U.S. Department of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2026

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SUBMITTED FOR THE
USE OF THE COMMITTEES ON APPROPRIATIONS

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National Highway Traffic Safety Administration

FY 2026 Budget Request

Section 1: Overview

Administrator's Overview

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

Safety is the top priority—for the Department of Transportation (DOT), for the National Highway Traffic Safety Administration (NHTSA), and for the people we serve. NHTSA is dedicated to our mission of saving lives, preventing injuries, and reducing economic costs due to road traffic crashes. That life-saving mission has never been more important given that NHTSA's preliminary data indicate that in 2024 there were almost 40,000 fatalities on America's roadways.

While these early estimates are a decrease from the 40,901 road fatalities in 2023, and while advances in automotive technology and vehicle innovation have created new possibilities for improving highway safety and offer potential safety benefits, the 2023 final data show that longstanding challenges remain in traffic safety—

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

In light of these facts, **NHTSA's FY 2026 Budget Request totals $1.6 billion** (including $321.7 million in advance appropriations provided by IIJA) to pursue critical vehicle and behavioral safety work. The request includes **$849.7 million for State Grants and High Visibility Enforcement, $223.0 million for Vehicle Safety, and $209.6 million for Behavioral Safety programs**.

The request focuses on several critical Administration and Secretarial priorities— **safety, deregulation, innovation, support for and collaboration with law enforcement, and economic competitiveness**. The following are several key initiatives in FY 2026:

Fixing the CAFE Program: This cornerstone of NHTSA's deregulatory efforts is a key Secretarial priority, and will improve affordability of newer, safer vehicles for American drivers by removing unreasonable regulatory burdens that drive up the price of vehicles. In FY 2026, NHTSA will continue its essential work on rescinding and replacing prior CAFE rules to align the program with Administration priorities and applicable law, thereby creating a level regulatory playing field for consumers and promoting American energy.

Automated Vehicle (AV) Framework: Building on the FY 2025 rollout of the Secretary's Automated Vehicle (AV) Framework, in FY 2026, NHTSA will continue this essential work to prioritize safety of AV operations on public roadways, spur innovation by reducing regulatory barriers, and enhance the safety and mobility of the American traveling public through commercial deployment of AVs. This will include modernizing the Federal Motor Vehicle Safety Standards (FMVSS) and streamlining reporting under the Standing General Order (SGO) on Crash Reporting for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS).

Supporting Law Enforcement: In FY 2026, NHTSA will continue its close partnership and collaboration with law enforcement to improve safety outcomes on the Nation's roads and to ensure the safety of law enforcement personnel. NHTSA will accomplish this through initiatives such as Highway Traffic Safety grants that provide essential funding for law enforcement safety programs, as well as officer safety projects, including the National Law Enforcement Officers Memorial Fund.

Key components of NHTSA's FY 2026 Budget request include:

Rulemaking: $20.8 million is requested for NHTSA's Rulemaking office to focus on deregulation activities that will remove regulatory barriers and spur economic growth. This includes Fixing the CAFE Program, which will ensure affordable vehicles for American drivers by removing regulatory barriers to vehicle access. NHTSA will continue its essential work on rescinding and replacing prior CAFE rules to align the program with Administration priorities and applicable law. Additionally, through its Office of Automation Safety, the agency will support the Secretary's AV Framework by removing unnecessary regulatory barriers. For example, in FY 2026, NHTSA will continue to modernize Federal Motor Vehicle Safety Standards (FMVSS) to allow their applicability for novel design AVs that may lack driver controls and/or have innovative seating arrangements. NHTSA will also streamline reporting under the Standing General Order (SGO) on Crash Reporting for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS).

Vehicle Safety Research: $98.5 million is requested to support research programs aimed at the safe testing and deployment of novel motor vehicle technologies. This funding will also advance the development of an Automated Vehicle (AV) regulatory framework to assure safety, foster

innovation, and maintain U.S. leadership in the field. The program prioritizes the creation of advanced tools and methods—such as next-generation crash test dummies and updated performance testing procedures—to spur crashworthiness and crash avoidance innovations. Additionally, the requested funding will support the assessment of vehicle technologies, including their performance, capabilities, limitations, and effectiveness, while also addressing emerging risks such as motor vehicle cybersecurity.

Enforcement: **$18.7 million** is requested for programs and activities that will support the enforcement of vehicle safety standards, address safety-related defects and recalls, and investigate criminal fraud associated with rolling back and disabling odometers. This funding will also support the Secretary's AV Framework, unleashing innovation through an expanded Automated Vehicle Exemption Program (AVEP) which is now available on domestically produced vehicles. This work will continue in FY 2026, enabling faster deployment of vehicles through a streamlined exemption process. The funding will also support the Secretary's priority of Fixing the CAFE Program.

Highway Safety Programs: **$101.6 million** is requested for the research, development, and evaluation of traffic safety programs that reduce crash-related injuries and fatalities. Resources are intended to prevent destructive behavior, encourage positive behavior, protect vulnerable road users, support traffic law enforcement, improve lifesaving emergency medical services (EMS), including 911 systems, and develop and evaluate behavioral countermeasures for use by states and local communities. In FY 2026, focus areas will include law enforcement support for the Drug Evaluation and Classification program and the National Law Enforcement Officers Memorial Fund for officer safety projects, as well as life-saving post-crash initiatives such as whole blood transfusion implementation programs.

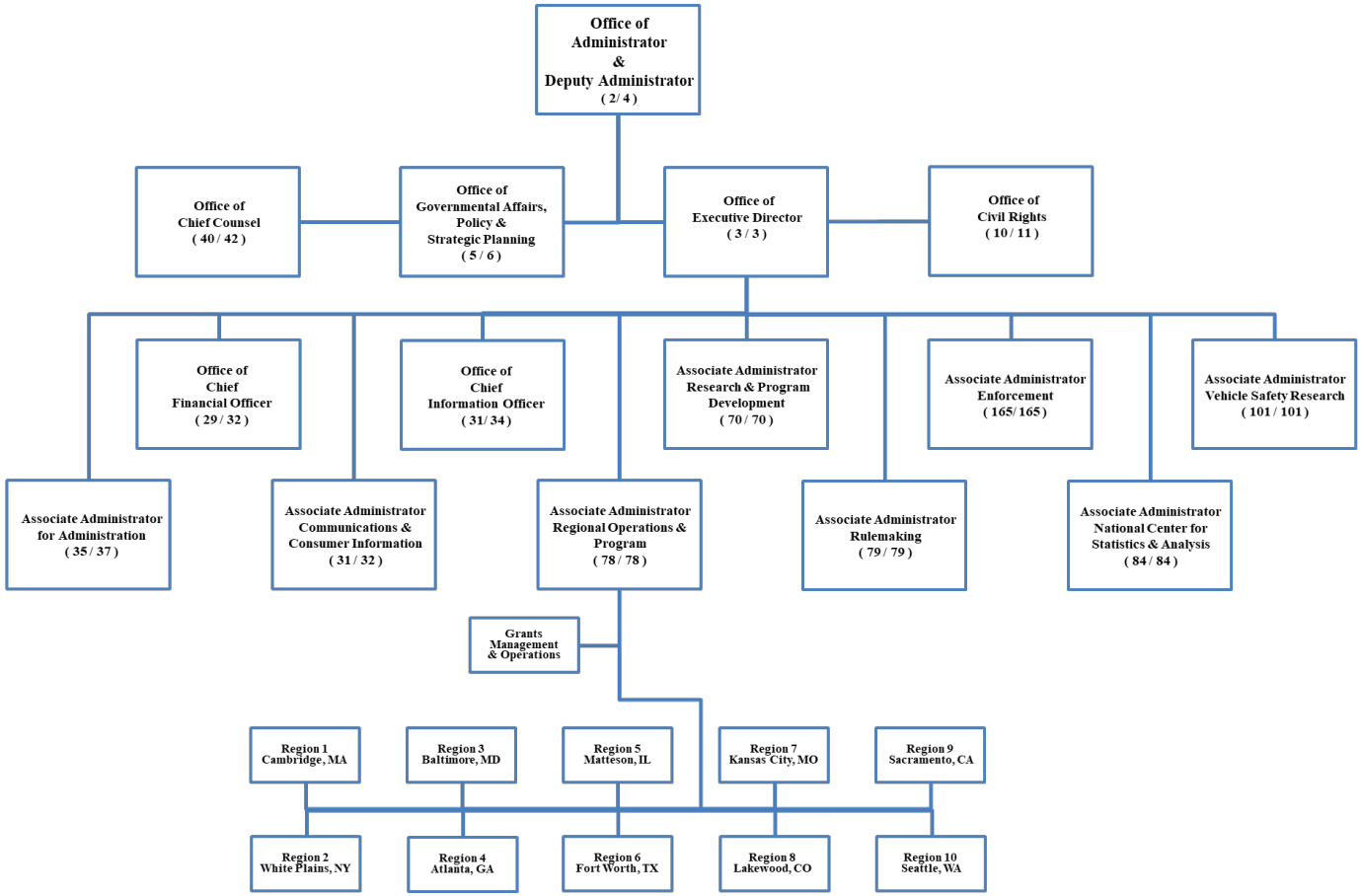
National Center for Statistics and Analysis: **$205.4 million** is requested for traffic safety data collection and analysis programs, including the Fatality Analysis Reporting System, Crash Report Sampling System, Crash Investigation Sampling System, Special Crash Investigations, Non-Traffic Surveillance System, and occupant protection surveys. This data enables internal and external safety stakeholders to better understand the nature, causal factors, 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.

Highway Traffic Safety Grants: **$849.7 million** is requested for Highway Traffic Safety grants, which are distributed by formula to States, the District of Columbia, U.S. Territories, and the Bureau of Indian Affairs on behalf of the federally recognized Tribes to carry out highway safety programs within their jurisdictions. These grants help improve road safety through implementing proven effective and innovative countermeasures for efforts such as promoting the proper use of seat belts and car seats; preventing impaired, distracted, and aggressive driving; and implementing behavioral safety strategies to improve pedestrian safety. Highway Traffic Safety grants provide critical resources to State and local law enforcement agencies across the county to enforce highway safety laws. This includes funding for the Highway Safety (Section 402), National Priority Safety (Section 405) and High Value Enforcement (Section 404) programs.

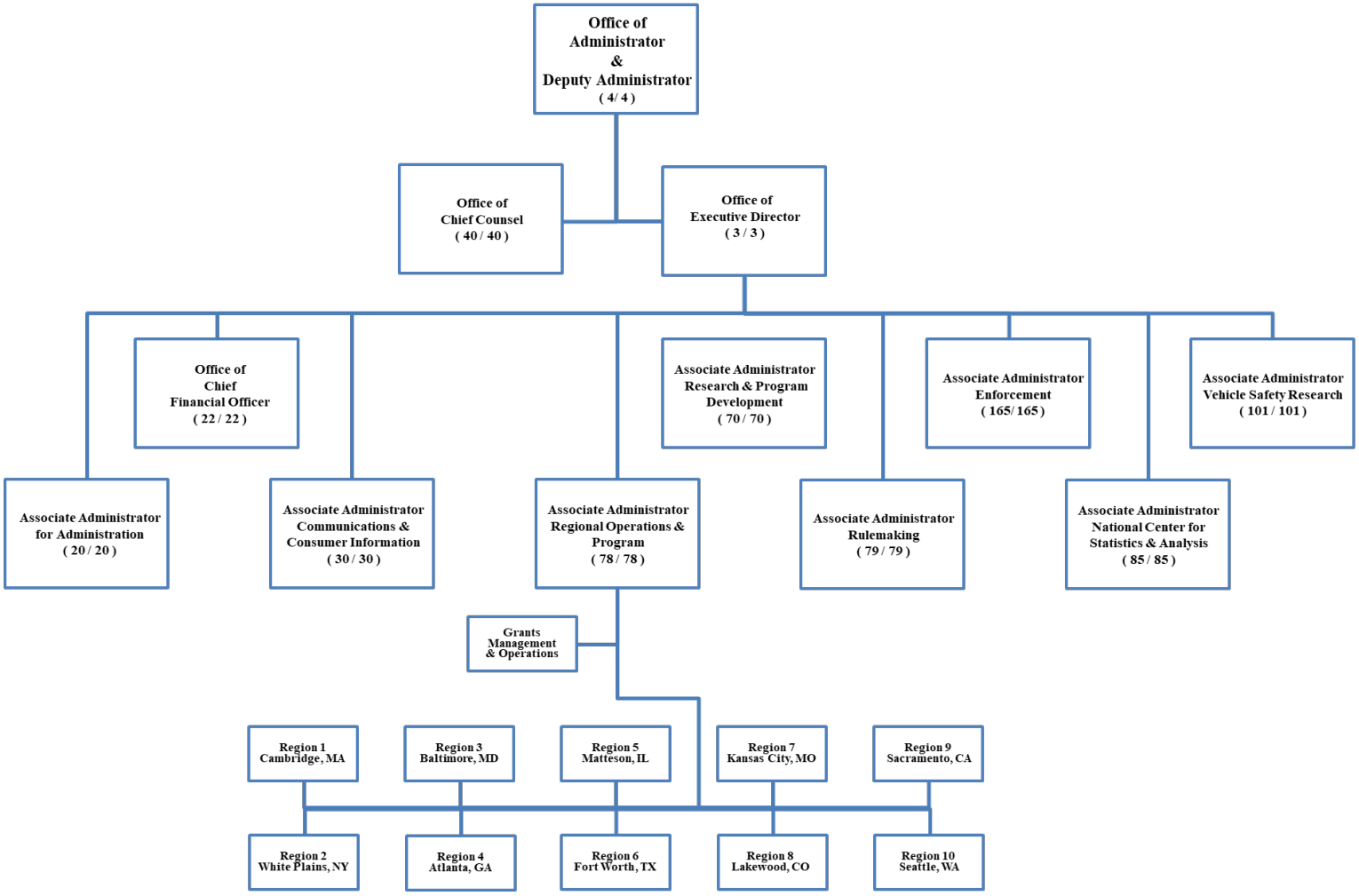
NHTSA is deeply committed to saving lives on our Nation's roads, but it is also a collaborative effort between Federal and State governments, law enforcement, industry, families and individuals. All partners, including the public at large, must work together to reduce roadway fatalities. Every life lost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

Exhibit 1: Organization Charts

FY 2025 FTE Estimate
National Highway Traffic Safety Administration
(*Total 763 FTE/778 FTP*)



FY 2026 FTE Estimate
National Highway Traffic Safety Administration
(*Total 697 FTE/697 FTP*)



Section 2: Budget Summary Tables

Exhibit II-1: Comparative Statement of New Budget Authority

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

ACCOUNT NAME	M / D	FY 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
OPERATIONS & RESEARCH (GF)		$ 223,000	$ 223,000	$ 223,000
Rulemaking	D	$ 21,481	$ 21,219	$ 20,807
Enforcement	D	$ 20,310	$ 19,271	$ 18,710
Research and Analysis	D	$ 33,358	$ 29,805	$ 28,483
Research and Analysis - NCSA	D	$ 900	$ 900	$ 900
Communication & Consumer Info.	D	$ 5,418	$ 5,418	$ 5,418
Administrative Expenses	D	$ 141,533	$ 146,387	$ 175,539
Modal IT -WCF Consolidation	D			$ (26,857)
OPERATIONS & RESEARCH (TF)		$ 201,200	$ 205,400	$ 209,600
Highway Safety Programs	M	$ 58,541	$ 59,965	$ 61,933
Research and Analysis - NCSA	M	$ 55,327	$ 57,160	$ 59,036
Sec. 1906 Grants	M	$ 11,500	$ 11,500	$ 11,500
Communication & Consumer Info.	M	$ 10,294	$ 10,294	$ 10,632
Administrative Expenses	M	$ 65,538	$ 66,481	$ 98,432
Modal IT -WCF Consolidation				$ (31,933)
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		$ 956,003	$ 971,686	$ 849,655
Formula Grants (section 402)	M	$ 378,400	$ 385,900	$ 393,400
High-Visibility Enforcement (Section 404)	M	$ 40,300	$ 42,300	$ 44,300
National Priority Safety Programs (Section 405)	M	$ 353,500	$ 360,500	$ 367,500
Transfer from Federal Highway Administration (FHWA)	M	$ 142,702	$ 140,241	$ -
Administrative Expenses	M	$ 41,101	$ 42,745	$ 44,455
Gross New Budget Authority		**$ 1,237,501**	**$ 1,259,845**	**$ 1,282,255**
Rescissions				
Transfers		**$ 142,702**	**$ 140,241**	**$ -**
Offsets				
NET NEW BUDGET AUTHORITY REQUESTED:		**$ 1,380,203**	**$ 1,400,086**	**$ 1,282,255**
[Mandatory BA]		$ 1,157,203	$ 1,177,086	$ 1,059,255
[Discretionary BA]		$ 223,000	$ 223,000	$ 223,000
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		**$ 1,701,903**	**$ 1,721,786**	**$ 1,603,955**

Exhibit II-2: Budgetary Resources

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

ACCOUNT NAME	M / D	FY 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
OPERATIONS & RESEARCH (GF)		**$ 223,000**	**$ 223,000**	**$ 223,000**
Rulemaking	D	$ 21,481	$ 21,219	$ 20,807
Enforcement	D	$ 20,310	$ 19,271	$ 18,710
Research and Analysis	D	$ 33,358	$ 29,805	$ 28,483
Research and Analysis - NCSA	D	$ 900	$ 900	$ 900
Communication & Consumer Info.	D	$ 5,418	$ 5,418	$ 5,418
Administrative Expenses	D	$ 141,533	$ 146,387	$ 175,539
Modal IT -WCF Consolidation				$ (26,857)
OPERATIONS & RESEARCH (TF)		**$ 201,200**	**$ 205,400**	**$ 209,600**
Highway Safety Programs	M	$ 58,541	$ 59,965	$ 61,933
Research and Analysis - NCSA	M	$ 55,327	$ 57,160	$ 59,036
Sec. 1906 Grants	M	$ 11,500	$ 11,500	$ 11,500
Communication & Consumer Info.	M	$ 10,294	$ 10,294	$ 10,632
Administrative Expenses	M	$ 65,538	$ 66,481	$ 98,432
Modal IT -WCF Consolidation				$ (31,933)
HIGHWAY TRAFFIC SAFETY GRANTS (TF)		**$ 956,003**	**$ 971,686**	**$ 849,655**
Formula Grants (section 402)	M	$ 378,400	$ 385,900	$ 393,400
High-Visibility Enforcement (Section 404)	M	$ 40,300	$ 42,300	$ 44,300
National Priority Safety Programs (Section 405)	M	$ 353,500	$ 360,500	$ 367,500
Transfer from Federal Highway Administration (FHWA)	M	$ 142,702	$ 140,241	$ -
Administrative Expenses	M	$ 41,101	$ 42,745	$ 44,455
TOTAL BASE APPROPRIATION		**$ 1,237,501**	**$ 1,259,845**	**$ 1,282,255**
Gross New Budgetary Resources		$ 1,237,501	$ 1,259,845	$ 1,282,255
Rescissions				
Transfers		$ 142,702	$ 140,241	$ -
Offsets				
TOTAL BUDGETARY RESOURCES:		**$ 1,380,203**	**$ 1,400,086**	**$ 1,282,255**
[Mandatory]		$ 1,157,203	$ 1,177,086	$ 1,059,255
[Discretionary]		$ 223,000	$ 223,000	$ 223,000
[Obligation Limitation]		$ 1,157,203	$ 1,177,086	$ 1,059,255
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		**$ 1,701,903**	**$ 1,721,786**	**$ 1,603,955**

Exhibit II-4: Outlays

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

		(A)	(B)	(C)
	M / D	FY 2024 ACTUALS	FY 2025 ENACTED	FY 2026 REQUEST
OPERATIONS & RESEARCH (GF)	**D**	$ 256,000	$ 304,000	$ 305,000
OPERATIONS & RESEARCH (TF)	**M**	$ 182,000	$ 206,000	$ 270,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)	**M**	$ 868,000	$ 1,021,000	$ 1,019,000
TOTAL:		**$ 1,306,000**	**$ 1,531,000**	**$ 1,594,000**
Mandatory		$ 1,050,000	$ 1,227,000	$ 1,289,000
Discretionary		$ 256,000	$ 304,000	$ 305,000
IIJA Supplemental (Division J)				
Crash Data	**D**	$17,000	$224,000	$177,000
Vehicle Safety & Behavioral Research	**D**	$21,000	$42,000	$43,000
Supplemental Highway Traffic Safety Programs	**D**	$33,000	$73,000	$76,000
Grand Total, Outlays from all Appropriations		**$ 1,377,000**	**$ 1,870,000**	**$ 1,890,000**

Exhibit II-5: Analysis of Changes Tables

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

				Baseline Changes									
	FY 2024 Actual	FY 2025 Enacted	FY 2025 Revised Baseline	Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises[1]	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 Request [1]
PERSONNEL RESOURCES (FTE)													
Direct FTE	762	762								0	754	-57	697
FINANCIAL RESOURCES													
ADMINISTRATIVE EXPENSES													
Salaries and Benefits	$154,854	$164,707		$821							$165,518	($14,159)	$151,359
Travel	$909	$1,407									$1,407	$0	$1,407
Transportation	$163	$51									$51	$0	$51
GSA Rent	$2,769	$2,707						$1,384			$4,091	$0	$4,091
Communications, & Utilities	$150	$320									$320	$0	$320
Printing	$325	$222									$222	$0	$222
Other Services:	$31,953	$68,247								($925)	$68,756	($17,853)	$50,903
-WCF	$43,593	$43,593									$43,593	$90,304	$133,897
Supplies	$263	$676									$676	$0	$676
Equipment	$0	$0									$0	$0	$0
Admin Subtotal	**$234,979**	**$281,930**	**$0**	**$821**	**$0**	**$0**	**$0**	**$1,384**	**$0**	**($925)**	**$284,634**	**$58,292**	**$342,926**
PROGRAMS													
Rulemaking	$18,581	$21,219									$21,219	($412)	$20,807
Enforcement	$23,721	$19,271									$19,271	($561)	$18,710
Research and Analysis	$34,300	$95,688									$99,805	($1,322)	$98,483
Communications & Consumer Info.	$19,262	$15,712									$15,712	$338	$16,050
Highway Safety Programs	$88,813	$99,665									$99,665	$1,968	$101,633
Research and Analysis - NCSA	$87,369	$205,860									$203,560	$1,876	$205,436
Sec. 1906 Grants	$9,630	$11,500									$11,500	$0	$11,500
Formula Grants (Section 402)	$398,292	$405,900									$405,900	$7,500	$413,400
High-visibility Enforcement (Section 404)	$40,300	$42,300									$42,300	$2,000	$44,300
National Priority Safety Programs (Section 405)	$374,511	$382,500									$382,500	$7,000	$389,500
Transfer from Federal Highway Administration (FHWA)	$142,702	$140,241									$0	$0	$0
Transfer from Vehicle Safety & Behavioral Research (0670)	$63,556												
Modal IT -WCF Consolidation												($58,790)	($58,790)
Programs Subtotal	**$1,301,037**	**$1,439,856**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,301,432**	**($40,403)**	**$1,261,029**
BASE PROGRAMS TOTAL	**$1,536,016**	**$1,721,786**	**$0**	**$821**	**$0**	**$0**	**$0**	**$1,384**	**$0**	**($925)**	**$1,586,066**	**$17,889**	**$1,603,955**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

OPERATIONS & RESEARCH (GF)	FY 2024 Actual	FY 2025 Enacted	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 Request [1]
PERSONNEL RESOURCES (FTE)												
Direct FTE	475	458								458	-25	433
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$97,104	$98,708	$498							$99,206	($6,096)	$93,110
Travel	$122	$510								$510		$510
Transportation	$160	$0								$0		$0
GSA Rent	$1,412	$1,390					$15			$1,405		$1,405
Communications, & Utilities	$109	$309								$309		$309
Printing	$199	$182								$182		$182
Other Services:	$14,379	$19,165							$463	$19,628	($8,244)	$11,384
-WCF	$27,117	$26,006								$26,006	$42,516	$68,522
Supplies	$140	$117								$117		$117
Equipment	$0	$0								$0		$0
Admin Subtotal	**$140,742**	**$146,387**	**$498**	**$0**	**$0**	**$0**	**$15**	**$0**	**$463**	**$147,363**	**$28,176**	**$175,539**
PROGRAMS												
Rulemaking	$18,581	$21,219								$21,219	($412)	$20,807
Enforcement	$23,721	$19,271								$19,271	($561)	$18,710
Research and Analysis	$34,300	$29,805								$29,805	($1,322)	$28,483
Research and Analysis - NCSA	$915	$900								$900		$900
Communications & Consumer Info.	$6,038	$5,418								$5,418		$5,418
Transfer from Vehicle Safety & Behavioral Research (0670)	$63,556									$0		$0
Modal IT -WCF Consolidation											($26,857)	($26,857)
Programs Subtotal	**$147,111**	**$76,613**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$76,613**	**($29,152)**	**$47,461**
BASE PROGRAMS TOTAL	**$287,853**	**$223,000**	**$498**	**$0**	**$0**	**$0**	**$15**	**$0**	**$463**	**$223,976**	**($976)**	**$223,000**

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

OPERATIONS & RESEARCH (TF)	FY 2024 Actual	FY 2025 Enacted	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 Request [1]
PERSONNEL RESOURCES (FTE)												
Direct FTE	209	209								209	-32	177
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$42,860	$46,408	$232							$46,640	($6,754)	$39,886
Travel	$87	$469								$469		$469
Transportation	$3	$41								$41		$41
GSA Rent	$0	$0								$0		$0
Communications, & Utilities	$35	$0								$0		$0
Printing	$89	$0								$0		$0
Other Services:	$7,409	$7,559							($214)	$7,345	($7,033)	$312
-WCF	$11,904	$11,904								$11,904	$45,720	$57,624
Supplies	$73	$100								$100		$100
Equipment	$0	$0								$0		$0
Admin Subtotal	**$62,460**	**$66,481**	**$232**	**$0**	**$0**	**$0**	**$0**	**$0**	**($214)**	**$66,499**	**$31,933**	**$98,432**
PROGRAMS												
Highway Safety Programs	$78,848	$59,965								$59,965	$1,968	$61,933
Research and Analysis - NCSA	$52,346	$57,160								$57,160	$1,876	$59,036
Sec. 1906 Grants	$9,630	$11,500								$11,500	$0	$11,500
Communications & Consumer Info.	$13,224	$10,294								$10,294	$338	$10,632
Modal IT -WCF Consolidation											($31,933)	($31,933)
Programs Subtotal	**$154,048**	**$138,919**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$138,919**	**($27,751)**	**$111,168**
BASE PROGRAMS TOTAL	**$216,508**	**$205,400**	**$232**	**$0**	**$0**	**$0**	**$0**	**$0**	**($214)**	**$205,418**	**$4,182**	**$209,600**

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

HIGHWAY TRAFFIC SAFETY GRANTS (TF)	FY 2024 Actual	FY 2025 Enacted	Baseline Changes: Annualization of Prior Pay Raises	Annualization of new FY 2025 FTE	FY 2026 Pay Raises	Adjustment for Compensable Days (261 days)	GSA Rent	WCF Increase/ Decrease	Inflation and other adjustments to base	FY 2026 Baseline Estimate	Program Increases/ Decreases	FY 2026 Request
PERSONNEL RESOURCES (FTE)												
Direct FTE	78	78								78		78
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	$14,890	$16,203	$81							$16,284		$16,284
Travel	$700	$428								$428		$428
Transportation	$0	$10								$10		$10
GSA Rent	$1,357	$1,317					$1,369			$2,686		$2,686
Communications, & Utilities	$6	$11								$11		$11
Printing	$37	$40								$40		$40
Other Services:	$9,563	$19,705							$260	$19,965	(1,142)	$18,823
-WCF	$4,572	$4,572								$4,572	1,142	$5,714
Supplies	$50	$459								$459		$459
Equipment	$0	$0								$0		$0
Admin Subtotal	**$31,175**	**$42,745**	**$81**	**$0**	**$0**	**$0**	**$1,369**	**$0**	**$260**	**$44,455**	**$0**	**$44,455**
PROGRAMS												
Formula Grants (section 402)	$378,292	$385,900								$385,900	$7,500	$393,400
High-Visibility Enforcement (Section 404)	$40,300	$42,300								$42,300	$2,000	$44,300
National Priority Safety Programs (Section 405)	$352,607	$360,500								$360,500	$7,000	$367,500
Transfer from Federal Highway Administration (FHWA)	$142,702	$140,241										$0
Programs Subtotal	**$913,901**	**$928,941**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$788,700**	**$16,500**	**$805,200**
BASE PROGRAMS TOTAL	**$945,076**	**$971,686**	**$81**	**$0**	**$0**	**$0**	**$1,369**	**$0**	**$260**	**$833,155**	**$16,500**	**$849,655**

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

	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	$271,216	$387,197	$157,012
FY Advance Appropriations (Budget Authority) (+)	$150,000	$150,000	$150,000
FY Planned Obligations (-)	($34,019)	($380,185)	($38,500)
Unobligated Balance, end of FY (+)	387,197	157,012	268,512
Planned Obligations by Fiscal Year	34,019	380,185	38,500
PERSONNEL RESOURCES (FTE)			
Direct FTE	0	9	9
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	0	2,069	2,079
Travel	0	0	0
Transportation	0	0	0
GSA Rent	0	0	0
Communications, & Utilities	0	0	0
Printing	0	0	0
Other Services:	0	1,768	384
-WCF	0	663	2,037
Supplies	0	0	0
Equipment	0	0	0
Admin Subtotal	**$0**	**$4,500**	**$4,500**
PROGRAMS			
Research and Analysis - NCSA	31,465	145,500	145,500
Programs Subtotal	**$31,465**	**$145,500**	**$145,500**
IIJA/IRA TOTAL	**$31,465**	**$150,000**	**$150,000**

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

	FY 2024	FY 2025	FY 2026
Unobligated Carryforward Balance, start of FY (+)	$63,892	$88,800	$85,850
FY Advance Appropriations (Budget Authority) (+)	$109,700	$109,700	$109,700
FY Planned Obligations (-)	($84,792)	($112,650)	($106,292)
Unobligated Balance, end of FY (+)	88,800	85,850	89,258
Planned Obligations by Fiscal Year	$84,792	$112,650	$106,292
PERSONNEL RESOURCES (FTE)			
Direct FTE	0	8	0
FINANCIAL RESOURCES			
ADMINISTRATIVE EXPENSES			
Salaries and Benefits	0	1,319	0
Travel	0	0	0
Transportation	0	0	0
GSA Rent	0	0	0
Communications, & Utilities	0	0	0
Printing	0	0	0
Other Services:	0	50	0
-WCF	0	448	0
Supplies	0	0	0
Equipment	0	0	0
Admin Subtotal	**$0**	**$1,817**	**$0**
PROGRAMS			
Rulemaking	0	0	0
Enforcement	0	0	0
Research and Analysis	0	65,883	70,000
Research and Analysis - NCSA	2,643	2,300	
Highway Safety Programs	9,965	39,700	39,700
Programs Subtotal	**$12,608**	**$107,883**	**$109,700**
IIJA/IRA TOTAL	**$12,608**	**$109,700**	**$109,700**

Exhibit II-6: Working Capital Fund

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
($000)

	FY 2024 ACTUALS	FY 2025 ENACTED	FY 2026 REQUEST [1]
DIRECT:			
Operations & Research (GF)	24,661	$ 26,006	$ 68,522
Operations & Research (TF)	11,904	$ 11,904	$ 57,624
Highway Traffic Safety Grants (TF)	4,572	$ 4,572	$ 5,714
SUBTOTAL	**$ 41,137**	**$ 42,482**	**$ 131,860**
TOTAL, Base programs	**$ 41,137**	**$ 42,482**	**$ 131,860**
SUPPLEMENTAL FUNDING			
COVID-19 Supplementals Subtotal	**$ 2,455**	**$ 1,111**	**$ 2,037**
Crash Data	663	663	2,037
Vehicle Safety & Behavioral Research	1,792	448	-
Supplemental Highway Traffic Safety Programs	-	-	-
Total, All Sources	**$ 43,592**	**$ 43,593**	**$ 133,897**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

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

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

	FY 2024 ACTUALS	FY 2025 ENACTED	FY 2026 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations & Research (GF)	435	458	433
Operations & Research (TF)	209	209	177
Highway Traffic Safety Grants (TF)	78	78	78
SUBTOTAL, DIRECT FUNDED	**722**	**745**	**688**
BASE TOTAL FTEs	**722**	**745**	**688**
SUPPLEMENTAL FUNDED FTEs			
IIJA Supplemental Funding			
Crash Data	9	9	9
Vehicle Safety & Behavioral Research	31	8	0
Supplemental Highway Traffic Safety Programs	0	0	0
SUBTOTAL, Supplemental Funded	**40**	**17**	**9**
TOTAL FTEs	**762**	**762**	**697**

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

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

	FY 2024 ACTUALS	FY 2025 ENACTED	FY 2026 REQUEST
DIRECT FUNDED BY APPROPRIATION			
Operations & Research (GF)	445	474	433
Operations & Research (TF)	219	217	177
Highway Traffic Safety Grants (TF)	83	78	78
SUBTOTAL, DIRECT FUNDED	**747**	**769**	**688**
BASE TOTAL POSITIONS	**747**	**769**	**688**
SUPPLEMENTAL FUNDED FTPs			
IIJA Supplemental Funding			
Crash Data	10	9	9
Vehicle Safety & Behavioral Research	32	0	0
Supplemental Highway Traffic Safety Programs			
SUBTOTAL, Supplemental Funded	42	9	9
TOTAL POSITIONS	**789**	**778**	**697**

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, *$223,000,000*, to remain available through September 30, [2026] *2027*.

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

For payment of obligations incurred in carrying out the provisions of section 403 of title 23, United States Code, including behavioral research on automated driving systems and advanced driver assistance systems and improving consumer responses to safety recalls, section 25024 of the Infrastructure Investment and Jobs Act (Public Law 117-58), and chapter 303 of title 49, United States Code, [$205,400,000] *$209,600,000*, 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 [2025] *2026*, are in excess of [$205,400,000] *$209,600,000*: Provided further, That of the sums appropriated under this heading—

(1) [$198,000,000] *$202,000,000* shall be for programs authorized under section 403 of title 23, United States Code, including behavioral research on automated driving systems and advanced driver assistance systems and improving consumer responses to safety recalls, and section 25024 of the Infrastructure Investment and Jobs Act (Public Law 117-58); and

(2) [$7,400,000] *$7,600,000* shall be for the national driver register authorized under chapter 303 of title 49, United States Code:

Provided further, That within the [$205,400,000] *$209,600,000* obligation limitation for operations and research, $57,500,000 shall remain available until September 30, [2026] *2027*, 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 [2025] *2026* in this Act.

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

For payment of obligations incurred in carrying out provisions of sections 402, 404, and 405 of title 23, United States Code, and grant administration expenses under chapter 4 of title 23, United States Code, to remain available until expended, [$831,444,832] *$849,654,625* 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 [2025] *2026* are in excess of [$831,444,832] *$849,654,625* for programs authorized under sections 402, 404, and 405 of title 23, United States Code, and grant administration expenses under chapter 4 of title 23, United States Code: Provided further, That of the sums appropriated under this heading--

(1) [$385,900,000] *$393,400,000* shall be for highway safety programs under section 402 of title 23, United States Code;
(2) [$360,500,000] *$367,500,000* shall be for national priority safety programs under section 405 of title 23, United States Code;
(3) [$42,300,000] *$44,300,000* shall be for the high visibility enforcement program under section 404 of title 23, United States Code; and
(4) [$42,744,832] *$44,454,625* shall be for grant administrative expenses under chapter 4 of title 23, United States Code:

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

ADMINISTRATIVE PROVISIONS

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

[Sec. 141. 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.]

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

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

	FY 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
Rulemaking	$ 21,481	$ 21,219	$ 20,807
Enforcement	$ 20,310	$ 19,271	$ 18,710
Research and Analysis	$ 33,358	$ 29,805	$ 28,483
Research and Analysis - NCSA	$ 900	$ 900	$ 900
Communications & Consumer Info.	$ 5,418	$ 5,418	$ 5,418
Modal IT -WCF Consolidation			$ (26,857)
Administrative Expenses	$ 141,533	$ 146,387	$ 175,539
TOTAL, Base appropriations	**$ 223,000**	**$ 223,000**	**$ 223,000**
FTEs			
Direct Funded	435	458	433

Program and Performance Statement

The FY 2026 budget request includes $223 million for Vehicle Safety activities to reduce roadway fatalities, prevent injuries, improve fuel economy, and significantly reduce the societal costs related to unsafe motor vehicles and motor vehicle equipment. The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by developing, setting, and enforcing Federal Motor Vehicle Safety Standards 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. The National Highway Traffic Safety Administration (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 alternative fuels. The Operations and Research program supports a broad range of initiatives, including the development of rulemaking and safety standards, standards harmonization efforts with international partners and modernizing the New Car Assessment Program. This funding also supports compliance programs for motor vehicle safety and investigations of safety-related motor vehicle defects, enforcement of Federal odometer law, and oversight of safety recalls. NHTSA also leverages this funding to collect and analyze crash data to identify safety trends and develop countermeasures.

Exhibit III-1a: Summary of Analysis of Change

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

	$000		FTE
FY 2025 ENACTED	**$223,000**		**458**
ADJUSTMENTS TO BASE:			
Annualization of FY 2025 FTE	0		
Annualization of Prior Pay Raise(s)	498		
FY 2026 Pay Raise	0		
GSA Rent	15		
Working Capital Fund	42,516		
Other Services	-7,781		
Salaries and benefit	-6,096		-25
SUBTOTAL, ADJUSTMENTS TO BASE	**29,152**		**-25**
PROGRAM DECREASE:			
Rulemaking	-412		
Enforcement	-561		
Research and Analysis	-1,322		
Research and Analysis - NCSA			
Communications & Consumer Info.			
Modal IT -WCF Consolidation	-26,857		
SUBTOTAL, PROGRAM DECREASE	**-29,152**		
FY 2026 REQUEST	**223,000**		**433**

Detailed Justification for Operations and Research (GF)

FY 2026 – Rulemaking – Budget Request
($20,807,000)

Rulemaking	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Safety Standards Support	$ 3,786	$ 3,852	$ 9,586
NCAP	$ 7,795	$ 6,473	$ 5,756
Fuel Economy	$ 12,900	$ 10,894	$ 5,465
Total, Rulemaking	**$ 24,481**	**$ 21,219**	**$ 20,807**

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

NHTSA's Rulemaking programs advance the Department's safety and deregulatory priorities, by developing and updating the Federal Motor Vehicle Safety Standards (FMVSS) and other regulations in the key areas of fuel economy, crash avoidance, crashworthiness, automation, post-crash safety, international policy, and consumer information.

The overall funding request of $20.8 million will support the Office of Rulemaking's three main programs:

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. In FY 2026, efforts will focus on the Secretary's priority of Fixing the CAFE Program to improve affordability of newer, safer vehicles for American drivers by removing regulatory burdens that drive up the price of vehicles.

Safety Standards Support: Develops and promulgates Federal standards dealing with crash protection, survivability and avoidance, battery and hydrogen vehicle safety, vulnerable road user 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 related to automation safety. This includes support for the recently announced Automated Vehicle (AV) Framework which will focus on expanding the Automated Vehicle Exemption Program (AVEP) to now include domestically produced vehicles and maintaining the Standing General Order on Crash Reporting for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS), while streamlining reporting requirements.

New Car Assessment Program (NCAP): Provides a reliable and unbiased assessment of the safety performance of passenger cars and light trucks sold in America to assist consumers with vehicle purchasing decisions and to encourage safety improvements in vehicle designs and vehicle technologies. NCAP not only provides information on vehicle occupant safety but also vulnerable road user safety. NCAP also provides up-to-date information on the ease-of-use of car seats and other vehicle safety information.

Funding levels proposed in the FY 2026 budget request will support the following activities:

Fuel Economy

- The requested funding will provide the resources needed to achieve the Administration's goals and conduct the thorough research and analyses necessary to complete science-based and legally defensible rulemakings.
- The cornerstone of this effort is a key Secretarial priority— Fixing the CAFE Program, which will likely consist of multiple rulemaking efforts and will ensure newer, safer vehicles are affordable for the American public.
- Per the Secretary of Transportation's Memorandum, "Fixing the CAFE Program," a direct outgrowth of Executive Order 14154 "Unleashing American Energy", NHTSA will immediately review, reconsider and/or rescind existing fuel economy standards applicable to all models of motor vehicles produced from model year 2022 forward.

Safety Standards Support

- Prioritize safety of Automated Vehicle (AV) operations on public roadways, spur innovation by reducing regulatory barriers, and enhance the safety and mobility of the American traveling public through commercial deployment of AVs via the Department's recently announced AV Framework.[1] This will include modernizing the Federal Motor Vehicle Safety Standards (FMVSS) and streamlining reporting under the Standing General Order (SGO) on Crash Reporting for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS) (Automated Vehicle Exemption Program Domestic Exemptions). As part of this effort, NHTSA will accept applications from domestic manufacturers and operators of ADS vehicles with novel designs as part of the agency's expanded AV Exemption Program (AVEP), which previously was open only to imported vehicles.
- Support the continued development and delivery of numerous critical safety actions mandated by the Infrastructure Investment and Jobs Act (IIJA), 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,

[1] Trump's Transportation Secretary Sean P. Duffy Unveils New Automated Vehicle Framework as Part of Innovation Agenda | US Department of Transportation

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.
- Develop and incorporate performance requirements into Federal standards for vulnerable road user safety.
- Develop the Global Technical Regulation on Automated Driving Systems with international regulatory partners.
- Establish a national tire fuel efficiency consumer information program for replacement tires designed for use on motor vehicles.
- Implement an IT portal system for managing the application submission and reporting process for the agency's exemption and special programs for automated driving systems;
- 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 coordinate within the Department for consistency of policy and program direction (including consistency with NHTSA's rulemaking, research and enforcement plans).
    - Provide 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; vulnerable road user safety, 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.

Anticipated Accomplishments for FY 2025

- Complete final rulemaking to reset CAFE standards via the review, reconsideration and/or rescission of existing fuel economy rules from model 2022 onward.
- Continue to modernize Federal Motor Vehicle Safety Standards (FMVSS) to allow their applicability for novel design AVs that may lack driver controls and/or have innovative seating arrangements.
- Streamline reporting under the Standing General Order (SGO) on Crash Reporting for vehicles equipped with certain advanced driver assistance systems (ADAS) and automated driving systems (ADS).
- Advance rulemakings as directed by IIJA, including new standards for lane departure warning and lane keeping assist, impaired driving prevention technology, rear designated seating position for child heatstroke prevention.
- Continue updating NCAP to include a new rating system; pursue updates to the program per the 10-year roadmap that include advanced crash test dummies and additional crash scenarios.
- Advance regulatory actions for advanced crash test dummies, and medium- and heavy-duty fuel efficiency standards.
- 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 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. For example, the FY 2024 final rule that established a new Federal motor vehicle safety standard for light vehicle automatic emergency braking (AEB), including pedestrian AEB, is expected to save at least 360 lives per year and prevent at least 24,000 injuries annually. This Departmental and Agency priority rulemaking fulfilled Section 24208 of the IIJA. FY 2026 funding will advance vehicle safety, respond to numerous Congressional mandates, update and maintain existing standards, and ensure that emerging technologies, including those that automate driving function are introduced into the vehicle fleet in a safe manner.

Focus on the Secretarial priorities of Fixing the CAFE Program and advancing the AV Framework will improve the affordability of newer, safer cars for Americans, reduce regulatory burdens, spur innovation, and enable commercial deployment of AVs.

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 energy goals while saving consumers money.

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 at the point of sale.

FY 2026 Enforcement Budget Request
($18,710,000)

Enforcement	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Vehicle Safety Compliance	$ 14,843	$ 12,500	$ 8,500
Odometer Fraud	$ 202	$ 200	$ 210
Safety Defects	$ 7,265	$ 6,571	$ 10,000
Total, Enforcement	**$ 22,310**	**$ 19,271**	**$ 18,710**

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

The National Traffic and Motor Vehicle Safety Act authorizes NHTSA to collect consumer complaints, investigate motor vehicle safety defects, oversee safety recalls, and requires manufacturers to notify the agency of all safety-related defects involving unreasonable risk of accident, death, or injury. The Federal Odometer Act authorizes NHTSA's law enforcement personnel to investigate alleged odometer fraud violations and provides for criminal penalties for violations of the Act.

The Office of Enforcement includes three main programs:

- Office of Vehicle Safety Compliance (OVSC): OVSC performs market surveillance of vehicles and motor vehicle equipment by conducting extensive testing to ensure compliance with NHTSA standards for minimum levels of safety. The Office monitors imports to prevent entry of vehicles and equipment not meeting U.S. safety standards and grants conditional permission for entry of advanced technology prototypes. Additionally, OVSC manages critical data for the Corporate Average Fuel Economy (CAFE) program, including administering credit trades and other credit transactions and assesses penalties when violations occur.
- Office of Defects Investigation (ODI): Plays a key role in executing NHTSA's mission by gathering and analyzing potential safety defects reported through Early Warning Reporting by companies, consumer complaints reported to NHTSA, crash reporting information from a variety of sources, as well as Congressional requests, media and social media incident reporting, and other available data sources. ODI investigates potential defects, identifying unsafe motor vehicles, child seats, and motor vehicle equipment; and manages the vehicle safety and non-compliance recall processes. ODI's risk-based processes consist of five stages: Data Collection, Data Review, Issue Escalation, Investigation, and Recall Management. ODI provides a variety of recall look-up tools, investigation data searches, and EWR data searches for public awareness of potential safety concerns. To ensure the safety of vehicle owners and those using the roadway, ODI manages the release of all safety defect related information by NHTSA to the public.
- Office of Odometer Fraud Investigation: Promotes safety and protects consumers by conducting criminal investigations of large-scale odometer fraud schemes. Odometer fraud

artificially inflates the value of a vehicle, masks actual wear and tear, and conceals dangerous safety and reliability issues. Odometer fraud harms new car dealers used car dealers, and individual consumers alike. This Program deters odometer fraud by putting fraudsters in federal prison, seeking restitution for victims, and supporting electronic odometer disclosure statements.

The FY 2026 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 mission-critical and public-facing Information Technology (IT) system and portals for ODI and OVSC.
- Continue to improve ODI's ARTEMIS system for recall management to:
    - expand data mining, increase transparency, and improve completion rates, improving analytical capabilities for safety defect identification.
    - improve transparency of investigative documents by posting to the public website faster with more automated redaction software capability.
    - reduce security risks while improving storage capabilities with a cloud-based operating system; and
    - streamline the investigative process to identify potential defects earlier, resolve investigations faster, manage and analyze Early Warning Reporting (EWR) data, and consistently use a risk-based process to make investigative decisions. This includes manufacturer portals which allow companies to submit and manage their contact data, users, investigative responses, EWR required reporting, recall reporting, and SGO reporting to streamline and ensure data quality and security while reducing transmission burden.
- Provide easy to use interactive dashboards, data searches, and accessible safety information to the public on NHTSA.gov.
- Continue the development of OVSC's compliance testing and recordkeeping system, SPARKS, develop an improved interface with the Department of Homeland Security's Customs and Border Protection's ACE system, and continue development of the mission critical Compliance Enforcement Management System (CEMS) and Vehicle Importation Safety Tracking Application (VISTA) systems supporting monitoring and enforcement of import regulations.
- Continue modernization and upgrades to the CAFE database supporting credit trading, enforcement, and deregulatory activities to support the Secretary's priority—Fixing the CAFE Program.

Operational Sustainment

- Actively review and analyze safety-related complaints and safety defect data sources to identify potential safety defect trends that require action by ODI and companies.

- Provide funding to promote the consumer complaint data collection, recalls week, and promotion of high-risk recalls.
- Provide funding for equipment, and contractor support services for safety defects analysis at the Vehicle Research Test Center (VRTC).
- Maintain NHTSA's existing tire safety facility to include repairs and improvements to buildings, grounds, and test track areas.
- Support field-based law enforcement operations such as interviewing victims and witnesses, inspecting vehicles and documents to confirm fraud, and executing federal warrants.

Safety of Vehicles and Equipment

- The requested funding for FY 2026 will allow the Office of Defects Investigation to devote additional resources to driving automation systems and other developing areas including vehicle electrification, cybersecurity, and new automotive system architectures that depend on recent advances in hardware and software, through our Advanced and Emerging Technologies Division and reporting requirements.
- Continue to streamline and expedite processes for defect 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 capacity to analyze software in the design and safety performance of modern vehicles, manage Over-the-Air updates, and identify system design defects that are highly technical in nature.
- The funding will also support the Office of Vehicle Safety Compliance's acquisition of crash test dummies and the testing of vehicles and equipment to ensure compliance of safety standards for emerging technologies, including ADAS and electric vehicles.
- Carry out critical vehicle crash avoidance and crashworthiness compliance testing and develop new tests and test procedures for compliance assessment of emerging technologies, including ADAS-equipped and electric vehicles, with respect to new proposed standards.
- 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.

Gathering more data generates a greatly expanded need for data analytics and investigative staff resources. NHTSA needs to continually build new tools and approaches, while at the same time enhancing its existing toolset for evaluating motor vehicle systems to support the work of our investigators who interface with the manufacturers. NHTSAs recently streamlined amended Standing General Order directly supports other Agency efforts designed to track and oversee the safety of ADS- and ADAS-equipped vehicles in operation.

Anticipated Accomplishments for FY 2025

- Advance the safety performance of ADS- and ADAS-equipped vehicles through oversight of the ADS and ADAS Standing General Order (recently amended to reduce company burden) and analysis of SGO crash reports to identify and remedy safety defects in automation.

- Refine the Automatic Emergency Braking (AEB) test procedure consistent with recent change to that rule.
- Facilitate credit trades and credit plans, providing manufacturer flexibility in complying with the CAFE program standards.
- Increase enforcement of imported vehicle and equipment requirements by increasing NHTSA's presence at ports of entry throughout the United States. Focus enforcement of Registered Importer regulations to deter frequent offenders importing and selling "gray market" vehicles with unremedied safety recalls, salvage titles or incomplete modification to meet U.S. safety requirements.
- Identify potential safety defects and ensure remedies are adequate, implemented promptly, and are properly communicated to the affected members of the public. Develop strategies to improve recall remedy completion rates and enforcement of recall requirements.
- 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. ODI collects, reviews, and analyzes about 80,000 consumer complaints per year through NHTSA's Vehicle Safety Hotline and website. From January 2023 – December 2024, ODI opened 98 investigations into potential defects. In 2024, ODI's recall management division processed 1,073 recalls of vehicles and vehicle equipment. This resulted in over 35 million vehicles and items of equipment being under recall.

ODI continues to work on ways to improve recall completion rates, increase transparency of recall information to the public, and decrease wait times for recall remedies. With the rapid development of vehicle automation technology and alternative fuels, ODI is charged with developing proper enforcement and oversight programs to ensure public safety during this rapid innovation of new technologies that may not be fully tested before release and without applicable FMVSS. ODI has increased public transparency with the development and launch of a Resources Related to Investigations and Recalls webpage, centrally locating all ODI-related public information, three interactive dashboards for recalls and investigations, decreased turnaround times for posting investigative documents, and the ability to search for open recalls by VIN, license plate, or through our mobile app. ODI publishes Early Warning Reporting and Standing General Order crash data monthly.

OVSC's enforcement of vehicle and equipment safety standards prevents tens of thousands of fatalities every year and reduces injuries, and property damage. OVSC accomplishes this by performing compliance testing of products ranging from heavy trucks to child seats, brake hoses and motorcycle helmets. OVSC compliance tests resulted in recalls of more than 3.5 million

vehicles and equipment items since 2022. 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. OVSC's imports program works closely with Customs and Border Protection to prevent the importation of non-compliant products and has recently launched multiple enforcement actions against importers entering noncompliant vehicles. OVSC also administers the CAFE program, including recording and allocating billions of dollars in credit trades and other credit transactions providing manufacturers with flexibility in meeting standards. Recent CAFE enforcement accomplishments include sharing in a multi-agency $525 million penalty obtained from a foreign truck manufacturer that falsified fuel economy and emissions data. In the last eighteen months, enforcement of fuel economy standards has resulted in the collection of over $1 billion in civil penalties and the administration of credit trades worth many billions of dollars.

The Office of Odometer Fraud Investigation (OFI) is necessary to enforce the Federal Odometer Act which makes it illegal to tamper with odometers and to issue a false odometer disclosure statement. It also authorizes NHTSA's law enforcement personnel to conduct inspections and investigations. The Program's most recent statutory and regulatory updates are aimed at streamlining automotive commerce by authorizing electronic titling and electronic odometer disclosure statements. These revolutionary updates, best described as ecommerce, are currently being developed and implemented in the automotive marketplace. The move toward ecommerce in this space is changing the way odometer fraud is committed and investigated.

Trends in the market making OFI necessary include, rising costs of new and used vehicles, older vehicles remaining on our roads longer than ever, and mileage-based road taxes. The odometer in a modern vehicle is essentially a computer, thus manipulating an odometer is a computer hack creating security vulnerabilities. Commercially available vehicle history information indicates odometer fraud in America is on the rise by roughly 7% for each of the last four years. 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 potential adverse impacts that go further than cheating the purchasers. Since 1984, NHTSA's odometer fraud investigations have resulted in more than 310 criminal convictions in 36 States with prison sentences ranging from one month to ten years and court ordered restitution totaling more than $6 million.

FY 2026 Research and Analysis Budget Request
($28,483,000)

Research and Analysis	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Vehicle Electronics and Cybersecurity	$ 6,000	$ 4,300	$3,500
Automated Driving Systems (ADS)	$ 8,172	$ 7,505	$10,000
Advanced Safety Technologies	$ 12,358	$ 10,000	$9,983
Crashworthiness	$ 4,514	$ 6,000	$3,500
Alternative Fuel Safety	$ 2,314	$ 2,000	$1,500
Total, Research and Analysis	**$ 33,358**	**$ 29,805**	**$ 28,483**

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

The Office of Vehicle Safety Research conducts in-depth studies on the safety of traditional and emerging vehicle technology. These studies often involve collaboration with academic and industry experts, such as research institutions, universities, test laboratories, technology developers, vehicle manufacturers, and automotive suppliers. Applied research is conducted at NHTSA's Vehicle Research and Test Center (VRTC) in East Liberty, Ohio.

The research encompasses all vehicle classes and addresses various aspects of the crash timeline, including crash prevention, reduction of crash severity, injury mitigation, and post-crash safety measures. Vehicle crash data is analyzed, test procedures and devices are developed, new technologies and safety measures are evaluated, and testing capabilities for assessing performance of emerging automotive technologies are continually enhanced. Additionally, the research involves monitoring market trends and engaging stakeholders to identify priority safety areas and potential emerging safety risks.

The budget request will support the following activities:

Vehicle Electronics and Cybersecurity
This research program covers the functional safety and safety of the intended functionality (SOTIF) of vehicle electronics and vehicle cybersecurity. The functional safety of Vehicle Electronics 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 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 Cybersecurity program will build upon FY 2025 research and initiate new efforts to address gaps critical to agency decisions on automated vehicle technologies, electronics reliability and vehicle cybersecurity. It will support research tied to Congressional mandates on driver monitoring technologies, focusing on the functional safety of systems that detect drowsiness, inattention, and incapacitation. In vehicle cybersecurity, NHTSA will study how the auto industry manages threats across the vehicle lifecycle in identifying, protecting, detecting, responding, and recovering from attacks. Research will explore new defensive strategies for in-vehicle networks, the resilience of electric vehicle wireless battery management systems, and the security of firmware over-the-air updates. Laboratory work will analyze cybersecurity incidents, assess the safety impact of vulnerabilities, and develop tools to evaluate reported hardware and software risks.

Automated Driving Systems (ADS)

This research program area includes the following ADS 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. The Office researches and identifies safety assessment methods for the agency, aimed at effectively overseeing the safety of ADSs. This effort is critical, given the potential of ADSs to enhance the safety of the traveling public at their maturity.

The primary program activities within the ADS research program area remain centered on several key objectives: advancing the knowledge base essential for informing Agency decisions related to enhancements necessary to facilitate innovative concepts; creating the essential tools and knowledge base for assessing the safety of these systems; and conducting research aimed at ascertaining whether existing tools are capable of adequately evaluating the safety of emerging vehicle designs, spanning from passenger vehicles to commercial motor vehicles.

Anticipated program activities include:

- The program will continue research on test methods for evaluating ADS-equipped vehicles through simulation, test track, and combined approaches, focusing on novel methods to assess performance at both the subsystem level (such as perception and path planning) and the vehicle level. This work may also produce augmented simulation methods validated against real-world performance. Human factors research will address emerging issues in ADS-equipped and ADS-dedicated vehicles, including completion of a study on seating configurations. Additional efforts will focus on the safety applications of machine learning and AI in ADS environments, completion of research on perception systems, development of methodologies for vehicle localization, and preventative maintenance techniques to support ADS safety.

Advanced Safety Technologies

This research program area focuses on motor vehicle technologies and systems that aim to prevent crashes and assist drivers in performing the driving task, commonly referred to as advanced driver assistance systems (ADAS). ADAS technologies covered in this program primarily include SAE Level 0 systems (crash avoidance systems such as automatic emergency braking (AEB)). This program is also inclusive of SAE Level 1 and 2 systems, which can provide longitudinal and/or lateral operational control with the expectation that the driver will monitor and supervise system performance. With respect to vehicle platforms, research on Advanced Safety Technologies covers a wide range of motor vehicles from passenger vehicles to large trucks and buses to motorcycles. This research program area continues to cover advancements in conventional crash avoidance technologies (e.g., tires, brakes, mirrors), as well as ADAS systems to improve the safety of road users such as lane keeping assist systems and research supporting vulnerable road users (e.g., ADAS system performance relative to bicycles and motorcycles). This area covers human factors research as well, including key areas such as driver impairment, driver distraction and driver monitoring technologies. It also studies the potential role and impacts of connectivity in vehicle safety.

Anticipated program activities include:

- The main program objectives are to lead national safety research to advance and accelerate the responsible deployment of beneficial ADAS across the U.S. automotive fleet. The program focuses on safety systems and innovations that directly address 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 ADAS enabling technologies, including hardware and software. Research also encompasses quantifying ADAS performance, capabilities, limitations, effectiveness, and potential new risks for all vehicle classes and roadway users. This program also encompasses safety technologies that monitor driver behavior and encourage fully attentive driving.
- Research will focus on crash avoidance technologies to address real-world scenarios involving vehicles and vulnerable road users, with a focus on complex situations like intersections and high-speed pre-crash scenarios for FY 2026. The program will examine the capabilities of driver assistance (SAE Level 1) and partial driving automation (SAE Level 2) systems, focusing on performance in nominal and critical driving scenarios, including vehicle-in-the-loop testing. Research will continue in FY 2026 on naturalistic driver performance in SAE Level 2 systems. Further research will explore advanced safety technologies in the New Car Assessment Program (NCAP), such as intelligent speed assistance (ISA), with a focus on ISA user acceptance, effectiveness, and sensor technologies. The program will study driver visual attention, including the impact of Human Machine Interfaces (HMIs) like touch screens versus knobs and dials, and vehicle information displays.

Crashworthiness

The Crashworthiness Research Program at NHTSA plays a key role in supporting the agency's efforts to improve motor vehicle crash safety and address the causes and outcomes of associated occupant and other road user injuries. This program focuses on how vehicle crashworthiness measures can effectively reduce fatalities and injuries resulting from motor vehicle crashes.

Research targets the root causes and impacts of injuries sustained in crashes. This understanding is largely derived from real-world data and comprehensive investigations conducted by NHTSA's Crash Injury Research and Engineering Network (CIREN), which examines occupant and pedestrian injury cases in depth. The program also evaluates pedestrian test procedures to assess the effectiveness of vehicle design measures in mitigating observed pedestrian injuries. In response to data-driven safety imperatives, the Crashworthiness Research program delves into both experimental biomechanics research aimed at understanding human injury response and initiatives focused on developing advanced crash testing tools such as anthropomorphic test devices (commonly known as crash dummies) and human body models (HBMs). These sophisticated tools and refined injury criteria enable the examination of occupant response in unconventional seating configurations. Current efforts within the program underscore a commitment to crash safety for all, including considerations for varying sexes, sizes, and ages.

Anticipated program activities include:

- Research will focus on collecting impact response data for a variety of occupant and road user demographics, particularly small and average-sized females, and explore crash safety improvements for wheelchair users. The program will continue analyzing real-world crash and injury data through in-depth investigations of motor vehicle crashes involving occupants and pedestrians, published via the CIREN Program. Research will also assess occupant restraints in reclined and side-facing seating configurations, particularly in limousines and ADS-equipped vehicles.
- Virtual testing using human body models will investigate occupant and pedestrian safety, demographics, and injury outcomes not well covered by current test programs and develop virtual Anthropomorphic Test Dummy (ATD) models to address gaps in existing physical ATDs. Studies will examine pedestrian test procedures, new test devices, and the impact of vehicle size on pedestrian injury risk. Research will support updates to child restraint test procedures, including advanced child ATDs.
- Occupant protection research will focus on advanced ATDs for frontal, side, and oblique offset crash testing, as well as methods to assess seat belt performance and head impact testing for rear seat components. The program will also evaluate the penetration resistance of vehicle glass, structural support of sunroof systems, and develop a motorcoach rollover test procedure, while exploring safety enhancements for crashes between battery electric and internal combustion vehicles.

Alternative Fuels

The Alternative Fuels Safety research program area develops information on the safety of emerging transportation fuels including battery, natural gas, hydrogen, and fuel cell technologies. NHTSA is developing test procedures and safety best practices for alternative fuels vehicles. This research includes interfaces with fueling and charging infrastructures. This program will coordinate with the Department of Energy’s research program to understand the safety of evolving battery systems and consider the need for developing new performance test procedures.

Anticipated program activities include:

- The research will focus on the safety analysis of post-submersion battery systems, evaluating sensors for diagnosing battery safety issues before the onset of fire or thermal runaway. Additionally, the program will develop best practices for handling battery electric vehicles with a high state of charge after a crash to ensure safe management of stranded energy.

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

The Vehicle Safety Research Program at NHTSA plays a pivotal role in instilling confidence that upcoming vehicle systems align with the expectations and capabilities of consumers, while also facilitating the safe integration of new vehicles and alternative energy sources. For example, this research will advance the safe testing and deployment of lifesaving vehicle systems through objective methods for consideration in Agency policies. The research will also explore the safety performance assessment of ADS-equipped vehicles that may not require a human driver at maturity.

Recent concluded research played a pivotal role in supporting the finalization of the light vehicle automatic emergency braking (AEB) rule. This research showcased the modern vehicles' capabilities in preventing rear-end collisions and crashes involving pedestrians across various scenarios and speeds. It led to the refinement of test protocols, minimum performance criteria, and test tolerances based on public feedback. This comprehensive research supplied crucial data for supporting the cost-benefit analysis of the rule and demonstrating its practicability. Moreover, further research studies contributed to enhancing the accuracy of adult and child pedestrian test mannequins, particularly in walking and running scenarios, through additional radar cross-section tests for better calibration. Recognizing the importance of conducting pedestrian tests under different lighting conditions, NHTSA introduced a new headlight aiming procedure to enhance test procedure repeatability. These efforts culminated in the introduction of FMVSS No. 127, titled "Automatic Emergency Braking Systems for Light Vehicles." This regulation is anticipated to annually save over 360 lives and prevent approximately 24,000 injuries upon full implementation.

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 oversight 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 sex-based differences that may be observed in crash outcomes. Crashworthiness research will also examine the safety of crashes involving battery electric vehicles. Data from crashworthiness research are shared through the publicly accessible NHTSA Crash Test Database.

FY 2026 National Center for Statistics and Analysis Budget Request
($900,000)

National Center for Stastics and Analysis	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Crash Data Collection	$ 900	$ 900	$ 900
Total, National Center for Statistics and Analysis	**$ 900**	**$ 900**	**$ 900**

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 necessary to understand the nature, causal factors, and outcomes of motor vehicle traffic crashes; the strategies and interventions that reduce crashes and their consequences; and the potential impacts, costs, and benefits of highway safety enforcement, research, and regulatory activities. The following are key activities within NCSA's budget request:

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).

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 2026 and beyond, PARTS anticipates growing the datasets, analyzing the datasets in greater detail, and expanding into new technologies and telematics to understand why certain systems perform better than others to drive improvements in ADAS safety.

Special Crash Investigations (SCI)

NCSA conducts crash investigations to identify causal factors and consequences of motor vehicle crashes and incidents in support of agency enforcement, rulemaking, and research efforts. The resulting data is also critical to countermeasure development and understanding the role and effectiveness of advanced driver assistance systems.

Federal Motor Vehicle Safety Standards (FMVSS) Analysis and Evaluation
NCSA conducts comprehensive analyses of safety countermeasures in support of proposed and final Federal Motor Vehicle Safety Standards (FMVSS); in addition, NCSA also evaluates the impact of existing FMVSSs and safety technologies.

The FY 2026 budget request will support the following activities.

- Conduct cost and weight analyses of regulated, proposed, or emerging vehicle technology.
- Conduct engineering assessments related to potential deregulatory activity.
- Conduct special crash data collections in support of safety deregulatory activity and evaluations.
- Perform cost/benefit studies and evaluations for potential deregulation, for example, Fixing the CAFE Program.

Anticipated FY 2025 Accomplishments

- Research and publish statistical evaluation for Electronic Stability Control.
- Conduct cost and weight analyses of side curtain airbags and electronic control units.
- Provide regulatory impact analysis for proposed rule to amend FMVSS No. 127 Light Vehicle AEB.
- Provide regulatory impact analysis for Minimum Performance Standards for Lane Departure Warning and Lane-Keeping Assist Systems.
- 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.

FY 2026 Communications and Consumer Information Budget Request
($5,418,000)

Communications and Consumer Information	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Paid Media Campaigns	$ 2,100	$ 2,100	$ 2,100
Vehicle Safety Communications	$ 1,418	$ 1,318	$ 1,318
Vehicle Safety Hotline	$ 1,900	$ 2,000	$ 2,000
Total, Comm. and Consumer Info.	**$ 5,418**	**$ 5,418**	**$ 5,418**

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 funding requested in the FY 2026 budget will support the following activities:
- Creation of ODI and NCAP communication materials, 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 2025 Accomplishments

- National paid advertising for the *Safe Cars Save Lives* campaign.

- Support and continuing promotion of the New Car Assessment Program 5-Star Safety Rating Program.
- Continued operation of the Vehicle Safety Hotline.

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 2026 request will continue to support and advance NHTSA's mission.

FY 2026 Administrative Expenses Budget Request
($148,682,000)

Administrative Expenses	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Salaries and Benefits (S&B)	$ 88,813	$ 98,708	$ 93,110
Working Capital Fund (WCF)	$ 24,661	$ 27,117	$ 41,665
GSA Rent	$ 1,411	$ 1,390	$ 1,405
Management and Oversight	$ 21,648	$ 19,172	$ 12,502
Total, Administrative Expenses	**$ 136,533**	**$ 146,387**	**$ 148,682**

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

NHTSA's Operations and Research (GF) request includes $148.7 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 funding requested for administrative expenses reflects increased funding for the Working Capital Fund reflecting the movement of positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions to the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in resources for payroll and contracts, which is offset by a corresponding increase to WCF expenses.

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

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

	FY 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
Highway Safety Programs	$ 58,541	$ 59,965	$ 61,933
Research and Analysis - NCSA	$ 55,327	$ 57,160	$ 59,036
Sec. 1906 Grants	$ 11,500	$ 11,500	$ 11,500
Communications & Consumer Info.	$ 10,294	$ 10,294	$ 10,632
Modal IT -WCF Consolidation			$ (31,933)
Administrative Expenses	$ 65,538	$ 66,481	$ 98,432
TOTAL, Base appropriations	**$ 201,200**	**$ 205,400**	**$ 209,600**
FTEs			
Direct Funded	209	209	177

Program and Performance Statement

The FY 2026 budget request includes $209.6 million for research and development activities to reduce highway fatalities, prevent injuries, and reduce the economic toll of motor vehicle crashes. The Highway Safety Research and Development programs support research, demonstrations, evaluation, technical assistance, and national leadership activities for behavioral safety programs conducted by State and local governments, as well as various safety associations and organizations. These programs are designed to provide our State and local partners with the latest tools to combat impaired, distracted, and unsafe driving while encouraging occupant protection, pedestrian and bicycle safety, and development of best practices for emergency medical and trauma care systems as part of a comprehensive highway and traffic safety system. This funding supports the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs. Finally, this funding will allow NHTSA to improve its vital data collection and analysis, which drives all the agency's safety activities.

Exhibit III-1a: Summary of Analysis of Changes

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

	$000	FTE
FY 2025 ENACTED	**$205,400**	**209**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 FTE	0	
Annualization of Prior Pay Raise(s)	232	
FY 2026 Pay Raise	0	
GSA Rent		
Working Capital Fund	45,720	
Other Services	-7,247	
Salaries and benefit	-6,754	-32
SUBTOTAL, ADJUSTMENTS TO BASE	**31,951**	**-32**
PROGRAM DECREASE:		
Highway Safety Programs	1,968	
Research and Analysis - NCSA	1,876	
Sec. 1906 Grants	0	
Communications & Consumer Info.	338	
Modal IT -WCF Consolidation	(31,933)	
SUBTOTAL, PROGRAM INCREASES	**(27,751)**	**0**
FY 2026 REQUEST	**209,600**	**177**

Detailed Justification for Operations & Research (TF)

Section 403 and National Driver Register – Budget Request

Research and Program Development
($61,933,000)

Highway Safety Programs	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Impaired Driving	$ 16,009	$ 22,200	$ 16,000
Occupant Protection	$ 5,553	$ 7,200	$ 7,000
Safety Countermeasures	$ 4,804	$ 3,200	$ 7,000
Enforcement and Justice Services	$ 9,589	$ 4,900	$ 11,000
Emergency Medical Services	$ 12,729	$ 17,800	$ 15,000
Highway Safety Research	$ 9,983	$ 4,000	$ 5,000
Program Support	$ 1,861	$ 665	$ 933
Total, Highway Safety Programs	**$ 60,528**	**$ 59,965**	**$ 61,933**

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. 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 traffic law enforcement; and improve lifesaving emergency medical services (EMS), including 911 systems, as part of a comprehensive Safe System Approach.

The FY 2026 budget request will support the following activities:

Impaired Driving

Alcohol Impaired Driving

NHTSA data on alcohol-impaired driving have been foundational for national- and State-level planning, research, and policymaking for decades. In 2023, alcohol-impaired driving fatalities accounted for 30% of all reported motor vehicle fatalities.[2] While fatalities in police-reported alcohol-involved crashes remain higher than the pre-pandemic levels, efforts led by NHTSA's impaired driving programs resulted in a reduction of 1,029 fatalities in 2023 as compared to the

[2] Traffic Safety Fact Research Note: Overview of Motor Vehicle Traffic Crashes in 2023

prior year.[3] NHTSA's impaired driving programs prevent driving while impaired (DWI) 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 prevent 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.[4] 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. 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 2025 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.
- Providing State ignition interlock programs with best practices and strategies to advance program management and proliferation.
- Convening law enforcement to support and encourage impaired driving traffic safety efforts.
- 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. 5
- Providing materials on traffic safety topics for middle and high school teachers to engage students on impaired driving topics.

FY 2026 funding will be used to:

- Provide technical assistance to States and their communities to implement impaired driving countermeasures.
- Apply a holistic approach to reduce impaired driving, to include information and education to community supervision professionals, prosecutors, toxicologists, and judges.
- Improve data collection and understanding of DUI arrests, prosecution, and adjudication.

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[3] Traffic Safety Fact Research Note: Overview of Motor Vehicle Traffic Crashes in 2023
[4] https://rosap.ntl.bts.gov/view/dot/60969
[5] https://nhtsa.gov/DUIDtool

- Continue to educate stakeholders and the public on the risks and dangers of drug and alcohol impaired driving.

Occupant Protection

When crashes occur, seat belts and child restraint systems save lives.[6] NHTSA's occupant protection programs encourage 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. Efforts led by NHTSA's occupant protection programs resulted in a reduction of 875 unrestrained passenger vehicle occupant fatalities in 2023 as compared to the prior year.[7] 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 at-risk communities; to reduce phone use and other driver distractions; to reduce driver fatigue; and to educate the public on the risks and consequences of pediatric vehicular heatstroke. These efforts have resulted in a reduction of 67 drowsy- and 40 distraction-attributed fatalities in 2023 as compared to the prior year.[8]

FY 2025 planned accomplishments include:

- Developing 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.
- Demonstrating and evaluating employer-based driving safety programs.
- Developing a compilation of State distracted driving programs to assist with understanding needs and identify gaps in existing programs and efforts.
- Enhancing and supporting the child passenger safety training and certification program
- Promote child passenger safety awareness training for law enforcement to increase their overall knowledge to better enforce the law.

FY 2026 funding will be used to:

- Develop a comprehensive teen seatbelt program.
- Implement phase 2 of the Rural High 5 Seat Belt program which will identify additional locations for implementation and evaluation of the program.
- Establish child passenger safety hospital discharge policy recommendations and best practices.

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[6] https://cdan.nhtsa.gov/tsftables/Lives%20Saved.pdf
[7] Traffic Safety Fact Research Note: Overview of Motor Vehicle Traffic Crashes in 2023
[8] Traffic Safety Fact Research Note: Overview of Motor Vehicle Traffic Crashes in 2023

Safety Countermeasures

NHTSA supports the Department's implementation of the Safe Streets and Roads for All discretionary grant program established under the Infrastructure Investment and Jobs Act (IIJA). NHTSA's safety countermeasures programs increase awareness of the importance of vulnerable road user safety by assisting States and communities with planning, adoption, implementation, and evaluation of evidence-based pedestrian, bicyclist, micro-mobility, and pupil transportation, motorcycle, and older road user safety strategies, programs, and products. These efforts have resulted in a reduction of 279 pedestrian and 96 older driver fatalities in 2023, compared to the prior year.[9]

FY 2025 planned accomplishments include:

- Promotion of a national strategy to prevent illegal passing of school buses.
- Expansion of the pupil transportation program to include novice drivers and rural communities.
- Enhancement of the motorcycle safety program through updated resources focused on speed, impairment, and licensure.
- Development of training for law enforcement, motor vehicle state administrators and practitioners who engage with the older adult population to address the road safety.

FY 2026 funding will be used to:

- Expand the pedestrian safety efforts to include risk mitigation and intervention strategies for older pedestrians.
- Expand support for older driver safety by developing consumer educational materials to address driver safety and functional and mobility challenges.
- Enhance the current School Bus Driver In-Service Safety Series Training to include a model focused on transportation of children with disabilities.

Enforcement Services

The enforcement of traffic laws focused on risky driving behaviors is vital to reducing injuries and fatalities on the road. NHTSA provides national leadership and engages the law enforcement community to promote safe and effective traffic enforcement. The Law Enforcement Liaison (LEL) Programs help improve effective traffic enforcement strategies; first responder safety through Move Over laws and the Below 100 initiative, which seeks to reduce line of duty fatalities for law enforcement officers; provides training and coordination to ensure law enforcement officers are trained in identifying and removing impaired drivers from the road; and collaborates with DOT's multimodal, multidisciplinary Speed Management Team to reduce speeding and aggressive driving.

[9] Traffic Safety Fact Research Note: Overview of Motor Vehicle Traffic Crashes in 2023

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 related to driver licensing, 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 Advanced Driver Assistance Systems (ADAS) and Automated Driving Systems (ADS) technologies.

FY 2025 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.
- Support for impaired driving enforcement training.
- Increasing uniformity of licensing practices among state motor vehicle administrators.

FY 2026 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 law enforcement operational model to assist law enforcement agencies in efficiently deploying traffic safety initiatives and countermeasures to deter risky driving behaviors, including automated enforcement.
- Conduct a literature review of driver training practices to research improved training models.
- Research and demonstration to improve and expand the DRE Program.

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 and 911 systems. 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 supports nationwide implementation of life-saving interventions such as prehospital blood transfusion, the National Guideline for the Field Trauma Triage of Injured Patients, and other post-crash care countermeasures.

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 over 14,000 EMS agencies for data submission 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 Safe System Approach. 911 professionals impact all five areas of the Safe System Approach and have unique abilities to improve post-crash care. To achieve this goal, the program works holistically to advance 911 issues including connecting systems nationwide, collaborating with stakeholders and creating and sharing resources.

FY 2025 planned accomplishments include:

- Release the 2025 NEMSIS Research Dataset
- Improve data linkage between NEMSIS and other traffic safety data sets to better capture motor vehicle crash data.
- Promote adoption of prehospital evidence-based guidelines as part of a comprehensive highway and traffic safety system.

FY 2026 funding will be used to:

- Support nationwide adoption of prehospital blood transfusion.
- Collaborate with 911 call-taking protocol providers and 911 organizations to improve dispatch of emergency responders to crash victims who would benefit from prehospital blood transfusion.
- Continue improving data linkage between NEMSIS and other traffic safety data sets to better capture motor vehicle crash data.
- Continue support vehicle crash data sharing with 911 centers to identify best practices for the transmission and use of crash data.

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 research is 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 explore characteristics of road users at higher risk will also 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 2025 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.
- Updating the Countermeasures That Work guide for State Highway Safety Offices with the latest research on effective and promising behavioral traffic safety countermeasures.
- Conducting evaluations of existing national, State, and community behavioral countermeasures, including messaging, State laws, and behavioral programs.
- Exploring the feasibility of using a phone-based application to improve older driver safety.

FY 2026 funding will be used to:

- Establish an updated National Child Restraint Use Special Study to determine child passenger restraint use and misuse as well as caregiver attitudes, beliefs, and behaviors.
- Explore the effect of new technologies on behavioral safety to reduce risky driving behaviors such as speeding and distracted driving.
- Advance behavioral-based research efforts are expected to identify promising countermeasures in preventing alcohol- and drug-impaired driving and speeding.

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

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 safety role. Research also will explore how people use and misuse vehicle technology to develop and evaluate countermeasures to reduce crash-related injuries and fatalities. Emphasis of this research 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. If these efforts demonstrate success, the model could be scaled to a larger number of States.

NHTSA is also evaluating its "Drive Sober or Get Pulled Over", "If You Feel Different, You Drive Different", and "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 work in FY 2023, additional funding was provided in FY 2024, and work is ongoing. Additionally, NHTSA is reviewing safety strategies that have lower ratings in Countermeasures That Work (11th Edition) to determine whether they are effective at changing behavior. The current version of the guide assigns lower ratings to unproven but promising countermeasures. [10]

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. In response to increasing pedestrian fatalities, NHTSA developed the National Pedestrian Safety Month Resource Guide to increase awareness and strengthen State and local efforts to improve the safety of those who walk and roll. 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://www.nhtsa.gov/book/countermeasures/countermeasures-that-work

National Center for Statistics and Analysis
($59,036,000)

National Center for Statistics and Analysis	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Traffic Records	$ 2,078	$ 1,993	$ 1,996
Crash Data Collection	$ 43,979	$ 41,954	$ 46,499
Data Analysis	$ 6,633	$ 8,337	$ 5,665
National Driver Register	$ 4,832	$ 4,876	$ 4,876
Subtotal, National Center for Statistics and Analysis	**$ 57,522**	**$ 57,160**	**$ 59,036**

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.

Anticipated FY 2025 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.
- Maintain and update crash data analytic and visualization tools with most recent publicly available data.
- Develop training for law enforcement officers to collect MMUCC compliant information on crash reports.
- 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 finalize the ANSI-D16 guideline Manual on Classification of Motor Vehicle Traffic Crashes.
- Continue the reliable operation of NDR PDPS to keep problem drivers from obtaining or renewing their driver licenses.

The FY 2026 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 improve 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) and measuring States MMUCC alignment.
- Development and implementation of 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 a nationally representative sample 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 Departmental 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), which 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 restraints, and rear-seat belts.

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 roadway 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
($10,632,000)

Communications and Consumer Info	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Paid Media Campaign	$ 7,427	$ 7,427	$ 7,427
Highway Safety Communications	$ 1,786	$ 2,867	$ 3,205
Total, Comm. and Consumer Info.	**$ 9,213**	**$ 10,294**	**$ 10,632**

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

NHTSA's Office of Communications and Consumer Information (OCCI) develops and delivers communication products 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.
- **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 2025 Accomplishments

- Continued support of all paid media campaigns by reviewing and refreshing advertising assets.
- Increased distribution and additional partnerships supporting social awareness campaigns.

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
($66,499,000)

Administrative Expenses	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Salaries and Benefits (S&B)	$ 42,812	$ 46,408	$ 39,886
Working Capital Fund (WCF)	$ 11,904	$ 11,904	$ 25,691
GSA Rent	$ -	$ -	
Management and Oversight	$ 7,721	$ 8,169	$ 922
Total, Administrative Expenses	**$ 62,437**	**$ 66,481**	**$ 66,499**

NHTSA's Operations and Research (TF) request includes $66.4 million for administrative expenses. Costs include the salaries and benefits for NHTSA employees who directly work on or indirectly provide support to 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. The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). The 2026 budget request includes a decrease of salaries and benefits cost by $6.5 million and a decrease of $7.2 million in other non-pay administrative expenses. These decreases are offset by corresponding increase of $13.8 million in Working Capital Fund cost.

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 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
Formula Grants (section 402)	$ 378,400	$ 385,900	$ 393,400
High-Visibility Enforcement (Section 404)	$ 40,300	$ 42,300	$ 44,300
National Priority Safety Programs (Section 405)	$ 353,500	$ 360,500	$ 367,500
Transfer from Federal Highway Administration (FHWA)	$ 142,702	$ -	$ -
Administrative Expenses	$ 41,101	$ 42,745	$ 44,455
TOTAL, Base appropriations	**$ 956,003**	**$ 831,445**	**$ 849,655**
FTEs			
Direct Funded	78	78	78

Program and Performance Statement

The FY 2026 budget request includes $849.7 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

Appropriations, Obligations, Limitations, and Exempt Obligations

($000)

	$000	FTE
FY 2025 ENACTED	**$831,445**	**78**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 FTE	0	0
Annualization of Prior Pay Raise(s)	81	
FY 2026 Pay Raise	0	
GSA Rent	1,369	
Working Capital Fund	1,142	
Non-Pay Inflation	260	
Other Services	-1,142	
SUBTOTAL, ADJUSTMENTS TO BASE	**1,710**	**0**
PROGRAM INCREASES/DECREASE		
Formula Grants (section 402)	7,500	
High-Visibility Enforcement (Section 404)	2,000	
National Priority Safety Programs (Section 405)	7,000	
Transfer from Federal Highway Administration (FHWA)		
SUBTOTAL, PROGRAM INCREASES	**16,500**	
FY 2026 REQUEST	**849,655**	**78**

Detailed Justification for Highway Traffic Safety Grants (TF)

FY 2026– Highway Traffic Safety Grants – Budget Request
($849,655,000)

The Highway Traffic Safety Grant program distributes statutorily-mandated grants, based on defined formulas, to 57 eligible jurisdictions, including States, the District of Columbia, Puerto Rico, four Territories, and the Bureau of Indian Affairs acting on behalf of the Federally recognized Tribes, to conduct data-driven highway safety programs addressing challenges 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 analyze their local safety data to understand their specific highway safety problems, set safety performance targets, and plan programs to help them achieve the targets. This funding can be used for a variety of data-driven behavioral highway safety initiatives as warranted by the jurisdiction's problem identification. Under the Section 405 National Priority Incentive Grant Program, States apply for optional grants to incentivize programs and the passage of laws in high-impact program areas. Additionally, highway Traffic Safety grants provide critical resources to State and local law enforcement agencies across the county to enforce the jurisdictions highway safety laws.

NHTSA conducts comprehensive oversight and operates a robust highway safety training program on program implementation and grants administration.

The FY 2026 budget request will support the following activities.

- Distribution of funds to the 57 jurisdictions to implement their Triennial Highway Safety Plans.
- 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 (including distracted driving law and awareness), 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. maintain and make data publicly available on the race and ethnicity of drivers pulled over in traffic stops.
- Strengthen the States' understanding of the formula grant program requirements. Adjust training to incorporate more distance learning opportunities.
- Implement an electronic grant-management system to support the administration and oversight of Federally funded behavioral traffic safety programs.

Anticipated FY 2025 Accomplishments

- Distribute funds to each of the 57 jurisdictions to implement their Triennial Highway Safety Plans.
- Work closely with States to make strategic adjustments to their programs to meet the ever-changing highway safety landscape and address the continuing increase in crashes, fatalities and serious injuries.

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 associated with roadway fatalities, and the associated 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 — 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 state specific highway safety problems and the core, high impact programs.

States will continue to combat risky driving behaviors including speeding, distraction, and alcohol and drug-impaired driving which remains a growing problem throughout the Nation. States can also identify and address their unique problems with the non-motorized public with more emphasis on walking and bicycling. 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 identify problems, select appropriate program countermeasures, and implement effective programs. NHTSA oversight of the State programs and guidance on State program administration will continue to ensure the Federal funds are spent efficiently and effectively in accordance with the applicable rules and regulations.

NHTSA will continue to provide operations and maintenance in support of its electronic grant-making system to support program administration, and to increase transparency and understanding about how effectively the States are investing their behavioral 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.

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

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

	FY 2024 ACTUAL	FY 2025 ENACTED	FY 2026 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	9	9	9

Program and Performance Statement

Several new initiatives in Infrastructure Investment and Jobs Act (IIJA) 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 IIJA 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

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

	$000	FTE
FY 2025 ENACTED	**$150,000**	**9**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 FTE		
Annualization of Prior Pay Raise(s)	10	
FY 2026 Pay Raise	0	
GSA Rent	0	
Working Capital Fund	1,374	
Non-Pay Inflation	-1,384	
SUBTOTAL, ADJUSTMENTS TO BASE	**0**	**0**
SUBTOTAL, PROGRAM INCREASES	**0**	
FY 2026 REQUEST	**150,000**	**9**

Detailed Justification for Crash Data (GF)

FY 2026 – Crash Data – Budget Request
($145,500,000)

National Center for Statistics and Analysis	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Traffic Records	$ 4,000	$ 4,000	$ 5,000
Crash Data Collection	$ 37,250	$ 48,905	$ 132,500
EDT Grants	$ 100,000	$ 86,595	$ -
Data Analysis	$ 6,000	$ 6,000	$ 8,000
Subtotal, National Center for Statistics and Analysis	**$ 147,250**	**$ 145,500**	**$ 145,500**

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

NCSA programs and activities funded under IIJA §24108 (Crash Data) advance the Department's top safety priority. Additional IIJA funding will continue to enhance the Crash Investigation Sampling System (CISS) scope and ability to collect enhanced data on pre-crash factors like distraction and emergent crash avoidance technologies (ADAS, etc.). Increasing the number of sample sites from the current 32 to 72 and adding more researchers will expand the scope of the study to include non-motorist, motorcycle, and large vehicle cases; increase the total number of cases to improve estimation accuracy; and enable the agency to make more timely and accurate assessments of automated driving in real-world crash scenarios. In FY 2026, the agency will continue its phased CISS expansion.

Additional IIJA funds will also be distributed to State Electronic Data Collection grantees. This new discretionary grant program will enable States to upgrade and standardize their crash data systems to enable electronic collection, intra-State sharing, and transfer to NHTSA, all of which will increase the accuracy, timeliness, and accessibility of crash data for all users. In FY 2026, the agency will continue to work with grantees toward the goals of improving their crash data systems and electronically transferring their data to NHTSA.

FY 2026 – Administrative Expenses – Budget Request
($4,500,000)

Administrative Expenses	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Salaries and Benefits (S&B)	$ 1,835	$ 2,069	$ 3,358
Working Capital Fund (WCF)	$ 663	$ 663	$ 621
GSA Rent	$ -	$ -	$ -
Management and Oversight	$ 252	$ 1,768	$ 521
Subtotal, Administrative Expenses	**$ 2,750**	**$ 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 costs and Working Capital Fund expenses.

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 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
Highway Safety Programs	$ 39,700	$ 39,700	$ 39,700
Research and Analysis - NCSA	$ 2,300	$ 2,300	$ -
Rulemaking	$ 8,735	$ -	$ -
Enforcement	$ 4,000	$ -	$ -
Research and Analysis	$ 46,470	$ 65,883	$ 70,000
Administrative Expenses	$ 8,495	$ 1,817	$ -
TOTAL, Base appropriations	**$ 109,700**	**$ 109,700**	**$ 109,700**
FTEs			
Direct Funded	31	8	0

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 2025 PRES. BUDGET	**$109,700**	**8**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 FTE	0	
Annualization of Prior Pay Raise(s)	0	
FY 2026 Pay Raise	0	
GSA Rent	0	
Working Capital Fund	-448	
Non-Pay Inflation	-1,369	-8
SUBTOTAL, ADJUSTMENTS TO BASE	**-1,817**	**-8**
PROGRM DECREASES		
Rulemaking	0	
Enforcement	0	
Research and Analysis	4,117	
Research and Analysis - NCSA	(2,300)	
Highway Safety Programs	0	
SUBTOTAL, PROGRAM DECREASES	**1,817**	
FY 2026 REQUEST	**109,700**	**0**

Detailed Justification for Vehicle Safety and Behavioral Research (GF)

FY 2026 – Vehicle Safety – Budget Request
($70,000,000)

Vehicle Safety	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Safety Standards Support	$ -		
Fuel Economy	$ 8,735		
Vehicle Safety Compliance	$ 4,000		
Safety Defects	$ -		
Odometer Fraud	$ -		
Vehicle Electronics and Cybersecurity	$ 6,375	$ 6,883	$ 6,000
Automated Driving Systems (ADS)	$ 8,000	$ 9,000	$ 23,000
Advanced Safety Technologies	$ 6,601	$ 32,000	$ 19,000
Crashworthiness	$ 17,624	$ 16,000	$ 18,000
Alternative Fuel Safety	$ 7,870	$ 2,000	$ 4,000
Crash Data Collection	$ 2,300	$ 2,300	
Subtotal, Vehicle Safety	**$ 61,505**	**$ 68,183**	**$ 70,000**

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

Division J, Title VIII of IIJA provides supplemental funds for "Vehicle Safety and Behavioral Research Programs," including research on Automated Systems and Advanced Driver Assistance Systems. IIJA 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 IIJA require expansion, acceleration and/or initiation of new or additional research to meet the specific requirements and timelines. NHTSA plans to use these supplemental funds within the same categories of research.

Funds support 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. Other research areas include heavy vehicle and limousine crashworthiness activities, as well as acceleration of crash test dummy development and other female crash safety related activities to improve 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 IIJA will support research in the following areas:

Advanced Safety Technologies
This research program area focuses on motor vehicle technologies and systems that assist drivers in avoiding crashes, commonly referred to as advanced driver assistance systems (ADAS), in passenger vehicles, large trucks, and buses. 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 IIJA-required activities and acceleration of planned research in accordance with IIJA-required timelines and will include:

- **New Car Assessment Program (NCAP) 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 IIJA-required technologies (e.g., distracted driving technologies, advanced drunk and impaired driving prevention technology, and headlights). Additional rulemaking needs may include repeatability and 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 that will address challenges identified with equipping Commercial Motor Vehicles not subject to 49 CFR 571.136 with automatic emergency braking systems.

Crashworthiness
This program focuses on occupant protection, crash compatibility, and crash partner safety topics. Anticipated program activities primarily support IIJA-required activities and acceleration of planned research in accordance with IIJA -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 IIJA. 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 IIJA.
- **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

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:

- **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.

Automated Driving Systems (ADS)

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. This includes the 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.

Vehicle Electronics and Cybersecurity

The program area covers electronics functional safety and vehicle cybersecurity research. As motor vehicles and motor vehicle technologies evolved to utilize electronics and software more

extensively, NHTSA's research focuses also expanded to include the unique opportunities and challenges. Anticipated program activities in this section will support IIJA required activities and also expand agency emphasis in motor vehicle cybersecurity beyond what is articulated in the general appropriations budget, and will include:

- **Vehicle Electronics:** Support mandates in rollaway prevention and automatic shutoff.
- **Vehicle Cybersecurity:** Expand motor vehicle cybersecurity research to explore potential implications of planned mandates on ADAS technologies on cybersecurity risk exposures of future motor vehicles. Accelerate research into emerging vehicle electronic architectures that enhance resiliency and enable more effective risk management.

FY 2026 – Behavioral Safety – Budget Request
($39,700,000)

Highway Safety Programs	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request
Occupant Protection	$ 4,500	$ 4,500	$ 4,500
Enforcement and Justice Services	$ 10,000	$ 10,000	$ 10,000
Emergency Medical Services	$ 5,000	$ 10,000	$ 10,000
Highway Safety Research	$ 20,200	$ 15,200	$ 15,200
Subtotal, Highway Safety Programs	**$ 39,700**	**$ 39,700**	**$ 39,700**

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

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

In FY 2026, supplemental funds provided by IIJA will support the following activities:

Occupant Protection

Seat belts and appropriate child safety seats save lives when crashes occur. [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. The annual Click It or Ticket High Visibility Enforcement (HVE) campaign is vital to this effort. NHTSA also works with a cadre of stakeholders to educate parents and caregivers about the correct choice, use, and registration of car seats and booster seats, particularly in less-advantaged communities; to reduce texting and other driver distractions; and to educate the public on the risks and consequences of pediatric vehicular heatstroke.

Enforcement and Justice Services

Enforcing sound traffic laws is vital to reducing injuries and fatalities on the road. NHTSA engages the law enforcement community to support safe and effective traffic enforcement; helps States that are implementing Data-Driven Approaches to Crime and Traffic Safety and the National Law Enforcement Liaison Program; conducts research and development activities to improve first responder safety through Move Over laws and Below 100; and collaborates with DOT's

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

multimodal, multidisciplinary Speed Management Team.

EMS, including 911 and NEMSIS

When crashes occur, the rapid response of trained emergency responders 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. A comprehensive and effective EMS system is an essential component of the Nation's highway safety; it provides the last opportunity to reduce fatalities and minimize injuries from motor vehicle crashes and other medical emergencies. NHTSA conducts and develops activities that could help States as they implement the National EMS Scope of Practice Model, National EMS Education Standards, and EMS Agenda 2050; chairs and supports the Federal Interagency Committee on EMS and National EMS Advisory Council; and collects data from all U.S. States, Territories, and the District of Columbia for NEMSIS to optimize EMS data collection and analysis as part of a comprehensive highway and traffic safety system.

Highway Safety Research

NHTSA's programs are driven by data and research. The Agency develops and evaluates safety countermeasures to reduce alcohol- and drug-impaired driving, improve young and novice driver behavior, protect pedestrians and other vulnerable road users, and prevent distracted driving. NHTSA seeks more effective and efficient countermeasures for existing traffic risks, such as motorcyclist safety, speeding, nonuse of seat belts, and misuse of child restraints, while exploring factors that may affect and predict driver engagement with new technologies, such as ADS and ADAS.

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 2024 ACTUAL	FY 2025 ENACTED	FY 2026 REQUEST
Formula Grants (Section 402)	$ 20,000	$ 20,000	$ 20,000
National Priority Safety Programs (Section 405)	$ 22,000	$ 22,000	$ 22,000
Grant 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 2025 PRES. BUDGET	**$62,000**	**0**
ADJUSTMENTS TO BASE:		
Annualization of FY 2025 FTE		
Annualization of Prior Pay Raise(s)	0	
FY 2026 Pay Raise	0	
GSA Rent	0	
Working Capital Fund	0	
Non-Pay Inflation	0	
SUBTOTAL, ADJUSTMENTS TO BASE	**0**	**0**
FY 2026 REQUEST	**62,000**	**0**

Detailed Justification for Highway Traffic Safety Programs (GF)

FY 2026 – 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 analyze their local safety 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. The triennial highway safety plans will support 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 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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FY 2026 Research, Development, & Technology Budget Authority
($000)

Budget Account	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request	Basic Research	Applied Research	Experimental Development / Advanced Research	Technology Transfer
Vehicle Safety Research	$46,935	$37,924	$36,602		$36,602		
Highway Safety Research	$22,443	$4,000	$5,000		$5,000		
Total	**$69,378**	**$41,924**	**$41,602**		**$41,602**		
IIJA Supplemental (Division J)							
Vehicle Safety Research	33,515	65,883	70,000		70,000		
Highway Safety Research	5,255	$15,200	15,200		15,200		
Supplemental Funding SubTotal	**$38,770**	**$81,083**	**$85,200**		**$85,200**		
Total R&D Funding, all appropriations	**$108,148**	**$123,007**	**$126,802**		**126,802**		

Vehicle Safety Research

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

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

Vehicle cybersecurity research centers on managing safety risks linked to intentional threats, such as the manipulation of vehicle software, hardware, sensors, and internal communication networks. A systematic approach to identifying vulnerabilities and managing emerging risks is critical to ensuring that vehicle architectures remain safe and resilient, even in the face of system failures, software faults, or malicious cyberattacks.

The Advanced Safety Technologies research program focuses on vehicle systems and technologies that help drivers avoid crashes in passenger vehicles, large trucks, and buses—commonly referred to as Advanced Driver Assistance Systems (ADAS). This program also encompasses research on conventional vehicle components such as tires, brakes, and mirrors; human factors studies related to the safe integration of in-vehicle displays and controls; and investigations into driver impairments, including alcohol use, distraction, and drowsiness. In addition, the program addresses the safety of vulnerable road users, including motorcyclists, bicyclists, and pedestrians, and explores the potential role and impact of vehicle connectivity in enhancing safety.

In 2026, the objectives of the Advanced Safety Technology program are to lead national safety research and accelerate the responsible deployment of safety-enhancing Advanced Driver Assistance Systems (ADAS) across the U.S. vehicle fleet. The program prioritizes safety systems and innovations that directly address real-world crashes involving light and heavy vehicles, as well as vulnerable road users such as pedestrians, bicyclists, and motorcyclists. Research efforts aim to develop a comprehensive understanding of ADAS-enabling technologies, including sensor systems, and to evaluate their performance, capabilities, limitations, effectiveness, and potential risks across all vehicle types and roadway users. The program also explores safety technologies that monitor driver behavior to promote attentive driving. Looking ahead, the program will continue to leverage emerging technologies and innovative systems that show promise in preventing crashes and improving vehicle safety—especially those designed to detect and respond to vulnerable road users.

In 2026, the Automated Driving Systems (ADS) program will focus on advancing the knowledge and tools necessary to inform regulatory decisions that support the safe deployment of innovative, safety-enhancing technologies. Key objectives include developing methods to evaluate ADS safety, assessing whether existing tools can adequately address new vehicle designs across diverse use cases, and identifying potential gaps. The program will conduct foundational research in ADS safety performance and human factors. All research activities will align with the U.S. Department of Transportation's strategic safety and policy goals and support the pillars of the AV Regulatory Framework.

In 2026, NHTSA's Crashworthiness Research Program will continue to support agency decisions related to motor vehicle crash safety and the causes and outcomes of occupant and road user injuries. The program evaluates how crashworthiness countermeasures can reduce fatalities and injuries in motor vehicle crashes. Research begins with understanding the causes and biomechanics of crash-induced injuries, drawing on real-world data and detailed case investigations from NHTSA's Crash Injury Research and Engineering Network (CIREN). Based on identified safety needs, the program conducts experimental biomechanics research and advances the development of crash testing tools, including anthropomorphic test devices (ATDs) and human body models (HBMs). These tools are applied in the development of new crash test protocols and enhanced injury metrics—key outputs of the program. Current efforts emphasize variations in sex, size, and age, with a focus on designing, evaluating, and documenting advanced crash test dummies. The program also supports the development of pedestrian impact test procedures to evaluate vehicle design countermeasures. Additionally, research includes crashworthiness considerations for Automated Driving System (ADS)-equipped vehicles, especially those with nontraditional seating configurations.

In FY 2026, the Alternative Fuels Safety Research program will continue to gather and analyze safety information related to emerging transportation fuels, including batteries, natural gas, hydrogen, and fuel cell technologies. This knowledge supports the development of targeted research projects aimed at refining safety assessments and creating performance-based tests. Collaboration with industry stakeholders, other federal agencies, and the first responder community will be key to establishing best safety practices for alternative fuel vehicles. The program will also coordinate closely with the Department of Energy's National Laboratories to align with ongoing research and enhance the safety of advanced energy storage systems.

Highway Safety Research

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

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

The research supports five strategic categories:

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

In FY 2026, NHTSA will prioritize emphasis areas based on problem identification and research needs, with continued focus expected on drug-impaired driving and the behavioral impacts of new technologies. Efforts will include foundational research to define problems, developmental research to refine interventions, and hybrid projects exploring innovative concepts and their potential as safety programs.

Section 5: Information Technology
Modal IT Budget Request and Narrative

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BUDGET AUTHORITY
($000)

Budget Account	FY 2024 Actual	FY 2025 Enacted	FY 2026 Request [1]
Operations & Research (GF)	**$65,839**	**$43,659**	**$52,863**
Commodity IT SS WCF	*$16,695*	*$17,938*	*$26,006*
Modal IT - WCF	*$49,144*	*$25,721*	*$26,857*
Operations & Research (TF)	**$39,139**	**$40,759**	**$43,837**
Commodity IT SS WCF	*$8,059*	*$8,289*	*$11,904*
Modal IT - WCF	*$31,080*	*$32,470*	*$31,933*
Highway Traffic Safety Programs (TF)	**$5,348**	**$6,374**	**$5,714**
Commodity IT SS WCF	*$3,095*	*$3,407*	*$4,572*
Modal IT - WCF	*$2,253*	*$2,967*	*$1,142*
Crash Data (GF)	**$6,177**	**$2,111**	**$2,037**
Commodity IT SS WCF	*$449*	*$458*	*$663*
Modal IT - WCF	*$5,728*	*$1,653*	*$1,374*
Vehicle Safety & Behavioral Research (GF)	**$5,156**	**$2,962**	**$0**
Commodity IT SS WCF	*$1,213*	*$448*	*$0*
Modal IT - WCF	*$3,943*	*$2,514*	*$0*
Total	**$121,659**	**$95,865**	**$104,451**

1/ The FY 2026 President's Budget reflects organizational changes to improve efficiency. The Budget request assumes that positions and program funding supporting Human Resource, Information Technology, Procurement, Government Affairs, Communications/Public Affairs, and Civil Rights functions are consolidated within the Office of the Secretary through the Working Capital Fund (WCF). This realignment is reflected by a decrease in program resources, which is offset by a corresponding increase to WCF expenses.

Modal IT Budget Request and Narrative

The National Highway Traffic Safety Administration (NHTSA) requests FY 2026 funding to support information technology solutions that enable the full spectrum of highway safety programs and advance the Department of Transportation's strategic IT modernization efforts, including the ongoing consolidation of IT services under the Office of the Chief Information Officer (OCIO).

Through the Working Capital Fund, OCIO will also continue to deliver Commodity IT Shared Services to NHTSA in FY 2026. These services enable enterprise-wide efficiencies, consistent cybersecurity protections, and standardized service delivery across the Department.

Commodity IT Shared Services include:

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

NHTSA requests **$27.1 million** to support these services in FY 2026.

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

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

- **Artemis (NHTSA020):**
  Funding request: **$9.05 million** (Development, Modernization, Enhancement [DME] and Operations & Maintenance [O&M])
  Supports the Office of Defects Investigation (ODI) in tracking and analyzing vehicle safety defects.
- **Crash Data Acquisition Network (NHTSA0347):**
  Funding request: **$22.76 million** (Development, Modernization, Enhancement [DME] and Operations & Maintenance [O&M])
  Supports the National Center for Statistics and Analysis (NCSA) in acquiring and managing critical crash data to inform policy and program decisions.
- **Teleprocessing and Timesharing Services for the NDR Program (NHTSA0301):**
  Funding request: **$5.69 million** (Development, Modernization, Enhancement [DME] and Operations & Maintenance [O&M])
  The National Driver Register (NDR) is a central repository of information on individuals whose privilege to drive has been revoked, suspended, canceled, denied, or who have been convicted of serious traffic-related offenses.

Finally, NHTSA requests **$33.10 million** for the DME and O&M of non-major support systems, which collectively underpin core mission functions, data analytics, research initiatives, and stakeholder engagement platforms.

Section 6: 10-Year Funding History Tables

Fiscal Year	Request	Fiscal Year	Enacted
2017 [1]	$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	$223,000,000
2025	$248,000,000	2025	$223,000,000
2026	$223,000,000	2026	-

[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.

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
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	$201,200,000
2025	$205,400,000	2025	$205,400,000
2026	$209,600,000	2026	-

APPROPRIATIONS HISTORY
HIGHWAY TRAFFIC SAFETY GRANTS
TRUST FUND - CONTRACT AUTHORITY

Limitation on Obligations & Liquidation of Contract Authority

Fiscal Year	Request	Fiscal Year	Enacted
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	$813,301,000
2025	$831,444,832	2025	$831,444,832
2026	$849,655,000	2026	-