Database, including THOR ATD post-processing and injury calculation, load cell wall analysis, and pedestrian protection hood area calculations.
- *Virtual Testing/Computational Biomechanics/Machine Learning*: In FY 2025, research will continue to support the development and application of HBMs to investigate occupant and pedestrian crash safety, occupant demographics, and/or injury outcomes not well represented in current regulated and/or consumer information crash testing programs. After demonstration of virtual testing protocols in FY 2023/2024, research will focus on the selection and continued development and demonstrated application of HBMs representing a wide range of motor vehicle occupants. Demonstration of machine learning-based applications in crashworthiness will continue in FY 2025.
- *Vulnerable Road Users*: In FY 2025, Crashworthiness Research will continue investigating the applicability and objectivity of pedestrian test procedures for

applications in FMVSS and NCAP, including the evaluation of new test devices. Research efforts will also continue assessments of occupant-less delivery vehicle interaction with pedestrians, injury outcomes, and influential vehicle structural design characteristics; examination of how the size of a vehicle affects the risk of injuries to pedestrians; and real-world data analysis examining vehicle crashworthiness designs and requirements on pedestrian crash safety affect injury outcomes. Finally, in 2025 research will explore rotation-based test methods and performance criteria for motorcycle helmets.

- *Child Safety*: Continue research to support updates to FMVSS No. 213 (Child Restraint Systems), child restraint evaluation test procedures, including implementation of advanced child ATDs, development of seating procedures, and updates to the restraint configuration to better reflect today's vehicle rear seat environment.
- *Occupant Protection*: Occupant protection research in FY 2025 will continue to include testing to evaluate head protection in lower interior areas of the rear seat occupant compartment; development of seating procedures and evaluation of advanced ATDs for use in frontal and oblique crash testing; continue efforts to develop new methods to assess seat belt performance; continue development of seating procedures and evaluation of advanced ATDs for use in side crash testing; and continue investigating barrier designs to improve objectivity in an offset-oblique frontal crash test suitable for an NCAP or regulatory occupant safety assessment.
- *Vehicle Structural Integrity*: Research activities in FY 2025 targeting various FMVSSs will continue to include evaluating vehicle glass technologies using various test configurations that assess penetration/fracture resistance; examining large sunroof systems to determine whether current structural integrity requirements for roof crush or ejection mitigation need to be altered; and developing a motorcoach rollover test configuration.

In FY 2025, the Alternative Fuels Safety Research program area gathers information from all sources regarding the safety of emerging transportation fuels including battery, natural gas, hydrogen, and fuel cell technologies. This advanced knowledge is helping to develop research projects to refine safety assessments and develop performance tests. Partnering with industry, other federal agencies, and the first responder community will assist NHTSA in the development of safety best practices for alternative fuels vehicles. This program will coordinate with the Department of Energy's research efforts to understand and enhance the safety of emerging energy storage systems.

Major Program Objectives:

NHTSA's Alternative Fuels Safety Research supports Federal efforts to ensure the safe introduction of electric vehicles in the US fleet. This program seeks to enhance in use and post-crash safety. This program considers safety for vehicle operators, emergency personnel, and the traffic incident management community (e.g., towing and salvage yard personnel).

Anticipated program activities are expected to include:

- *Safety of Post Flood Electric Vehicle Systems:* Compare post flood vehicle inspections against specimens from submersion tests.

- *Advanced and Prototype Sensor Systems:* Evaluate the health and safety of vehicle battery systems.
- *Hydrogen Fuel Systems:* Conduct and evaluate performance tests to enhance hydrogen vehicle systems to evaluate safety for future vehicles.

Highway Safety Research

Highway Safety Research provides the scientific basis for the development of effective behavioral countermeasures to reduce the occurrence and severity of traffic crashes. Highway Safety Research also evaluates the effectiveness of programs to reduce fatalities and injuries on our highways, which is critical to assist States in allocating resources effectively and achieving national performance targets. In addition, Highway Safety Research monitors and measures both safe and unsafe driving behaviors to track progress and identify emerging safety problems.

NHTSA's Highway Safety Research program supports the Department's safety efforts through behavioral research and development activities, including, demonstration projects, training, and education, on alcohol- and drug-impaired driving countermeasures, occupant protection, distraction, traffic law enforcement, emergency medical and trauma care systems, driver licensing, State and community traffic safety program evaluations, motorcycle rider safety, pedestrian and bicyclist safety, pupil transportation, and young and older driver safety programs.

Highway Safety Research also funds the Driver Alcohol Detection System for Safety (DADSS) project. Despite progress over the past three decades, drunk driving claims approximately 10,000 lives each year. The DADSS project is researching a first-of-its-kind technology that holds the greatest potential we have seen to reverse this trend. The technology is being designed to automatically detect when a driver is intoxicated with a BAC at or above 0.08% — the legal limit in all 50 states except Utah (where it is .05%) — and prevent the car from moving. Once it has met rigorous performance standards, it will be voluntarily offered as a safety option in new vehicles, similar to automatic braking, lane departure warning and other advanced driver assist vehicle technologies.

Lastly, Highway Safety Research funds the Behavioral Traffic Safety Cooperative Research Program (BTSCRP). BTSCRP, which is administered by the Transportation Research Board, is a forum for coordinated and collaborative research to address issues integral traffic safety professionals at all levels of government and the private sector. BTSCRP provides practical, ready-to-implement solutions to save lives, prevent injuries, and reduce costs of road traffic crashes associated with unsafe behaviors.

BTSCRP products are developed in response to problems faced by traffic safety stakeholders. Emphasis areas are alcohol-impaired driving, autonomous vehicles, bicyclists and pedestrians, child passenger safety, distracted driving, drowsy driving, drug-impaired driving, law enforcement, mature drivers, motorcyclist safety, seat belts, speed and safety cameras, speeding and aggressive driving, teen driver safety, and traffic records. BTSCRP will produce a series of research products that traffic safety stakeholders, government agencies, and other interested parties will be able to quickly use or implement in their traffic safety practices.

The primary goal of the Highway Safety Research program is to increase the return on investment from NHTSA's Highway Traffic Safety Grant Program. The research will support five overlapping strategic categories:

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

In FY 2025, NHTSA will decide on several emphasis areas based upon problem identification and research needs although continued efforts are expected in preventing drug-impaired driving and the effects of new technologies on behavioral safety. In these emphasis areas, NHTSA plans to conduct foundational research to understand the nature or scope of the problem; developmental research that helps refine delivery of solutions; and a hybrid that combines research into the big ideas and potential ways to develop those into safety programs.

Human factors research, particularly related to ADAS and ADS technologies, will likely remain a focus. Highway Safety Research will continue to collaborate with NHTSA's Automated Driving Systems and Advanced Safety Technologies research programs to address human factor issues including behavioral adaptation and child-specific safety considerations related to ADS.

DADSS technologies will continue undergoing rigorous field testing and systemic improvements as the Agency prepares to move from research to program development.

In 2025, NHTSA plans for four to six discrete BTSCRP projects to be selected that will result in applied research products that highway safety stakeholders will be able to use immediately upon the completion of the research. TRB will prepare requests for proposals and will assemble panels to select contractors to perform the work.

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Section 5: Information Technology
Modal IT Budget Request and Narrative

INFORMATION TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
($97,031,000)

INFORMATION TECHNOLOGY DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BUDGET AUTHORITY			
Budget Account	**FY 2023 ACTUALS**	**FY 2024 CONTINUING RESOLUTION**	**FY 2025 REQUEST**
Operations & Research (GF)	**$46,903**	**$48,848**	**$45,335**
Commodity IT SS WCF	*$13,914*	*$14,230*	*$16,713*
Modal IT	*$32,989*	*$34,618*	*$28,622*
Operations & Research (TF)	**$36,054**	**$39,520**	**$40,983**
Commodity IT SS WCF	*$7,791*	*$7,969*	*$9,359*
Modal IT	*$28,263*	*$31,551*	*$31,624*
Highway Traffic Safety Programs (TF)	**$3,678**	**$6,123**	**$5,620**
Commodity IT SS WCF	*$2,929*	*$2,996*	*$3,519*
Modal IT	*$749*	*$3,127*	*$2,101*
Crash Data (GF)	**$417**	**$409**	**$476**
Commodity IT SS WCF	*$367*	*$374*	*$440*
Modal IT	*$50*	*$35*	*$36*
Vehicle Safety & Behavioral Research (GF)	**$4,138**	**$4,333**	**$4,617**
Commodity IT SS WCF	*$878*	*$899*	*$1,055*
Modal IT	*$3,260*	*$3,434*	*$3,562*
Total	**$91,190**	**$99,232**	**$97,031**

The National Highway Traffic Safety Administration (NHTSA) is requesting funding in FY 2025 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 2025 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 **$27.57 million** 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 2025. 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 **$4.86 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 **$11.03 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 **$44.16 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

Fiscal Year	Request	Fiscal Year	Enacted
2016 [1]	$179,000,000	2016	$152,800,000
2017 [2]	$249,800,000	2017	$180,075,000
2018	$152,509,527	2018	$189,075,000
2019	$152,427,000	2019	$190,000,000
2020	$151,000,000	2020	$211,000,000
2021	$156,000,000	2021	$211,167,000
2022	$245,550,000	2022	$200,000,000
2023	$317,550,000	2023	$210,000,000
2024	$304,062,000	2024	-
2025	$248,000,000	2025	-

[1] 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.

[2] 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.

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

Fiscal Year	Request	Fiscal Year	Enacted
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	$192,800,000
2023	$197,000,000	2023	$197,000,000
2024	$201,200,000	2024	-
2025	$205,400,000	2025	-

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

Limitation on Obligations & Liquidation of Contract Authority

Fiscal Year	Request	Fiscal Year	Enacted
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	$774,300,000
2023	$795,220,000	2023	$795,220,000
2024	$813,301,000	2024	-
2025	$831,444,832	2025	-